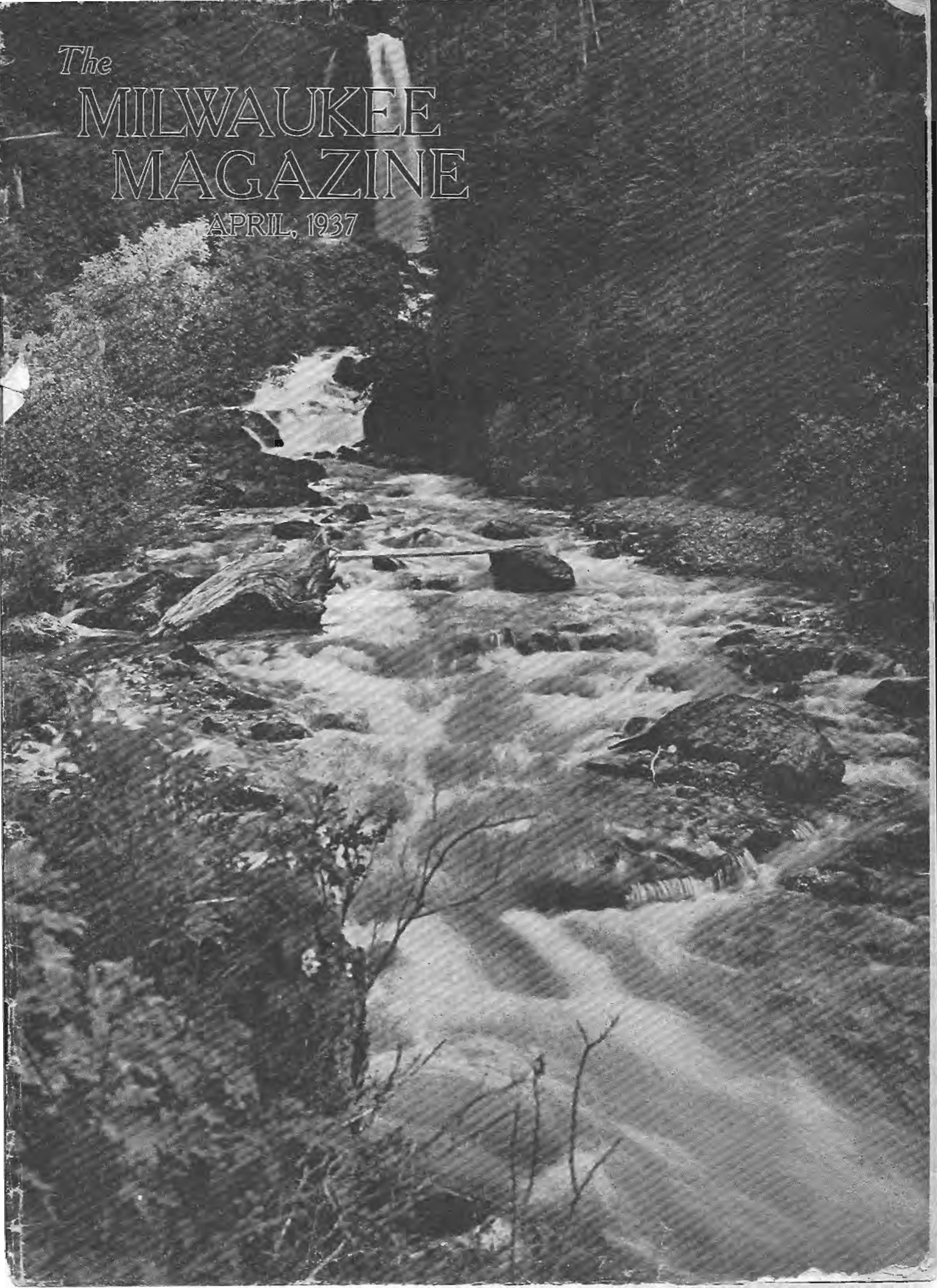


The

MILWAUKEE MAGAZINE

APRIL, 1937





FULL SPEED AHEAD

ON SPRING MOTORING NEEDS

• *Happy driving days are here again!* Now is the time to put your "winter-worn" car in shape for those trips to the mountains, lakes, seashore. And remember, right now Goodrich Stores are featuring products that will give your car the real "build-up" it needs after the winter—everything to start you out and keep you riding in *extra*

safety and comfort. Whether you need tires, tubes, auto radios, seat covers, polishes and waxes or radiator cleaner, there's a high-quality Goodrich product that will fit your needs and be easy on your pocket-book. Visit your nearest Goodrich Store and see these outstanding motoring values. The sooner the better.

SPRING "CAR-CLEANING" Specials



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POLISH AND
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6 OZ. CAN **33¢***
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**Goodrich LUSTRE
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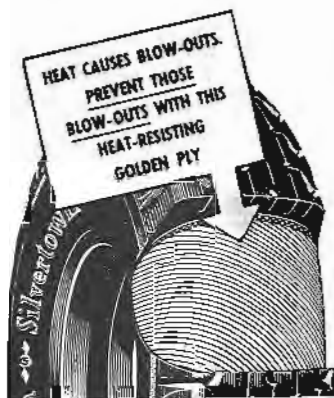
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only **37¢*** EACH



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125 First St., S. E.
Milwaukee, Wis.
1401 W. Mitchell St.
1223 W. Walnut St.
132 E. Kilbourn at Edison
Minneapolis, Minn.
209 Washington Ave., S.

Omaha, Nebr.
2406 L. St.
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Ottumwa, Iowa
Cor. Main & Washington Sts.
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942 Payne Ave.
1636 University Ave.
6th & Exchange Sts.

Seattle, Wash.
Cor. Virginia & Westlake Ave.
535 First Ave., S.
Sioux City, Iowa
5th & Jackson Sts.
Sioux Falls, S. Dak.
Main Ave. & 10th St.
Spokane, Wash.
827 W. Second Ave.
Tacoma, Wash.
21st & Pacific Ave.

Conservation in Wisconsin

THE State of Wisconsin has developed an elaborate plan for conserving the natural resources, beauties and attractions in its far flung territory, that extends from north to south for more than two hundred miles and embodies natural wonders of extraordinary interest, incomparable scenic beauty and agricultural, mineral and forest wealth.

In the program already laid down, Wisconsin goes in for protecting by law its wild flowers, some varieties of which are rare, such as the trailing arbutus, trilliums, lotus, lady's slipper and other members of the orchid family. The arbutus, which formerly grew in such abundance in certain sections, has almost entirely disappeared, owing to the ruthless dismantling of the native beds.

In the Baraboo hills there will be an annual influx of wild turkeys from the state game farm. It is said that the five hundred birds released in 1936 into those hilly fastnesses are doing well.

Wisconsin's fish conservation program was gotten under way many years ago, and the work progresses. A recent feature in this department is the erection in state lakes of more than 25,000 brush and sapling under-water refuges for young fish.

Over 400,000 acres in the state have been dedicated to permanent wild-life refuges; but the Nimrods will have their opportunity, for 2,500 acres have been set aside as public shooting grounds.

Tree-planting goes on apace in Wisconsin, with a record in 1928 of 8,750 acres returned to forest.

The Federal Government also takes a hand in conservation in this state, having recently purchased 226,121 acres in Wisconsin for new forests, game preserves, public parks and Indian reservations.

The creation of many state parks in the localities where are some of the state's great natural wonders and relics of the ancient inhabitants of this land insures the preservation of such objects and provides beauty spots for a wondering world to visit and study.

In Devil's Lake State Park are some of the best preserved Indian animal mounds, while scattered throughout the central and southern parts of the state are many of these curious ancient relics of an early people.

Rare rock formations constitute one of Wisconsin's most interesting features, those in the cliffs of Devils Lake State Park being found nowhere else between the Appalachian and Rocky Mountain ranges.

The Nelson Dewey State Park south of Prairie du Chien contains some curious petrifications, relics of geological eras, notably a 40-foot column of petrified moss. This park was formerly the 700-acre river plantation with farm-house of Nelson Dewey, first governor of Wisconsin, for whom the Park is named. This is the eighteenth and newest of Wisconsin's State Parks.

An interesting old shot tower in use before the war between the states for dropping molten lead for shot is still standing in Tower Hill State Park, in the southwestern part of the state.

A point of interest is an Indian totem pole in Door County which marks the grave of Chief Simon Onanguisse Kahquados, last of the Potawatomie Indian chieftains, whose tribe ruled the land all thereabouts for centuries.

The foregoing and many other unusual and rare objects and points of scenic and scientific interest are in Wisconsin's Conservation program, which is planned to bring all of this great state's wonderful and varied attractions under proper protection for the enjoyment of the people far and wide and for general information in regard to them.

Wisconsin has 550 miles of shore line on Lakes Michigan and Superior, with wide sandy beaches and summer sports galore.

Planting of a greatly increased number of partly grown muskellunge in Wisconsin inland waters will be made possible in 1937 by use of the world's largest muskie rearing pond, now being completed on Little Tamarack river, northwest of Eagle River. The pond will be 300 feet wide by 4000 feet long.

While Wisconsin has, in past years, been able to show a consistent increase

in the muskellunge population of the state, by planting muskies in the fry stage, even greater progress is expected by the fisheries division of the State Conservation department through planting more fingerlings from three to seven inches in size.

Wisconsin, among the first to hatch muskellunge successfully, has also pioneered in rearing these fish to fingerling size. In 1936, the two state muskellunge hatcheries at Woodruff and Island Lake hatched nearly seven million muskellunge. All except several thousand were planted as fry. Muskies in the fingerling stage of growth, said by authorities to be amazingly fast and powerful swimmers, will have a greater chance of growing to maturity in open waters.

"The muskellunge, the largest freshwater game fish in the United States, is an exceedingly difficult fish to rear," said B. O. Webster, superintendent of the Wisconsin Conservation department fisheries division. "In our early experiments, we saw young muskies deliberately starve themselves in the presence of plenty of food rather than eat something they did not like. Now we feel well acquainted with their feeding habits and requirements, and we anticipate no particular difficulty in producing fingerlings in the new rearing pond on the Little Tamarack.

"This new pond will be the largest of its kind in the world," said Webster, "and, while it is rather difficult to estimate the number of fish that can be raised to semi-maturity in it, we are convinced that the additional number will considerably increase each year the total of our muskie crop."

Spring Again!

Spring came riding in this morn—
On soft fresh breezes it was borne.
Feathery cloudlets, sailing high,
Proclaimed the advent from the sky.
While underneath, a crocus peeped
And smiled to find it true,
And then a golden daffodil
Unfurled its welcome, too.
A trillium with starry eye,
Within the woodland deep,
Opened it wide and looked about
Where all had been asleep.
She saw the blue-bird darting past
And heard the robin sing,
She felt new life reach up and stir
In every living thing.
She saw two lovers, arm in arm,
Stroll by in blissful quiet,
When all the time she knew full well
Hearts fluttered in a riot.
***Ah! Life is good and living sweet,
Forgotten what was sad—
For Spring came riding in this morn
And all the world is glad!
—Reta Rhynsbarger.

Up-to-Date

Mistress: "Marie, when you wait at table tonight for my guests, please don't spill anything."
Maid: "Don't you worry, ma'am; I'll keep my mouth shut."

What a Risk!

"Is this the Fidelity Insurance Company?"
"Yes, ma'am, it is. What can we do for you?"
"I want to arrange to have my husband's fidelity insured!"



Center: Martha Bergerson, Queen of Milwaukee Road. Railroad Week, 1936.

Second Annual Dance—Association of R. R. Booster Clubs, Trianon and Aragon Ballrooms, Wednesday, April 21, 1937

A FEW of the several hundred Milwaukee Road employees located in the Fullerton avenue building who viewed the new Packard auto to be given away as a door prize at the Second annual dance of the Association of Railroad Booster clubs at the Trianon and the Aragon ballrooms Wednesday evening, April 21. Tickets 50c each.

The Association is composed of Chicago railroad employees clubs. V. E. Haninger of the Illinois Central is president, H. Mortvedt of the Burlington is treasurer, W. T. Ahern of the Milwaukee Road is secretary and A. S. Beery of the Railway Express Agency is chairman of the dance.

The Snows of 1937

WHILE the winter just past did not, generally speaking, pile up such a record-breaking amount of, and depth of snow, nor so wide-spread a visitation of Old Man Winter as was given us in 1936, yet the northwest was visited for a time by severe weather, blizzards, cold and all the discomforts the railroad men have to deal with fighting blockades and keeping the trains rolling.

In the Chicago district there was practically no snow at all, very little cold weather, and altogether a mild and pleasant sort of a winter; a hundred miles north and west there was some



Near Wisconsin Rapids.

very bitter cold, a lot of snow and high wind. In the Dakotas, parts of Montana and eastern Washington the railroad was hampered some, on several occasions, and here we have some pictures to show that blizzards had not entirely overlooked some sections of our country:

On The Running Water Line between Marion Junction and Menno, S. D., the snow, as will be seen, had been plowed and flanged off, but with the wind blowing over plowed fields, the dirt and snow drifted in again forming a hard coating of ice, dirt and snow that required digging out with pick and shovel. The track was covered in places from one to two feet deep.

In one picture the laborers are



Running water line: Two feet of snow and dirt over tracks.

cleaning out the ice and snow and in another picture where the track is covered with snow from one to two feet deep. Roadmaster Bahr is observing the conditions.



Drifts at Wankon, Iowa.

The larger picture was taken in the vicinity of Lawler, Iowa, where we had considerable trouble this year as well as last year. The snow in these cuts is from 10 to 12 feet high along side of our trains. This picture shows Trainmaster R. E. Sizer, Condr. John Leibold, Brakeman Geo. Cahalan and Roadmaster C. E. Kemp.

Other views disclose some of the snow conditions at Mobridge, on the H. & D. and on the



Running water line: Digging the tracks out. Wisconsin Valley and Iowa Divisions.

Train Service Maintained

THAT the train service was satisfactorily maintained during the severe weather of the late winter, while other agencies of transportation were obliged to discontinue, may be inferred from the following friendly note of the Redfield, S. D., "Observer" of February 15th, 1937:

"We have had wonderful train service from The Milwaukee Railroad during the hard winter season that has closed. We owe them a vote of thanks."

From The Stickney, S. D., Argus, the following editorial:

Train Service O. K.

Last winter we felt justified in editorializing on train service when the usual lines of communication and of transportation were paralyzed. This winter makes the value of railroad service the more clear.

By a simple stretch of the imagination, visualize the situation if we now had no radios and no trains.

Train service has been disrupted, it is true, but to an extent far from being in proportion to the general tieup of all activity.

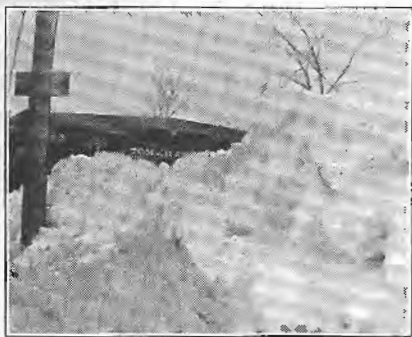
We get our mail without undue delay; our materials, supplies, food and coal.



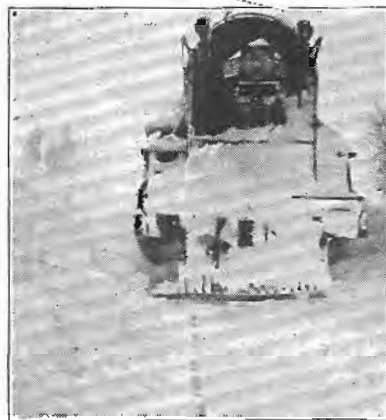
Near Summit, South Dakota—Drift high as semaphore.



Snow plow at Lawler, Iowa.



At Tomahawk, Wisconsin.



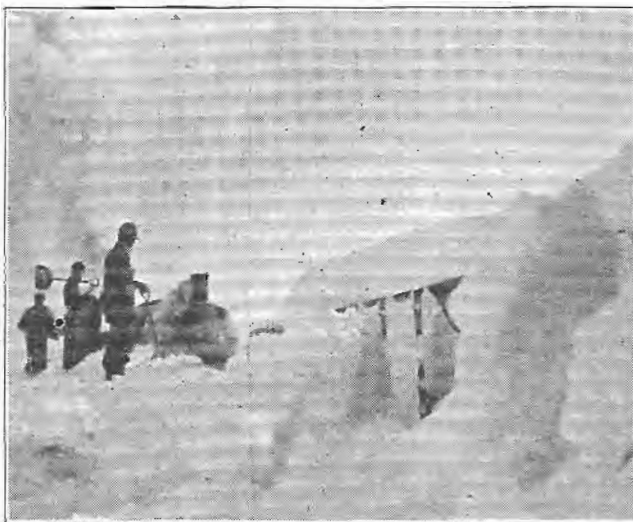
Near Wisconsin Rapids: Train held here thirty hours.

Presumably all these could be brought in by some other means, but we feel certain they could not be brought in on time, in adequate quantities, nor at anywhere near the present cost. The price of coal, for instance, would be prohibitive if shipped by some other means. The chances are also, that we would be getting it by the bucketful, also.

The Argus believes that this town has an acute need for continued rail service, and there is no use tempting the railroad to apply for discontinuance some time, by failing to patronize the road as soon as the weather relents.

We contend that it is short-sighted to save 13 cents here and 7½ cents there, to get cheaper transportation on a shipment of merchandise, and then pay the difference and a large amount more some time in the future.

The Argus tries to ship almost its entire output by freight, express or parcel post, regardless of rates, and virtually our entire intake of stock comes in by rail, not only during this weather but during the summer



Digging out at Mobridge.

as well. We believe it will be profitable in the long run.

For another thing, we are able to obtain stock by rail the day following a telephone call to either Sioux Falls or Sioux City, and we presume the service is as rapid on all other forms of merchandise.

lends no money but insures the mortgage secured by the property.

In other words, a man who can afford to pay \$35 a month rent would be able, if he had \$1,000 for the down payment, to purchase a \$5,000 house under the Insured Mortgage System. The monthly payments over a 20 year period would be about \$29.08, which would include a portion of the principal, interest on the money borrowed, the cost of servicing the mortgage, leaving the balance of the \$35 for the monthly share of taxes, insurance and maintenance, which vary in every community.

In considering a man's application for a loan, the Housing Administration's underwriters look after his interests as well as the lender's and the Government's. They determine whether the applicant for the loan has an income sufficient to warrant his building or buying a home of the value contemplated, for the Federal Housing Administration will not insure a mortgage if it believes that repaying the loan will consume so much of the borrower's income as to cause doubt of his ability to meet other current living expenses.

The plans, specifications and estimates are carefully scrutinized, for the Administration insists that the home shall be well planned and constructed of good material by competent workmanship. The location of the home is also carefully considered—whether it is of a type that fits its environment whether there are schools and adequate transportation facilities; if water, gas and electricity are at hand. In fact, every factor is considered to protect the home buyer's investment in his home.

In the case of a man building a home under the Insured Mortgage System, the interest of the underwriting office does not end with the approval of the loan. To see that the minimum requirements are carried out and the house is built according to specifications, the building is inspected during and upon completion of construction.

When the Federal Housing Administration insures a mortgage on a home, the owner has the satisfaction of knowing that his home is honestly constructed, in a substantial neighborhood and that he has every reasonable chance of owning it outright at the end of the period for which the loan is made.

Plain

The young man had taken his mother to a picture gallery. She had never been in such a place before and accordingly she was critical of all that she saw.

They stopped before a canvas which showed a man seated in a high-backed chair. Tacked to the frame was a small white card which bore the inscription: "A portrait of F. E. Jones, by himself."

"What folks these art people must be," muttered the mother. "Any fool can see that the man is by himself; there's no one else in the picture."

Buy Houses on Safe, Long Term Basis

THE following article has been prepared by the Federal Housing Administration as information concerning facilities available through the Government for the financing of homes by an insured mortgage system:

The Insured Mortgage System of the Federal Housing Administration has made it possible for thousands of citizens with low incomes to buy homes on a sensible, safe, long-term basis. Under this system they can pay for their homes in monthly installments of about the same amount as they usually spend in rent, over a period as long as 20 years.

The Federal Housing Administration has established a system that protects the borrower as well as the lender and opens up a straight road to debt-free home ownership.

To apply for a loan a prospective home builder or home buyer goes to a bank, building and loan association or other financial institution approved by

the Federal Housing Administration, or to the local Housing Administration insuring office which will put him in contact with an approved financial institution. The officials of the bank or financial institution will gladly listen to his proposal or plans for the buying or building a home. They will explain and assist him in the preparation of an application, credit statement or other necessary papers. If, after investigating his application, they decide to make the loan the whole proposal is turned over to the Federal Housing Administration for approval.

Under this system, any man having a steady income and a reputation for paying his bills, can borrow from a bank or other financial institution approved by the Federal Housing Administration, up to 80 per cent of the appraised value of the property (house and lot), provided the total mortgage does not exceed the limit of \$16,000. The Federal Housing Administration

Sports

BOWLING and softball seem to share the favor of the Milwaukee athletes, and they can be proud of the records they have made for themselves.

The Freight Auditors' Bowling League (Fullerton Avenue, Chicago), is now playing through its twelfth season with four five-men teams. W. J. Gabzer is president and A. E. Ludwig secretary. Following is tabulation of the teams in the League and the members:

Chicago	St. Paul
Peterson	Becker
Bialas	Nickels
Wald	Croake
Pufundt	Duffy
Reinert	Ganzer
Milwaukee	Seattle
Larson	Miller
Ludwig	Cerke
Dinoffria	Ewald
Braun	Allaire
Orlowski	Osmundson



The Seattle "Gal" Bowlers.

Here's a surprise: There is a Milwaukee Road Gun Club at Sioux City, Iowa, with a membership of seventy Milwaukee Road employees.—And are they proud? Buffalo Bill and Annie Oakley are just names of a couple of other good shots to them. They've got a fine club-room and grounds, and a number of the members have made excellent records in match and tournament shooting.

The Gun Club was organized in 1921 with the following officers: Fireman W. G. Renne, president; engineer Charles S. Sharrar, secretary and treasurer, and fireman C. R. Boyd, field captain. These same officers have served in their respective capacities since the inception of the Club.

The clubhouse and shooting grounds are located in Riverside just out of Sioux City, and the bombardment takes place each Sunday morning to the distress of numerous clay pigeons. Assistant superintendent F. R. Doud and roundhouse foreman H. G. Dimmitt, both club members, have given a great deal of cooperation in assisting in the maintenance of the club.

Some excellent records have been made by the individual members, such as when in 1934 the club president, W. G. Renne, was runner-up for the Interstate Championship trophy at the Soo Gun Club with a score of 15 x 15, and then shooting 29 straight in the "shoot-off." In 1935 the club's secretary and treasurer, Charles S. Scharrer, won the Class "B" trophy at the Eagles shoot held

at the Soo Gun Club with a score of 92 x 100. President Renne brought an honor to himself and the club again in 1936 when he was high man on the Northwest Iowa zone team and runner-up for the Northwest Zone championship with a score of 189 x 200. He finished second in the zone finals in Des Moines, September 6, 1936.

Cecil Boyd, field captain of the club, finished second in the Northwest Iowa Zone team and then took fourth place in the finals at Des Moines on September 6, 1936.

Aberdeen, South Dakota: The Milwaukee Road Bowling team is a member of the City League. The team members are:

L. J. Lutgen, captain	E. J. Richardson
Bert C. Hoen, secretary	Ernie Eilers
R. S. Williams	

There is hope that a Milwaukee Road baseball team may swing into action in the City League at Aberdeen during the coming summer. A lot of work has been done to attempt the organization of such a team under the competent direction of Mr. Bert C. Hoen, secretary.

Chancellor, South Dakota, boasts a Milwaukee Road softball team with Clinton Fowler, manager and captain.

From the Rocky Mountain Division comes news of one of the few basketball

Robert Gordon, center
Earl Wiggins, guard
Arden Jenkins, guard
Wm. Carlson, guard
J. Hamilton, utility

This is a free lance outfit without membership in any league, but arranges games with other similar organizations within a radius of fifty miles of Three Forks.

There is an aggregation of "gal" bowlers at Seattle. The team is made up of the following:

Miss Nettie Britt	Miss Helen Kella
Miss Myrtle Brown	Miss Monica Murphy
Miss Nabel Ellis	

Take special note it's a "miss" in each instance. That doesn't mean it's a miss every time that old ball goes down the alley. There really ought to be a law against women bowlers. Anybody who can heft a bowling ball might develop an entirely too promising aptitude with a rolling pin. This, of course, may have something to do with the aforementioned "miss" prefixing the name of each member of this team. But seriously, you should see them to appreciate them. They are not at all what you think women bowlers look like. To the contrary, they are five beautiful girls who know what they like to do, and perhaps they could make some men who call themselves bowlers decide they had better take up ping pong.

Seattle is an extremely bowling-conscious community. There is a team representing the General Freight Department, another representing the Engineering Department, a local Freight Department team and a Yard Office team, the members of which are:

General Freight Department	Engineering Department
Leo Kord	A. J. Anderson
Lee Ward	J. N. Strassman
H. J. Williams	J. A. Chapman
H. D. Sievers	V. H. Garvey
E. H. McAvoy	L. W. Smith
Local Freight Department	Yard Office
Frank Wittenberg	L. M. Wiegand
W. J. McMahan	Ed. Irwin
C. D. MacLennan	Mabel Ellis
Leonard Macklem	Roy Anderson
Harry Riggs	Hoyt White

Upon learning of the Milwaukee Road bowling teams in Tacoma, one is given to wonder whether there is anyone in Tacoma who doesn't bowl. There are six teams in the Tacoma loop, each comprised of Milwaukee Road employees.

(Continued on page 12)



Seattle General Freight Team.



Tacoma Supervisors and Pipe Shop Teams.

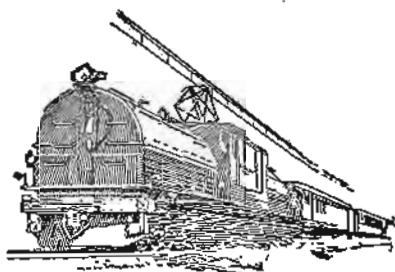
teams on the railroad. It's principally comprised of sons of employees at Three Forks. The team members are:

Clarence Lane, manager
L. D. Barbour, forward
Elmer Murray, forward
Edward Bugle, forward
H. T. Wade, center



Seattle Local Freight Team.

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



COURTESY

Most of us are fully aware of the value of courtesy in our contacts with the public and are glad to practice it.

However, to do this successfully requires the co-operation of all our associates. If one of our fellow railroaders is short-tempered, critical and irritating, his influence will upset those around him and make it difficult for them to treat patrons in the right manner.

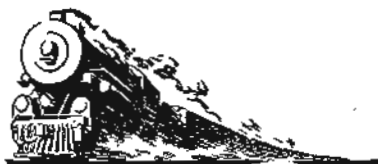
We are all interested in obtaining greater patronage for The Milwaukee Road and to do so we must give patrons and prospective patrons the courteous attention they expect from any business concern they patronize.

Therefore we should leave outside the right-of-way the personal grievances and disappointments that would prevent us and our associates from giving our customers the kind of service that would make them want to come back for more.

A stylized, cursive signature of J. D. Smith, written in dark ink. The signature is fluid and elegant, with a long, sweeping underline.

Chief Operating Officer.

(Contributed by H. S. Snow, Freight Agent, Sioux City, Ia.)





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IN MEMORIAM

Edward Oliver Reeder

H. E. Moore

IN THE death of Mr. E. O. Reeder The Milwaukee Road family has lost another of its older members. Having entered the service in January, 1875, he had completed a relationship of 62 years. He was born in Cincinnati in 1851 and before coming to this company had been employed in the engineering departments of railroads in southern Ohio. He entered Milwaukee Road service as tie inspector but was soon transferred to the engineering department on work in charge of W. H. Sheldon, which included the construction of the second tunnel at Tunnel City, Wis.

Serving under Mr. D. J. Whittemore, chief engineer, until November, 1910, Mr. Reeder worked on many parts of the railroad. In January, 1896, he was appointed principal assistant engineer, and in 1901 assistant chief engineer. He was closely associated with the explorations and surveys for our line to the Pacific coast, and he walked many miles through the mountains of Washington and Idaho in the work of determining the route for the proposed coast extension.

In 1904 he was detailed on the work of selecting the location and assisting in acquiring the terminals at Seattle and Tacoma, one of great importance, requiring skillful handling. During the construction period Mr. Reeder visited and inspected much of the work of surveys and construction.

He was made chief engineer of lines west of Mobridge in 1911 and during this period the great Snoqualmie tunnel was constructed.

His was a very useful life. He had an important part in the development of The Milwaukee Railroad system, and but for his modesty and retiring disposition this would have been more generally known. Of his many good qualities, his unflinching courtesy toward all of his associates—those below him in official rank as well as above him—will always be remembered. In generosity and modesty he excelled most men. The esteem in which Mr. Reeder was held by his superiors is illustrated in a reply once made by President A. J. Earling to one who doubted the accuracy of a report that had been submitted—"Reeder made that report, and you may be sure it is right."

Mr. Edward Murray of the engineering department writes of Mr. Reeder in the following verse:

'Tis well a pause intrudes upon our way
In journeying on through life's incessant toil.
But when that pause injects a call to say,
"A friend has passed," we shift to think awhile,
And to be labored with a stress that knows
A pull akin to grief, ah, then we feel
What meaning friendship has that truly throws
An ache into our soul time can't conceal.
Oh, what a noble trait to be alive
With feeling that makes others truly bow
To where that art is known—an earnest drive
To help one's fellow man, and ever NOW!
Such was the joyful trait that had its soul
Within our late friend's heart abundantly,
And all who met him knew it to be whole
And given with a grace entirely free.
He loved his chosen field, as right he should,
In earnest all its problems to engage.
But we'll not venture here, as if we could,
We'll leave to ripper lines upon this page.
But he is gone! We must accept his fate,
It comes to all—to some, maybe, too soon.
But not to him, he ripened with the great
For us to say: "Amen! Amen! We knew him!"

Hazel Mae Merrill

IN CHICAGO, on March 15th, occurred the death after a long illness of Miss Hazel M. Merrill, secretary to Mr. W. H. Penfield, chief engineer of The Milwaukee Road.

Miss Merrill grew up in The Milwaukee family. She was the daughter of the late R. C. and Catherine Merrill; her father was for many years identified with the operating department of the railroad in Iowa and in Chicago.

She was born in Marion, Iowa, and entered the service of The Milwaukee Road in 1911 at Marion, Iowa, serving as clerk and stenographer in the offices of roadmaster, trainmaster and superintendent, and was transferred to Chicago in 1913 to a similar position on the C. & M. division. In 1917 she came to the engineering department and was secre-

tary to the chief engineer at the time of her death.

Miss Merrill always took great interest in the work and activities of the Women's Club and was president of the Union Station Chapter in Chicago for two years, also served as recording secretary general of the club.

In the early years of the Magazine she was correspondent of the Iowa East division. She was also a member of the Veteran Employees' Association.

She gave 26 years of loyal, faithful and conscientious service to The Milwaukee Road, and was greatly beloved by her associates and by her many friends. Her going is deeply regretted.

Miss Merrill is survived by one sister, Mrs. Mary Merrill Walter of Canton, Ohio, and one brother, R. L. Merrill of Marion, Iowa, to whom the deep sympathy of The Milwaukee Road family is offered in their bereavement.

Funeral services were held in Chicago and burial took place in Marion.

Andrew W. Glenn

PRESIDENT-EMERITUS of the Minnesota Central I&M and McGregor Western Railroad Veteran Association, passed away Tuesday, March 2, 1937, at his home in St. Paul at the age of 85. A. W. Glenn ("Andy") was one of the most popular and widely known railroad men in this section. Starting in train service on the Minnesota Central in 1870 and continuing on this division up to the time of the building of the Hastings and Dakota division, to which he was transferred with many others, and acted as a conductor on that division up to the time of his retirement in 1907.



Arthur Triplet, gateman, Chicago Union Station examines the credentials of General Smedley D. Butler, who rode the HIAWATHA on March 18th enroute to Winona, Minn., to address a civic organization; and a dinner given to him by ex-service men.

The Agricultural and Colonization Department

THE NEW CROP YEAR Initiates New Work Program Dead Man's Basin

REPORTS from reliable sources indicate that work will be continued and the Dead Man's Basin project completed. The intake canal is nearly two-thirds completed. Relief labor from the project has been utilized in cooperation with the counties which have aided in furnishing equipment. When finished, this project will store in the basin, which is a natural reservoir, a sufficient quantity of water to adequately irrigate all the bottom lands along the Musselshell river between our stations at Barber and Melstone, Mont.

Because of recent rulings by the Works Progress Administration relating to relief labor and furnishing of materials and equipment on work relief projects, there has been much anxiety on the part of residents in the Musselshell Valley and other advocates for the construction and completion of this project, hence recent assurance that the job would be completed by continued use of relief labor was good and welcome news to all those who expect great and beneficial results from irrigation of the Musselshell.

Missouri River Irrigation

By direction of the governor of South Dakota, Engineer A. S. Mannes has recently completed a survey and report relating to land which can be irrigated along the Missouri River in South Dakota, extending from the North Dakota state line to Charles Mix County. This preliminary survey indicates that by pumping from the river it will be practical to irrigate some 216,000 acres.

This survey points out irrigation possibilities and affords a basis for organized effort on the part of South Dakotans who are advocating water conservation and irrigation development to assure benefits accruing from a dependable irrigated crop income and hay production for stabilization of the livestock industry in territory tributary to irrigated areas.

Army engineers have been directed to make a survey and report on this area to include irrigation possibilities.

The Missouri River Conservation Association has been recently organized to further this development.

Soy Beans

Interest in the production of soy beans for crushing is spreading north and west from present centers of production. Present indications are that during the coming crop year there will be a marked increase

in the acreage of this new cash crop in areas where few, if any, acres have heretofore been harvested for sale to crushers.

Several factors have combined to bring about this interest in southern Wisconsin, northern Illinois and northern Iowa. They are: The present favorable market price; the increased demand by processors; the introduction of earlier maturing varieties; the desire to find new income crops for lands removed from so-called surplus crop production, and the development of improved machinery for handling the crop.

Our agricultural agents have initiated, arranged and participated in a number of meetings which have been held this spring. These have been attended by farmers, processors and experts from the agricultural colleges. At each of these meetings there has been a very frank discussion of the possibilities of the crop as well as its place in the farm program. The desire has been to present all the known facts and by so doing give farmers an opportunity to accurately determine whether or not soy beans may be a crop well worth a trial acreage.

Seed Wheat

The Greater North Dakota Association has completely covered that state with a series of meetings at which farmers were given an opportunity to purchase a few bushels of choice pedigree seed wheat. Spring and durum wheats were offered at a very fair seed price. Orders were taken for varieties suited to each locality in which the meetings were held.

The purpose of this seed wheat distribution was to establish seed supplies for future years. Because of the drouth the past and previous years, good seed was not locally grown. The association appreciated that the best insurance it could offer the farmers growing the leading cash crop in the state was to provide them with suitable seed. That now has been done and there will be grown this crop year hundreds of acres of seed wheat from which distribution can be

made for the 1938 crop. Agricultural Agent Evan W. Hall aided at all meetings in Milwaukee territory.

Lamb Feeding

Lamb feeding in the northern section of the "corn belt" has been a source of winter income for some farmers for many years. The success of these experienced feeders, the demand for larger amounts of properly fattened lamb, and the intermediate location of the area between range supplies and market are some reasons why a growing number of farmers during recent years have been attracted to "try out" lamb feeding.

To aid those who would like to feed lambs during the coming fall and winter and in future years one of the corn belt state agricultural colleges has agreed to conduct a series of lamb feeder tours and to secure actual cost of production records on the farms of feeders. This tour will include stops at farms where anyone interested in the business may see the methods used, such as equipment, rations, watering facilities and quality of feeder lambs. Cost data will be obtained on a wide variety of practices. Together they will serve as accurate guides for new feeders entering the business as "checks" for those who may have been in the business for a varying number of years but are anxious to further better their methods and improve their incomes.

Great Plains Report

Because of abnormal weather conditions throughout the Great Plains area during recent years, the President appointed a committee and requested them to recommend what might be done to rehabilitate the area and stabilize its income and population. That committee has made its report and recommendations in a volume containing 194 printed pages.

Some of the recommendations are: economic, range, water conservation, soil and crop surveys; zoning on a recommended land use basis; readjustment of the rural tax problem; reorganization of local government and development of submarginal and tax-delinquent lands; use of adaptable crops; better credit facilities adjusted to needs of the area; wider education and appreciation of fundamental conservation and enabling acts that will permit active and early cooperation of the states, their affected citizens and the federal government in the necessary economic and social readjustments.



Many experienced western ranchmen state that the best stabilizer of ranch income and livestock population in the northwest range areas is an adequate supply of winter feed harvested from dependably irrigated acreages. This Montana area provides for its own winter needs and to spare.

Milwaukee Employees Pension Association

Annual Report for the Year 1936

Chicago, Illinois, March 15, 1937.

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

The Annual Report of the Milwaukee Employees Pension Association for the year 1936 is herewith submitted.

Respectfully,

L. C. BOYLE, President.

Secretary-Treasurer's Report

Herewith balance sheet showing the financial condition of the Milwaukee Employees Pension Association as at December 31, 1936, as prepared from the books and records of account by Charles L. Brown & Company, certified public accountants. The balance sheet may be summarized and compared with the balance sheet as at December 31, 1935, as follows:

	December 31, 1936	December 31, 1935	Increase Decrease *
ASSETS			
Cash	\$ 120,038.10	\$ 226,858.73	\$106,820.63*
Accrued Interest Receivable, including Interest Accrued on Defaulted Securities	94,461.79	102,056.41	7,594.62*
Investments at Cost, including Securities in Default	2,199,586.59	2,247,474.34	47,887.75*
Furniture and Fixtures in buildings owned, ..	5,601.79	4,370.95	1,230.84
Office Equipment	1,851.81	1,851.81	
Accounts Receivable	\$3,499.38		
Less: Reserve	1,592.90	1,906.48	2,070.23*
Notes Receivable	335.00		335.00
Prepaid Insurance	8,754.56	3,781.01	4,973.55
	<u>\$2,432,536.12</u>	<u>\$2,590,369.96</u>	<u>\$157,833.84*</u>
LIABILITIES			
Refund Certificates Payable	\$ 92,632.62	\$ 101,661.40	\$ 9,028.78*
Sundry Liabilities and Deferred Credits	272.82	192.17	80.65
Mortgage Payable	5,423.37		5,423.37
Net Worth: Members' Contributions Account, ..	1,931,629.73	1,438,594.12	493,035.61
General Fund	29,977.08	44,112.04	14,134.96*
Income	373,600.50	1,005,810.22	632,209.72*
	<u>\$2,432,536.12</u>	<u>\$2,590,369.96</u>	<u>\$157,833.84*</u>

The Cash Account represents amount on deposit in bank, subject to checks, and shows a decrease of \$106,820.63. Decrease is due principally to having paid a liquidating dividend to members in the month of February, 1936.

Accrued Interest Receivable: This account represents interest accruals to the end of the year and shows a decrease of \$7,594.62 from the previous year, the decrease being due principally to discontinuance of accruing interest on properties acquired and now held in Real Estate Holdings Account and also the collection of past due interest.

Investment Account: This account represents the total investments at cost at the end of the year and shows a decrease of \$47,887.75. The decrease is accounted for as follows:

Decrease in—		
Bond and Mortgage Investments	\$ 223,002.47	
Master's Certificates on sale of foreclosed properties transferred to Real Estate Holdings Account	3,872.76	\$ 226,875.23
Less:		
Increase in Real Estate Holdings	\$ 152,709.16	
Contract for Sale of Real Estate	26,278.32	178,987.48
Net Decrease		\$ 47,887.75

Furniture and Fixtures Account: This account represents at cost furniture and equipment such as gas stoves, refrigerators, etc., in properties owned by the

Association to the total amount of \$5,601.79, and shows an increase of \$1,230.84, being the cost of additional equipment purchased during the year.

Office Equipment Account represents furniture and office equipment in the office of the Association carried at cost.

The Accounts Receivable Account represents miscellaneous items temporarily charged to this account and the decrease of \$2,070.23 is the amount collected on these items or adjusted otherwise.

Notes Receivable Account represents a note taken from a tenant for rent and payment of this item is expected at some future time.

Prepaid Insurance represents unearned premiums on insurance policies.

Refund Certificates Payable Account shows the amount due members who

hold refund certificates. This account shows a decrease of \$9,028.78 due to certificates redeemed and outstanding certificates reduced in the amount of

liquidating dividend No. 1 paid on same.

Sundry Liabilities and Deferred Credits Account shows an increase of \$80.65. This increase is made up by prepaid interest and rental deposit.

Mortgage Payable Account of \$5,423.37 represents a mortgage to this amount on a property acquired by trading a larger property for same, plus a substantial cash payment.

Members' Contributions Account is a new account and takes the place of the account formerly carried as Pension Fund Account. This account represents total amount of contributions by members after payment of liquidating dividend No. 1. This account shows an increase of \$493,035.61, of which an amount of \$707,608.11 was transferred from Income Account as an adjustment between Income Account and the account formerly carried as Pension Fund for the reason that all pensions paid by the Association were charged directly to Pension Fund Account and represents the amount paid to pensioners over and above the amount of their contributions, less \$47,006.96 paid to beneficiaries and refund adjustments to members, and \$167,565.54 paid to members by liquidating dividend No. 1.

The decrease of \$14,134.96 in General Fund Account represents the total operating expenses for the year.

The Income Account shows a decrease of \$632,209.72, which decrease is explained by amount transferred to Members' Contributions Account of \$707,608.11, less income from bonds and mortgages amounting to \$59,455.42, income from operation of real estate holdings, \$22,680.38, and donation from a member of \$62.50, less charges to this account to the total amount of \$7,799.92, representing various items of expense and amounts charged off.

A distribution of 8 per cent was made to members in the month of February, 1936. The greater portion of the remaining investments of the Association comprises first real estate mortgages and real estate holdings. The real estate market has not improved to an extent where real estate mortgages or real estate holdings can be disposed of for cash and it would not be serving the interests of the members to dispose of mortgages and real estate holdings at sacrifice prices. However, every effort is being made to convert the real estate investments of the Association into cash whenever this can be done on a reasonable basis.

The Executive Committee canvassed the votes cast in the March, 1937, election for two members of the Board of Directors and their report, filed in this office, shows that Messrs. G. A. Van Dyke and Wm. R. Barber were elected as members of the Board of Directors.

Respectfully submitted,

M. J. LARSON,
Secretary-Treasurer.

(Continued on page 12)

CLAIM PREVENTION

"Perfect Shipping Month"

W. L. Ennis, Manager Refgrtr. Service and Claim Prevention

A MONTH'S intensive campaigning to promote the study of cause and prevention of loss and damage to freight, both carload and LCL has been set aside for the month of April by thirteen Shippers' Regional Advisory Boards with the Association of American Railroads and the various Express Companies cooperating.

It is hoped as the result of this campaign to bring home to everyone concerned, the enormous waste of money which is occurring daily, as the result of loss or damage to freight and which money, of course, could and should be available for worthwhile purposes, such as payrolls, improved facilities, operating methods, et cetera.

It must be appreciated that most of the damage which occurs is charged to what we call "concealed" or "unlocated" causes. In other words, the exact cause and place where the damage actually took place is unknown. We also know, I am sure, it is impossible to effect a cure without first knowing the cause for any trouble, therefore, we are again taking the opportunity of requesting our people to help make this particular campaign a success by obtaining first hand knowledge of the condition of every shipment of freight received at their respective stations during the month in question and by that I mean, making inspections of carload commodities at the time the doors are opened, satisfying yourself if there be any damage, exactly what brought it about; also in the case of LCL freight which is apparently in O. K. condition at time of delivery and is afterwards reported damaged by your patron, that you do not take his word for it that he is unable to develop the cause, but personally examine the shipment yourself, with the view to determining, if at all possible, just what caused the damage.

In connection with the last sentence above, we find that a great deal of concealed damage is occurring because someone along the line starting out perhaps in the shipping room of the manufacturer or on the dray between the manufacturer's warehouse and the freight house; at the hands of the employees in our freight house; by the employees on the way freight, when unloading the shipment at local stations; through lack of understanding on the part of the destination draymen or even the consignee's own employees, has not done his job the way it should have been done. In other words, the container has been dropped (perhaps only a foot or two) to a car or freight house floor, subjecting the container and its contents to a severe shock. The container may be able to take it without showing any evidence whatsoever of damage, but how about that shipment of glassware contained therein. It is not so constructed that it can absorb any undue shock and naturally the only thing it can do is to fall apart and when it is finally unpacked by the ultimate consignee and is found damaged, he is disturbed because of the damage feeling that the trouble rested entirely with the carriers. I am sure, therefore, if all of us make up our minds that we are not going to drop or throw or otherwise subject light fragile articles to undue shocks and then carry the program further and talk it up to the shipping clerks, draymen and others involved in the handling of LCL freight, it is going further than any other one thing to correct and eliminate a lot of the damage which is now being charged to the category of "concealed."

At the same time our freight house boys must make sure in loading light fragile articles in their merchandise cars that they are kept separate from heavy and bulky freight, that they are not walked upon; that barrels, cans, wet batteries and other similar articles are blocked and braced so that they will not tip over and crush other containers; that they do not stow the freight too high in the ends of the car and then leave it there when their day is done, permitting it to fall over when the car is switched; that stoves, china closets and other articles of the same nature are stowed with the face of the article towards the wall of the car so it will not become damaged by other freight contacting it in transit; etc., etc.

Much has been said in the past about machinery and the necessity for utilizing the services of our Car Department representatives at the time the loading is in process so that we will be sure that the shipper is doing his part, so protecting lading that it will not shift and become damaged in transit. Notwithstanding we still find shipments of machinery being accepted with entirely inadequate protection, the result being that before the car has a chance to move any distance whatsoever, the machinery is shifted and damaged and claims follow. We must appreciate that we have a responsibility here insofar as our service to our patrons is concerned in educating them as to the proper method necessary in order to protect their shipments against damage with ordinary handling. Many shippers apparently do not realize that as a result of the increased speed at which our freight trains now operate there has been a marked increase in the vibration of the equipment and that unless proper thought and action is taken to overcome the condition brought about by this vibration, damage is bound to follow. That of course is a place where a proper explanation would go a long way toward satisfying a customer and also no doubt, saving us money in the way of claims.

There seems to be a marked tendency during the past few years on the part of the shipping public to employ the use of so-

called "stop-off cars," and notwithstanding that the tariff is very definite in indicating the requirements necessary to ship under this particular item, we find many shippers and consignees do not yet appreciate that it is their duty first of all to load the car in such a manner that the freight for the various stop-off points will be concentrated into one section of the car and that once that portion of the lading has been unloaded, the balance of the load must be placed in such condition that it can travel safely to the next stop-off point or final destination without damage in ordinary handling. Thus same tariff provides that it is the duty of the agent at the stop-off point to police the situation and make sure that the requirements have been complied with by the consignee at his station. Here again is a case where just a little friendly advice should eliminate a lot of unnecessary damage and the waste of money in the payment of claims.

Make it a point, if you will please, to get home to our patrons the fact that we have but one thing to sell and that is "Service," therefore, it is our desire to handle each and every shipment offered to us, whether it is a one-pound package or a carload of freight, in such a manner as to carry the shipment through to its destination in 100% condition. Naturally in order to accomplish such a program, it is necessary that we have the cooperation of the shipper's employees as well as the employees of the consignee, as we all have a particular duty to perform in the transporting of each and every shipment whether it be less carload or carload.

We on the Milwaukee Railroad can feel proud indeed of the splendid record which has been accomplished during the past few years in the matter of loss prevention but certainly none of us are so blind but what we cannot see every day numerous opportunities for further improvements in our handling, or in the handling on the part of the shipping public, and I do hope that when we do come across any irregularity in the handling, regardless of who may be involved, that we will in a diplomatic and courteous manner point out to the fellow who is wrong, just what damage he may be causing, as I am sure that there are very few citizens of this country who cannot take constructive criticism and benefit therefrom.

The Half Million Mark

THE 500,000th paying passenger to travel on the Hiawatha, streamlined speed train of the Milwaukee Road, since it was placed in service May 29, 1935, between Chicago-Milwaukee and St. Paul-Minneapolis, boarded the train on March 19.

No ceremony attended the occasion and it is not known what station sold the ticket that brought patronage to the half million mark.

Since the Hiawatha service was established, an average of 758 revenue passengers were carried each day up to the middle of March. August, 1936, was the biggest month in the train's history. Vacationists, traveling in that month, brought the total to 34,119, a daily average of 1,101. In December the number was 32,111. January, 1937, totaled 30,047, an increase of 35 per cent over January, 1936.

Gross earnings of the Hiawatha, and the overflow sections operated frequently last year, amounted to \$3.62 a train mile. Actual out-of-pocket operating costs, including interest and depreciation, were \$1.13 per train mile, leaving net earnings of \$2.49 a mile.

It is estimated the Hiawatha trains earned approximately \$1,000,000 net in 1936. However, a proportionate share of track expenses, taxes, solicitation and miscellaneous costs are not taken into consideration, it being difficult to accurately allocate such charges against the operation of a single train.

Originally the train consisted of eight cars, all newly built in the road's own shops in Milwaukee, and drawn by brightly hued streamlined steam locomotives. October 11, 1936, the original train was replaced by new and improved equipment, each unit now consisting of nine cars. The original train is operated in auxiliary service.

Sports

(Continued from page 6)

The membership of the various teams is as follows:

Tin Shop	Electric Shop
S. Dunbar	J. Kimose
Wm. Sommer,	C. Piroh
captain	R. Kinzner,
L. Kusch	captain
N. Carlson	B. Nelson
C. Clifford	J. May
Supervisors	Pipe Shop
F. Duchaney	L. J. Pentecost
C. Thrasher	B. Raczowski
Al Pentecost,	H. Montgomery,
captain	captain

F. Bretzer
G. Payette

Boiler Shop
C. Stumme
C. Frost
C. Collins,
captain
G. Hutchinson
A. Rickett

At Sioux Falls, South Dakota, the Milwaukee Road bowling team rolls each Thursday night. The team is comprised of the following members:

Main Brown
Sweeney Kelly

O. Anderson
F. Swanson
J. Soltis
Machine Shop
P. Horr
L. Rickett
E. Scheutze,
captain
L. Sullivan
C. Ostendorf

Davis
Houser
Kruck

Chadwich
Overcash

This team finished the first half of its season's loop with the championship, having won twenty-nine games and lost thirteen. All teams in the league in which it participates are members of the American Bowling Congress.



Tacoma Boiler Shop and Machine Shop Teams.



Tacoma Tin Shop and Electric Shop Teams

The magazine would like to maintain a page monthly in the Milwaukee Magazine devoted to athletic and competitive sports activities. To do so, however, it will be necessary for us to enlist the services of some member of each one of the organized clubs to report the activity of that club to us. We would like very much to do a little more than just report the scores of the various games and events—some news about the participants, brilliant plays and unusual circumstances. Let us have some real sports news written in a good sporting style. Perhaps there are some really outstanding athletes among the members of the various clubs, and a picture from time to time of such individuals published in the Sports Department of the Magazine should make very interesting material for everyone on the railroad.

Address all communications regarding sporting activity to the Sports Department of the Milwaukee Magazine, Room 244, Union Station, Chicago.

(Continued Next Month)

A Look in Time

Traveler—Will your boss see me before I go out?
Office Boy—No. He saw you before you came in.

Many people are terrified by the possibility of being left face to face with themselves.—Abbe Ernest Dimnet.

Milwaukee Employees' Pension Association

Balance Sheet as of December 31, 1936

ASSETS		
Cash		\$ 120,038.10
Accrued Interest Receivable	\$ 94,461.79	
Accounts Receivable	3,495.58	
Accounts Receivable, sundries	3.50	
Notes Receivable	335.00	
Total Receivables		\$8,296.17
Total Cash and Receivables		\$ 218,334.27
Investments:		
Bonds at Cost	\$ 581,419.05	
Mortgages	402,459.52	
	\$ 983,878.57	
Add: Amortization of Discount	\$1,689.04	
Less: Amortization of Premium	1,680.27	8.77
Total Bonds and Mortgages	\$ 983,887.34	\$ 983,887.34
Masters' Certificates		48,805.15
Real Estate Contracts		26,278.32
Real Estate Holdings	\$1,149,268.92	
Less: Depreciation	8,214.14	
Total Real Estate	\$1,141,055.78	1,141,055.78
Total Investments		2,159,586.59
Deferred Charges: Prepaid Insurance		8,754.56
Equipment:		
Office Equipment	\$ 1,851.81	
Furniture and Fixtures in Buildings owned	5,601.79	
Total Equipment		7,453.60
		\$2,434,129.02
LIABILITIES		
Refund Certificates Payable	\$ 92,632.62	
Mortgage Payable	5,423.37	
Accounts Payable, sundries	15.74	
Total Liabilities		\$ 98,071.73
Deferred Credits:		
Interest Collected, Not Earned	\$ 182.08	
Rent paid in advance	75.00	
Total Deferred Credits		257.08
Reserve: For Accounts Receivable		1,592.80
Net Worth:		
General Fund	\$ 29,977.05	
Members' Contributions	1,931,629.73	
Income Account	372,600.50	
Total Net Worth		2,334,207.31
		\$2,434,129.02

To the Executive Committee,
Milwaukee Employees Pension Association,
Chicago, Illinois.

Gentlemen: The above Balance Sheet of the Milwaukee Employees Pension Association as of December 31, 1936, is compiled from our audit report for the past year and is in accord with the books of the Association.

Respectfully yours,

CHARLES L. BROWN & COMPANY.

By CHARLES L. BROWN,

Certified Public Accountants.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Mobridge Chapter

Mrs. Roy N. Keating, Historian

THE first regular meeting of the new year was held on Jan. 18, during which the newly elected officers assumed their respective duties.

Mrs. O. Haanes, the retiring president, expressed her appreciation to the officers and club members with whom she worked during the past year for their co-operation and support in making for the club another successful year.

Our new president, Mrs. Leo Swanton, presided during the remainder of the meeting in a very pleasing and efficient manner.

Reports for the year read by the various committees were approved.

The following reports in part show the progress and success of our chapter for the past year. Voting and contributing members: 258.

Total receipts for '35: \$523.56; families reached: 128; total spent for good cheer: \$20.27; 12 Christmas baskets were distributed to needy families.

After the close of the business meeting a program arranged by Mrs. Baum, consisting of a piano solo by Helen Williams, and an accordion and harmonica duet by the H. Fritz boys were very much enjoyed.

The evening closed with the hostesses, Mrs. Chas. Nath, Mrs. Art Crowley and Mrs. Herman Stock, serving refreshments.

The February meeting occurred on the 15th, with Mrs. H. Wyman, first vice president, presiding in absence of Mrs. Swanton, our president.

Upon opening the meeting, Mrs. Wyman expressed her sympathy for Mrs. Swanton who has been confined to her home because of a fractured knee, incurred as she slipped on the icy running board while getting into her car.

After repeating the club's motto, "Love's Old Sweet Song" was sung in keeping with the sentiments of Valentine's Day, just previous.

Minutes of the previous meeting were read and approved.

Reports of standing committees were given by the chairmen.

The treasurer's report shows a fine start for the new year with a balance on hand of \$179.33.

The ways and means committee reported \$53.00 with a possible outstanding balance of \$20.00 to be collected, which was earned for the club in connection with the Curtis Publishing Company's magazine subscription plan in which the club realized 25% of the net amount secured in subscription payments.

Plans were made and discussed whereby we might all express our regrets for our president's misfortune and to act as a committee of good cheer as a whole. We will all be happy to have her presiding at our meetings in the future.

Discussions were held for the organization of a hospital auxiliary in which members of the club will work under the supervision and direction of Mrs. C. Dahl, supt. of nurses at the Mobridge Hospital, in rolling and making bandages, etc., so as to aid the nurses at the hospital. It was decided to carry this over until next meeting when Mrs. Dahl will be present to give a clearer understanding of the organization.

After the business meeting was adjourned, a very interesting program was arranged by Mrs. Bacon as follows:

Piano solo by Donald Staffka; piano solo by Betty Mae Stubbart; a clever little one-act play by members of the High School presented Kaltmeyer's Kindergarten, with John Fritz as the professor.

While the members of the Kindergarten act were preparing the stage for their play, Mrs. Wyman gave an account of her recent visit to New York City, in which she related very interestingly a tour of Radio City. She was present at Major Bowes' program, also. While in Washington, D. C., she attended the president's ball, and as she was a guest of the press, she was permitted to be among those who witnessed Mrs. Roosevelt cut the birthday cake.

After the close of the program bank nite drawing took place in which all paid-up members are eligible to have their names registered or placed in a container for the drawing. Mrs. Keating was winner for this meeting. Mrs. Finch's name was drawn at the previous meeting, but it was not mentioned in the write-up, as an oversight.

At the conclusion of the evening a delicious lunch was served by Mrs. Baxter, Mrs. Walt Byington and Mrs. Distash.

Madison, Wisc., Chapter

Mrs. Cash Allemang, Historian

OUR February meeting was preceded by the regular 1 o'clock "pot luck" luncheon which is gaining in popularity with our regular members. Twenty-five ladies were present. At the next meeting we hope to have at least thirty. We also honored all our members who had birthdays in February. Mrs. Cash Allemang acted as hostess. The meeting was called to order at 2:30 o'clock by our new president, Mrs. J. Speckner. Reports were read by the secretary and the various chairmen. The good cheer chairman reported "speedy recovery" cards mailed to two of our members.

Mrs. G. Gleason and Mrs. C. Bonham, who have been ill at a hospital and who are, we are glad to report, recovering nicely.

Mrs. J. McNulty reported a reasonable sum made from a bingo party held in the club rooms, January 28th. She was assisted by Mr. McNulty, Mr. and Mrs. Speckner and Mrs. J. Leitz. Chauncey Corcoran shared with Mr. McNulty in calling numbers. Another bingo party is planned for Saturday night, March 6th, with Mrs. Speckner as chairman. Mrs. E. H. Hanke won the bank day prize and Mrs. McNulty the raffle prize.

It was voted to co-operate with the Better Homes movement here in Madison to help distribute hollyhock seeds to be planted in the yards and gardens of our members and friends to help beautify our city. Mrs. Henry Johnson was appointed to act as chairman. The hollyhock has been voted officially as the Madison flower.

Committee chairmen for the year are: welfare, Mrs. John Lyne; good cheer, Mrs. Wyla Blethen; ways and means, Mrs. Wm. McKeown; membership, Mrs. C. Mahaffey; social, Mrs. Cash Allemang; publicity, Mrs. Myron Welty; auditing, Mrs. Parkin; house and purchasing, Mrs. Jay Shipley; chairman of rentals, Mrs. Carl Knope; by-laws, Mrs. C. Corcoran; program, Mrs. Wm. Kenney; refreshments, Mrs. Jones.

We cannot stress too strongly the fact that we are after our membership. Mrs. Mahaffey reports 16 voting and 27 contributing for the month of January, and up to this date, February 12, 18 contributing and three voting, two of whom are new members for February. She also reports the car department and freight office are 100 per cent in their contributing dues. We wish to commend our chairman for her effort to get the dues in before the summer and vacation days. Let us all put our shoulders to the wheel and help. We want to go over the top and win our award.

We were pleased to hear the report read that we had contributed to the Red Cross for the flood relief.

Mrs. Willard Emshoff was appointed to act as hostess for our March meeting.

Our visit with the Chicago and Northwestern woman's club at a 1 o'clock luncheon held in the Beaver building, January 28th, and at which we were guests, surpassed all expectations. The tables were decorated beautifully. The luncheon was opened with a prayer and between courses we joined with them in singing "America," "Smiles," and "Blessed Be the Tie That Binds," after which their president, Mrs. F. J. Murray, spoke a few words of warm greetings and wished us success the coming year. Our president, Mrs. Speckner, on behalf of our club, thanked her for the luncheon and good wishes and wished them also a successful year. About 40 of our Milwaukee Road members attended, including our Mazomanie members. The rest of the afternoon was spent in playing cards.

Savanna Chapter

Marie J. Clifford, Historian

MARCH meeting of Savanna Chapter was held at the club house March 8th, 175 being present. The Transportation Department had charge of the pot luck supper and program, which were followed by a dance.

Mrs. Harry Carmichael was general chairman of the meeting. Mrs. Wallace Wolf dining room chairman, Mrs. H. Krahn supper chairman, Mrs. Boyd Latham program chairman.

The program consisted of violin solos by Howard Grayless, accompanied by Mrs. Raymond Phillips. Vocal solos by Mrs. Harold Evans, accompanied by Miss Mildred Nutt. Piano trio by Mrs. Hans Greisen and her two daughters, Misses Jean and Susan. The Treble Clef of Savanna Township High School rendered two very beautiful selections, directed by Miss Elliott, accompanied by Miss Jean Greisen. Readings—Miss Anita Benedict.

The president, Mrs. Buswell, announced that the annual May breakfast would be given this year, although plans are not yet completed. Plans for a card party to be held on April 2nd in the Lydia T. Byram Club House have been made, same being in charge of the ways and means committee and board officers.

The attendance prize was drawn by Mrs. J. J. Van Bockern.

The relief chairman reported having given aid to four families during the month of February in the way of coal and food. The good cheer chairman reported 25 families reached during the month with personal and telephone calls; flowers sent to two families and food to two families at time of death. Membership chairman had an encouraging report, stating we now have 89 voting members and 308 contributing, making a total of 413 members on the last day of February.

Sioux City Chapter

Lillian Rose, Historian

SIoux CITY Chapter is very happy to announce the re-election of Mrs. R. L. Robson for president. As a vote getter, we might say, she also "carried Maine and Vermont"—thus making it unanimous.

In January Mrs. John Carney, corresponding secretary, and Mrs. John McGrane, 2nd vice president, entertained the board in the home of the former. Mrs. W. L. Eckert presided in the absence of our president, who was vacationing in Florida.

An innovation of Mrs. Robson's which is proving very satisfactory, is a social chairmanship. The appointee, Mrs. Homer Snow, greets new friends and members at our meetings and sees to it they are introduced to others, made welcome and given a feeling of at-homeness.

Mrs. Roy Doud, our good cheer lady, has sent out 25 cards since the first of January to shut-ins. She also reports 60 telephone calls and \$12.50 spent for flowers and food. The latter was made up by free-will contributions. Mrs. C. H. Embick of the welfare department reports one basket of food to a needy family. Mrs. Earle Murphy is

Report of Membership on December 31, 1936, as Compared with Membership on December 31, 1935

It will be noted from the footnote of the Membership Report that Aberdeen, S. D., Chapter closed the year 1936 in first place, with a larger membership than any other chapter and a substantial increase over its 1935 membership. The Club wishes to extend its thanks to the Aberdeen Chapter for its outstanding efforts. We feel it is deserving of special commendation.

Chapter	—Voting Membership—				Contributing Membership				—Total Membership—			
	1936	1935	Gain	Loss	1936	1935	Gain	Loss	1936	1935	Gain	Loss
	Dec. 31	Dec. 31			Dec. 31	Dec. 31			Dec. 31	Dec. 31		
General Governing Board	...	...	..	..	3	...	3	..	3	..	3	..
Aberdeen, S. D.	543	504	39	..	721	662	59	..	1,264	1,166	98	..
Alberton, Mont.	34	32	2	..	71	61	10	..	105	93	12	..
Austin, Minn.	109	112	..	3	164	155	9	..	273	267	6	..
Avery, Ida.	37	35	2	..	83	77	6	..	120	112	8	..
Beloit, Wis.	73	71	2	..	99	94	5	..	172	165	7	..
Bensenville, Ill.	88	55	33	..	109	78	31	..	197	133	64	..
Black Hills (Rap. City)	76	64	12	..	100	88	12	..	176	152	24	..
Butte, Mont.	43	40	3	..	104	50	54	..	147	90	57	..
Channing, Mich.	55	49	6	..	68	65	3	..	123	114	9	..
Chicago—Fullerton Ave.	387	358	29	..	652	616	36	..	1,039	1,004	35	..
Chicago—Union Station	215	229	..	14	504	565	..	61	719	794	..	75
Council Bluffs, Ia.	53	49	4	..	86	80	6	..	139	129	10	..
Davenport, Ia.	53	44	9	..	96	75	21	..	149	119	30	..
Deer Lodge, Mont.	61	43	21	..	22	9	13	..	86	52	34	..
Des Moines, Ia.	12	39	..	..	53	50	3	..	95	89	6	..
Dubuque, Ia.	84	70	14	..	226	226	..	..	310	296	14	..
Great Falls, Mont.	46	34	12	..	56	8	48	..	102	42	60	..
Green Bay, Wis.	123	113	10	..	345	342	3	..	468	455	13	..
Harlowton, Mont.	27	32	..	5	45	18	27	..	72	50	22	..
Iron Mountain, Mich.	34	32	2	..	20	19	1	..	54	51	3	..
Janesville, Wis.	127	119	8	..	89	76	13	..	216	195	21	..
Kansas City, Mo.	68	58	10	..	125	110	15	..	196	168	28	..
La Crosse, Wis.	83	50	33	..	129	60	69	..	212	110	102	..
Lewistown, Mont.	91	45	46	..	122	59	63	..	213	104	109	..
Madison, S. D.	46	43	3	..	82	80	2	..	128	123	5	..
Madison, Wis.	59	92	..	33	86	47	39	..	145	139	6	..
Malden, Wash.	62	58	4	..	61	40	21	..	123	98	25	..
Marion, Ia.	107	100	7	..	150	148	2	..	257	248	9	..
Marmarth, N. D.	29	27	2	..	22	18	4	..	51	45	6	..
Marquette, Ia.	87	102	..	21	53	77	..	24	131	179	..	45
Mason City, Ia.	121	92	28	..	272	264	8	..	393	357	36	..
Milbank, S. D.	53	41	12	..	95	53	42	..	148	94	54	..
Miles City, Mont.	205	198	7	..	224	220	4	..	429	418	11	..
Milwaukee, Wis.	215	206	9	..	603	529	74	..	818	735	83	..
Minneapolis, Minn.	122	105	27	..	482	197	45	..	614	542	72	..
Mitchell, S. D.	35	39	..	4	104	157	..	53	139	196	..	57
Montbridge, S. D.	50	104	..	14	168	143	27	..	258	245	13	..
Montevideo, Minn.	87	72	15	..	180	147	33	..	267	219	48	..
Murdo, S. D.—Discontinued	...	17	..	17	..	40	..	40	...	57	..	57
New Lisbon, Wis.	44	41	3	..	25	13	12	..	69	54	15	..
Othello, Wash.	61	46	15	..	132	135	..	3	193	181	12	..
Ottumwa, Ia.	150	96	60	..	210	115	125	..	360	205	155	..
Perry, Ia.	175	168	7	..	249	234	15	..	424	402	22	..
Portage, Wis.	80	181	..	91	104	257	..	153	194	438	..	244
St. Maries, Ida.	26	42	..	16	44	40	4	..	70	82	..	12
St. Paul, Minn.	83	61	19	..	234	226	8	..	317	284	33	..
Sanborn, Ia.	69	62	7	..	78	67	11	..	147	129	18	..
Savanna, Ill.	88	59	29	..	89	195	..	106	187	254	..	67
Seattle, Wash.	91	84	7	..	260	224	36	..	351	268	83	..
Sioux City, Ia.	127	125	2	..	303	298	5	..	430	423	7	..
Sioux Falls, S. D.	61	60	1	..	147	141	6	..	208	201	7	..
Spokane, Wash.	69	62	7	..	51	16	35	..	120	78	42	..
Tacoma, Wash.	112	126	16	..	249	248	1	..	391	369	22	..
Terre Haute, Ind.	150	157	13	..	483	342	141	..	653	499	154	..
Three Forks, Mont.	38	31	7	..	36	7	29	..	74	38	36	..
Tomah, Wis.	190	180	10	..	262	214	48	..	452	394	58	..
Wausau, Wis.	110	89	21	..	93	90	3	..	203	179	24	..
Total	5,671	5,241	648	218	9,756	8,922	1,274	440	15,427	14,163	1,821	557
Increase in Membership during year 1936 over year 1935.....												
Voting, 430					Contributing, 834				Total, 1,264			
Chapter showing greatest increase in membership during year 1936 over year 1935.....Ottumwa, Ia.												
Chapter showing largest membership.....Aberdeen, S. D.												
Number of Chapters which increased their total memberships during the year 1936.....												
Number of Chapters which did not increase their total memberships during the year 1936.....												
Number of Chapters which increased their voting memberships during the year 1936.....												
Number of Chapters which did not increase their voting memberships during the year 1936.....												

inaugurating a membership drive. More—we hope, anon. Mrs. A. G. Class is one original entertainer. In February we were given a presidential program and I must admit most of us have badly slipped in United States history. Mrs. Arthur Nelson donated a baked ham and netted \$21.02 for ways and means.

The remaining officers are as follows: 1st vice president, Mrs. Earle Murphey; secretary, Mrs. W. L. Eckert; treasurer, Mrs. N. E. Capwell; refreshment, Mrs.

Pearl Bryan, telephone, Mrs. Murray Burrels and Mrs. A. L. Chine; purchasing, Mrs. E. J. Cussens; constitution and by-laws, Mrs. F. S. Miller; auditing, Mrs. Mabel Landon; publicity, Mrs. Warren Lux; house, Mrs. Urban LaBreck; safety first, Mrs. Jess Jamison; historian, Mrs. Ben Rose.

Mrs. Jamison and Mrs. Rose entertained the board in February at the Argonaut tea-shop. In spite of very inclement weather all but two members of the board were

present. The two absent ones were represented by their co-chairmen.

Death of elderly loved ones recently invaded three Milwaukee homes. Grandfather La Plante, who with several other intrepid French Canadians came here before the Civil War and helped found Sioux City. Mr. Yerington, father of Mrs. Earle Murphey, who was "Uncle Charlie" to us all. And Mr. R. P. Armstrong, father of Mrs. Earnest Hopkinson, who was also a pioneer in this territory. Our sympathy

is extended to these bereaved families. While we know each of them is facing the loss with courage and fortitude, we offer this thought more as a congratulation than a condolence.—how fortunate they have been to have had the companionship for themselves and their families of father and grandfather for so many years.

Malden Chapter

Gladys B. House, Historian

THE 20th of January our annual oyster stew and chili bean supper was held. As the thermometer dropped to about twenty below zero that day we had a small attendance of women but the men made up for it. There were several crews getting in and out and they all came in and enjoyed a bowl of the steaming stew, or chili beans and coffee. After all were served we played cards. Mrs. Burns won first prize and Mrs. Hankins second.

On account of the extremely cold weather we held our January meeting at the home of Mrs. Poole. We installed our new officers for 1937. We also voted to send ten dollars to the Red Cross for the relief of the flood sufferers in the East.

Our Good Cheer Committee, composed of Mrs. Hale and Mrs. P. D. Wood have been busy the last two months, as there has been much illness here with the flu. Plants were sent to Mrs. Linchan and Mrs. Braille, who were both seriously ill. At the present time both are convalescent. A good cheer card was sent to Mr. Corrior, who is ill in a Seattle, Wash., hospital.

Mrs. Poole, chairman of the Membership Committee reported we have one hundred and six members so far this year. As the Milwaukee is hiring many new men we expect a much larger membership this year than last.

Mrs. Reams, chairman of the Welfare Committee, reported much relief work done during January and February because of the long, severe cold weather. Many families were reached.

Feb. 18th we met and cleaned the Club rooms. At noon we had a pot luck lunch and had the children from school to eat with us.

At our regular February meeting we planned for our annual Easter dance. After the business meeting we had a delicious lunch served by the hostesses, Mrs. Burns and Mrs. Ferrell. A few games of bridge was also enjoyed by some of the ladies.

Bensenville Chapter

Ruth Hilliker

BENSENVILLE Chapter met at the club house February 2. The meeting was called to order by our president, Mrs. J. Brossard.

Favorable reports were read by the various committees and approved as read.

A delicious Valentine luncheon was served by Mesdames Speck, Wolf and Muck.

The March meeting was held the first Wednesday of the month. We had a very good attendance. Routine business was transacted. Mrs. Williams, relief chairman, reported \$31.38 spent for relief. Mrs. Newcomer, librarian, reported the purchase of 6 new books bringing the total number of books in our library to 935.

The club conducted a bake sale Saturday, March 13.

We were very glad to have Mrs. Tonner, formerly of Aberdeen, with us and to welcome her as a new member.

After a very nice luncheon served by Mesdames Brossard and Peck the afternoon was spent in sewing on a quilt which will be disposed of at a social function at a later date.

Spokane Chapter

Mrs. W. H. Hunter, Historian

A NO host luncheon was enjoyed at the January meeting, in the midst of a storm—thirty women attended. Mrs. Charles Lillwitz, our new president, presided.

After reading of the minutes, Mrs. Watkins, who was absent at the previous meet-

ing, was installed as vice president. Mrs. Bertha Bradley was appointed ways and means chairman. On account of the removal of Mrs. Schleisner to Tacoma, Mrs. J. Ashlock was appointed membership chairman.

The treasurer, Mrs. Ashton, reported a goodly sum in the treasury.

The good cheer report showed 95 calls made, and notes, fruits and flowers sent to the many sick members.

Mrs. George Hill, retiring president, is our program president and with her well known ability in this line we look forward to some interesting afternoons.

The Chapter met on the fourth Tuesday of February, the regular meeting day, and luncheon was served in the club rooms. The decorations were in honor of Washington's birthday. The very able committee in charge consisted of Mesdames Frank Watkins, chairman, W. A. Snure, P. L. Hays, Harold Linehan and H. Falscher. Many of the men came from the office to the luncheon, and a program of piano music was enjoyed during the luncheon.

A short board meeting followed, after which the regular meeting was held and reports were heard. More than 90 calls were reported on the sick and distressed persons; and flowers and plants were sent to those sick in hospitals. Ten dollars was sent to the Red Cross flood relief fund.

The Chapter women served cake and coffee at the Safety First meeting on February 8th to about 55 men, and a neat sum was realized for the refreshments. Our Chapter unanimously voted to sponsor Mrs. George H. Hill for 2nd vice president of the City Federation of Women's Clubs at their coming election.

We were saddened by the passing of our oldest member, Mrs. Carrie Reigart.

Madison, S. D.

Mrs. M. L. Adkins, Historian

WE were not able to do much in the line of social activities during the month of January as it was so cold and so much snow. But at our social meeting in February we had a large crowd. Cards were played, and later in the evening a delicious lunch was served with Mrs. Fred Wagner as chairman. Mrs. Dan Lawler and Mr. Carl Bert winning the prizes.

Mrs. J. A. Lorkowski, as chairman of the relief committee, has been doing wonderful work, old clothing has been donated as well as food being bought by the club for the needy.

Mrs. H. Sheldon, chairman of the sunshine committee, and her helpers, have been doing their part, calling on the sick, and sending cards and flowers to them.

We are planning a card party for the 8th of April, to earn money to fix up our club rooms.

It is to be in the parlors of the I. O. O. F. Hall in the afternoon for ladies, each member of the club is supposed to invite guests to fill one or more tables.

The social committee with Mrs. Ivan Calcese as chairman, and the ways and means committee with Mrs. Joe Lawler as chairman, will have charge of this party.

Mrs. Albert Smith is president of our chapter this year and we are looking forward to a very successful season.

Seattle Chapter

Mrs. B. W. Zilley, Historian

SEATTLE Chapter celebrated its twelfth birthday anniversary on January 28th, with five past presidents present:

Mrs. H. B. Earling.

Mrs. E. H. Barrett.

Mrs. F. W. Muehlhausen.

Mrs. Clyde Medley.

Mrs. F. W. Rasmussen.

An enjoyable luncheon was served with the usual birthday cake, Mrs. R. H. Robbins, chairman, and her committee serving.

The business meeting was then conducted with the following newly elected officers in charge: Mrs. C. F. Goodman, president; Mrs. F. W. Rasmussen, 1st vice president; Mrs. J. M. Axelsson, 2nd vice president; Mrs. C. G. Hurlbut, treasurer; Mrs. A. S. Seymour, recording secretary; Mrs. W. A.

Hutchinson, corresponding secretary; Mrs. B. W. Zilley, historian.

Reports from the various committees showed a year replete with service along all lines. Mrs. Clyde Medley, mutual benefit chairman, reported work done by her committee the past year—4 families having been cared for with fuel and food.

Plans for the coming year's work were discussed along the lines of work and entertainment.

Entertainment for the day was furnished by Mrs. Wilbur Walker and her assistants, Ladies of Rainier Valley, who presented the Panel of American Music, which was very instructive and much enjoyed by all.

A series of card parties was announced, first to be held February 11th at the club rooms.

Beloit Chapter

Mrs. J. E. Yohn, Historian

MEETING of February 19th was called to order by our president, Mrs. Robt. B. Smith, 18 members being present. The treasurer reported a balance of \$42.33 on hand. Welfare chairman's report showed \$12.50 had been spent for relief; and clothing estimated at \$3.00 given—at no expense to the club, 9 telephone calls were made.

Sunshine chairman reported 11 telephone calls and 20 personal calls made and a number of cards sent, 7 families reached.

Ways and means chairman reported \$14.25 cleared on two "Bingo" parties. More of these parties were planned for the near future as they are increasing in popularity.

There being no further business the meeting was adjourned and "Valentine" refreshments were served by the committee in charge. After refreshments "Bingo" was played and greatly enjoyed by all, various members winning prizes.

March meeting was held on the 10th with 18 members present. Treasurer's report showed a balance of \$56.72 on hand. \$12.50 was spent during the month of February for welfare, and 15 telephone calls were made. Sunshine chairman sent 5 messages of good cheer and sympathy, made 35 personal and 12 telephone calls, 12 families reached.

Ways and means chairman reported \$20.50 cleared on two "Bingo" parties. These parties are going over good and more will follow.

Memberships are coming in very slowly, only 8 voting and 6 contributing members were reported up to date of February 28th. That's not so good for Beloit Chapter—sort of gives us a black eye. Come on sisters and brethren, pay up, you will eventually—why not now? Plans for attending the district meeting at Milwaukee on May 1st will be made at the April meeting. Members of Beloit Chapter will go to the Municipal Hospital on April 1st to sew and fold bandages; this help is greatly appreciated by the nurses and hospital staff. Members were pleased to learn that Mrs. Wm. Gilbert's forced "sit-down" of the past several weeks is at an end and that she is able to be about. Said "sit-down" was caused by a badly sprained ankle, through a fall. We are all glad to know Mrs. Gilbert is better.

After the meeting closed, dainty "St. Patrick" refreshments were served and "Bingo" followed. The inexpensive prizes which were given created just as much interest and excitement as if they had been quite valuable.

Marion Chapter

Mrs. F. C. Newlin, Historian

THE Milwaukee Woman's Club met Thursday, March 11, in the New Hallwood for its monthly business meeting. Mrs. W. C. Givins presided in the absence of the president, Mrs. J. F. Coakley. Mrs. Coakley is leaving for Montana in the very near future. Plans were made for the annual membership drive for which Mrs. Givins has been made chairman for Marion.

Bridge was played after the meeting, prizes going to Mrs. O. Fohey and Mrs. O. McBride. Mrs. Guy Miller drew the door prize.

Aberdeen Chapter

G. M. H., Historian

UNDAUNTED by an over-supply of cold weather, wind and drifting snows, Aberdeen Chapter has begun its activities in earnest.

February 5 was the date set by the ways and means committee for the first card party which netted the club \$26. Guests seated at 26 tables (a full house), enjoyed their favorite game of cards, and the evening's play allows me to name Mesdames E. L. McGarry, L. M. Haar, Leo Lutgen and Ed Hagen as holders of high scores.

The "Q. P."—this time, please; neither "Cupie" nor "Q. T." (just referring to the quilt project)—is in full progress. Dimes and dimes and more dimes! Instead of "Pennies from Heaven." Have we missed any body? We're a charitable organization you know, and we can use a lot of them. Only thing to worry about now is, who can hold their breath 'til March 15? That's the night!

Mr. D. L. Dawson, relief director of Brown County, South Dakota, whose headquarters are here in Aberdeen, informs us that word received from the capitol at Pierre names Mrs. H. M. Gillick, our club president, as a continued member of the State Welfare Board.

We are all pleased with this appointment, and feel assured that those in authority have chosen wisely and well. Mrs. Gillick's efforts in relief work are whole-hearted and sincere; her unselfish principles stand as rules of comparison by which we may judge ourselves and others; and her sympathetic understanding of human wants and needs place her in a position to fulfill the duties thus entrusted to her as only few can do.

Speaking of relief work, let me quote our welfare chairman: she gives us a summary of the work carried on in the month of January at "a total cost of \$246.27 which included a donation of \$25 to the Red Cross flood fund." This is indeed a splendid report and brings worthy praise.

Arrangements were made for another card party to be held the evening of February 25, to which a general invitation was extended to all bridge fans.

The annual Easter Monday dance is scheduled for March 29, at the Trianon ball room. Music will be of the best. Dance-minded Milwaukeeans along the line were cordially invited to visit Aberdeen on that date and attend the dance that night.

The membership drive is on, too, and this committee informs us that they hope to have completed same by May 1.

At this writing we are the largest chapter on the entire system, with a lead of approximately 500 members. We speak of this with a spirit of satisfaction and pride, realizing that our success is due to each individual. It is the friendliness and harmony in our unit that inspire us for service; the cooperation, team work, and excellent leadership that give us the power of service; and the knowledge of our having enabled others to share with us more of the comforts of life that rewards our every effort. Let us hope for an increasing membership and a continuation of that desire to help others less fortunate than ourselves.

Miles City Chapter

Mrs. A. S. Caudel, Historian

THE January meeting of this chapter was held at the club house with president Mrs. Moss presiding. 40 members were present.

After repeating the club motto we were favored with a violin solo by Elmer Nelson.

The following reports were given:

The treasurer Anne Davis, a balance of \$38.91.

Good cheer chairman Mrs. James, for the month of December, 312 personal calls, 69 telephone calls, 43 messages sent and 48 families reached, 34 gifts of candy and 11 glasses of jelly to the poor farm and 34 gifts and plants sent to the shut-ins; and for January, 359 personal calls, 110

telephone calls, 23 messages sent and 41 families reached.

Welfare chairman, Mrs. Ninebar, \$39.00 spent and 6 families reached.

Membership, Mrs. Walters, 16 voting and 4 contributing members paid.

Ways and means, Mrs. R. Johnson, nine dollars for January.

Three members of the club, all holding an office, have resigned in the past month. Mrs. P. H. Nee, our 1st vice president left for Milwaukee where her husband has been transferred. Her chair will be filled by Mrs. Gilmore, at present our 2nd vice president. Mrs. Corbett was then elected 2nd vice president. Mrs. Jeanette Tarbox, recording secretary, left for Harlowton to make her future home. Her place will be filled by Mrs. Gertrude Ford. Mrs. Herwin, our constitution and by-laws chairman, left for Butte where her husband has been transferred. Her place will be filled by Mrs. Numerador.

Mrs. Gilmore was the lucky lady to win the \$5.00 "bank."

The March meeting was held on the first of the month with president Mrs. Moss presiding and an attendance of 75 members and their friends.

Reports were as follows: treasurer, Mrs. Anne Davis, a balance on hand of \$40.57.

Membership, Mrs. Walters, 40 voting, 16 contributing and 3 junior members.

Ways and means, Mrs. R. Johnson, \$13.00 for club house rent.

Sunshine chairman, Mrs. James, 276 personal calls, 101 telephone calls, 23 messages of good cheer and 33 families reached.

Mrs. Johnson informed us that Mrs. Frank Tedesco, one of the club members, had donated 2 hand crocheted collar and cuff sets to the club and that these would be awarded at our next meeting.

There being no further business we all settled ourselves comfortably to enjoy a very fine program.

Mrs. J. Gray, Jr., accompanied by Imogene Ritchie, sang two vocal solos.

A reading by Margaret Christianson.

A one-act play by Mrs. R. Johnson, Miss Rosemary Johnson and Miss Argalen Howe.

Two readings by Tommie Nugent and an acrobatic dance by Bernice Speck, accompanied by Mrs. Ross.

At the drawing for the "bank" the name of Mrs. Nimbar was drawn. Not being present the dollar will be added to the one for next month and maybe some one will be lucky to win the "pot" of \$2.00.

After the meeting delicious refreshments were served by Mesdames Pitner, Moxness, Christianson, F. Preston and C. S. Brown.

Great Falls Chapter

Mrs. J. J. Toy, Historian

THE chapter met in the club rooms January 12th, with Mrs. L. E. Wilson, president, presiding. The meeting was opened by all present rising and repeating the club motto.

Reports of the secretary and treasurer were read and approved.

The chairmen of the social and ways and means committees discussed the social activity for the coming year, and, I believe, the members of the Milwaukee Women's Club in this vicinity are going to enjoy many social events this year. There not being much business on hand the meeting adjourned. A delicious dessert was served by the hostesses, Mesdames C. N. Brown and Robert Randall. Bridge was played with prizes awarded to Mrs. Thos. Morgan and Mrs. Randall.

The club held a farewell party Thursday evening, January 28th, in honor of Mr. and Mrs. H. C. Brisbane who left Great Falls for Miles City where they will make their future home; Mr. Brisbane having been named Traveling Freight and Passenger Agent at that point. We regret very much the loss of this popular couple who have been so active in our club. Mrs. Brisbane was our membership chairman and due to her untiring efforts put us over on our membership drive this past year. The club presented them with a gift.

Mason City Chapter

Mrs. W. L. Gaffney, Historian

MASON CITY Chapter met January 26, in the club rooms with Mrs. Rae Sizer, our new president, presiding. Mrs. Wm. Ingraham, music chairman, led us in community singing after which we repeated the club motto.

Our sunshine chairman reported three plants sent, five baby spoons given, 53 Christmas cards, 60 telephone calls, 49 personal calls, and \$16.20 for Christmas treats for the children. It was reported there are 393 members and a balance in the treasury of \$384. Mrs. Oscar Larson reported we had earned \$47.03. In the absence of the welfare chairman, Mrs. Wm. Ingraham reported we had assisted 25 families the past year with food, clothing and coal. We also aided one girl in college. Mrs. Roy Harmon, chairman of the auditing committee, reported the audit of the books. Our new ways and means chairman announced we would have a traveling food basket started soon.

We all voted to attend the District meeting in Minneapolis in May, if possible.

There was a report given of the courtesies shown at an employe's funeral and arrangements were made to aid another bereaved family.

We were served doughnuts and coffee by Mrs. Oscar Anderson and committee.

The February meeting was presided over by our president, Mrs. Rae Sizer. Mrs. W. F. Ingraham, music chairman, led the community singing.

It was reported the traveling food basket had netted \$8.55 to date. Mrs. C. H. Tusler, sunshine chairman, reported 27 telephone calls, 7 sympathy cards sent, and \$2.57 good cheer. Mrs. Roy Goltz, welfare chairman, reported expenditures of \$4.94 during the month of February; two personal calls and 8 telephone calls. Mrs. Eddie Adams, program chairman, presented the following program: Edward Hughes, accompanied by Mrs. W. F. Ingraham, vocal solos, Little Miss Kathleen McDonald and Miss Betty Shoevin gave readings.

The remainder of the afternoon was spent playing bridge and five hundred. Mrs. Roy Harmon received high in bridge and Mrs. M. A. Bost, low. Mrs. A. M. Glander received high in five hundred and Mrs. Wm. Ross, low.

Union Station Chapter

Harriet

SINCE our historian, Miss Gertrude Schoyer has been ill, I've been asked to pinch-hit for her this month, and as it is hi-time for all data to go to press, I'll put the fragmentary gathering of a day-or-so together:

First of all—here's best wishes from all of us to Gertrude Schoyer for a speedy recovery to health. We'll be looking forward to your perfect chronicle next month!

It is with deep regret that we report the death of Hazel M. Merrill, so well-liked by her co-workers for her serene personality, so highly spoken of by her superiors for "loyal, faithful and conscientious service." Union Station chapter extends its most sincere sympathy to her people.

In the vernacular—"our hats were off" to Mrs. Dynes in promoting so pleasant and interesting a speaker in the person of Mrs. Leiber, on topics which were the pulse of the news-press during 1936, and to Antoinette Welling and her committee in serving such a delicious supper at the February 1st meeting, but we also put in the limelight of congratulations, our program chairman, Mrs. C. L. Taylor, for her splendid entertainment at the March 1st meeting. The supper served at Fred Harvey's Balcony Restaurant proved a success from cocktail to dessert. Later the reports read by the different chairmen proved very gratifying. The climax of the evening was in the person of Mrs. Johnson, who conducts a "Charm School." We were taught the basic principles in the building of charm—if you please! So charm is not intangible; it can be cultivated. The playlet put on by her star pupil, Miss Johnson, was unique.

SPECIAL COMMENDATION



Name and Division	Citation and Date	Cited by
Roland Radke, switchman, Milwaukee Terminal	Reported signal out of order caused by broken rail November 18th	E. H. Bannon, superintendent
Charles Niemiller, brakeman, T. M. Division	Discovered defective equipment in train, November 24th	P. H. Nee, superintendent
J. M. Cassidy, conductor, and V. J. Welsh, engineer, Ill. Division	Reported rough spot in track west of Wilkins. Broken rail found, December 6th	A. J. Elder, superintendent
A. T. Bishop, brakeman, Duluth Division	Discovered broken wheel in train December 22nd	D. T. Bagnell, superintendent
A. H. Olson, roadmaster, Horicon, Wisc.	Discovered defective equipment in train January 8th	J. H. Valentine, superintendent
R. G. Jubin, conductor, T. M. Division	Discovered broken rail west of Shawmut, Mont., January 6th	P. H. Nee, superintendent
S. A. Dominick, brakeman, Illinois Division	Discovered broken arch bar in train No. 63, January 14th	A. J. Elder, superintendent
Bruce Nichols, brakeman, Iowa Division	Found broken wheel on car in train No. 61, Jan. 14	W. C. Givens, superintendent
Leon A. Huffman, operator, Oxford Jct., Ia.	Discovered defective equipment in passing train, Feb. 5	W. C. Givens, superintendent
H. O. Wheelock, conductor, Iowa Division	Found broken wheel in train No. 61, Feb. 2	W. C. Givens, superintendent
Matt. Kirschbaum, section foreman, Whittemore, Ia.	Discovered defective equipment in passing train, Feb. 9	W. F. Ingraham, superintendent
L. M. Parnell, conductor, Ill. Division	Discovered defective equipment, train 67, Feb. 1	A. J. Elder, superintendent
D. Bogue, switch tender, Savanna, Ill.	Discovered defective equipment in passing train, Feb. 15	A. J. Elder, superintendent
E. E. Fritchle, conductor, K. C. Division	Found large timber which fell from car in train, at Ludlow, Jan. 20	J. H. Stewart, trainmaster
C. Leonard, engineer, K. C. Division	Discovered defective equipment in train passing his engine	W. C. Bowen, superintendent
John McDermott, switchtender, Milwaukee Terminals	Discovered defective equipment in passing train, Feb. 16	E. H. Bannon, superintendent
O. R. Kassel, agent, Keystone, Ia.	Discovered broken wheel in train passing his station, Jan. 27	W. C. Givens, superintendent
Ira Seeger, operator, Green Island, Ia.	Discovered defective equipment in passing train, Jan. 20	W. C. Givens, superintendent
F. C. Zeiser, operator, Green Island, Iowa	Saw dragging brake beam in passing train, Feb. 4	W. C. Givens, superintendent
H. E. Carter, agent, Olin, Iowa	Saw dragging brake beam in passing train and signalled crew, Feb. 9	W. C. Givens, superintendent
H. G. Smith, brakeman, Ill. Division	Found broken oil box, train No. 61, Jan. 28	A. J. Elder, superintendent
F. L. Bradley, brakeman, Milwaukee Division	Found defective oil box on Extra, West, Feb. 27	N. P. Thurber, ass't superintendent
E. E. Shear, section foreman, Saugus, Mont.	Saw dragging brake beam in passing train, Feb. 1	A. C. Kohlhaase, superintendent
Milo Bolton, conductor, Milwaukee Division	Found bad spot in track near Rock City, Ill.	N. P. Thurber, ass't superintendent
J. A. Holquist, brakeman, Ill. Division	Found defective equipment in train No. 69, March 3	A. J. Elder, superintendent
T. Kinney, W. J. Brice, conductors, Milwaukee Division	Assisted in replacing rail in Beloit Yard, during heavy rain when track men were out on duty	N. P. Thurber, ass't superintendent
C. F. Wickler, operator, Burlington Tower, Wis.	Saw bad order car in passing train, March 4	N. P. Thurber, ass't superintendent
James Freeman, conductor, Ill. Division	Discovered defective equipment in train No. 68, March 1	A. J. Elder, superintendent
M. F. Burnham, conductor, Iowa Division	Discovered defective equipment in train No. 64, March 6	W. C. Givens, superintendent
C. H. Dean, conductor, K. C. Division	Found defective equipment, Extra East, Feb. 17	W. C. Bowen, superintendent
L. R. Carbee, Washington, Iowa	Saw dragging brake beam in passing train and signalled crew, Feb. 9	W. C. Bowen, superintendent
John Brindel, engine watchman, Albert Lea, Minn.	Discovered defective danger on passenger train, Feb. 18	R. C. Dodds, superintendent
C. H. Blanchard, lineman, I. & S. M. Division	Discovered broken angle bar near switch, Grafton Yard, March 9	R. C. Dodds, superintendent

W. J. McMaha, local freight office, Seattle, secured sale of one-way ticket, Seattle to Chicago. He also furnished tip securing revenue freight.

Mrs. J. E. Brady, wife of roundhouse foreman, Tacoma, was instrumental in securing sale of round trip ticket, Tacoma to New York City and return, our line between Tacoma and Chicago.

L. R. Hogan, Tacoma Shops, furnished tip securing sale of one-way ticket, Tacoma to New York City, our line to Chicago.

M. C. Cook, yard conductor, Seattle, secured sale of one round trip ticket, Seattle to Washington, D. C., and return, our line between Seattle and Chicago.

George Daniels and local garageman Chas. Aunspough, Aberdeen, S. D., secured sale of two tickets, Montevideo to San Diego, Calif.

J. Downey, conductor, Spokane, furnished tip for sale of two tickets, Spokane to Chicago.

M. R. Mullally, yard clerk, Seattle, and his sister, were instrumental in securing sale of ticket, Seattle to Washington, D. C., our line to Chicago.

W. E. Cummins, conductor, Spokane, secured sale of one round trip ticket, Spokane to Miami, Fla., and return, and two round trip tickets to Chicago.

J. A. Wright, traveling engineer, secured sale of three first class tickets, Portland to Washington, D. C., using our line on return, Chicago to Spokane.

John Waldman, stationery storekeeper, Milwaukee, furnished tip securing a party enroute, Milwaukee to New York City, our line to Chicago.

Harry Tavenner, Jr., son of H. H. Tavenner, general agent, Everett, Wash., furnished tip securing sale of two tickets, Everett to New London, Conn., our line to Chicago.

John Parker, conductor, Superior Division, was instrumental in securing the following revenue business during 1937: two passengers, Milwaukee to Tacoma; one passenger for the HIAWATHA, Milwaukee to Twin Cities; five Chicago passengers, who had arranged to use a competing line; and reports more prospective business for the HIAWATHA.

Miss Martha Prentice, expense clerk, Seattle local freight office, was instrumental in securing shipments for our line from eastern points to Seattle.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....Care Trainmaster, Perry, Iowa.
John T. Raymond.....Care Dispatcher, Marion, Iowa.
Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa.
Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa.
Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City.
Mrs. C. E. Zimmerman.....Care Superintendent, Green Bay, Wis.
Miss E. Stevens.....Care Superintendent, Savanna, Ill.
Miss N. A. Hiddleston.....Care Mechanical Department, Minneapolis.
Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
Ira G. Wallace.....Care Superintendent, Clerk, Red Wing, Minn.
W. J. Zahradka.....Care Superintendent, Aberdeen, S. D.
A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops.
H. J. Swank.....Care Superintendent, Austin, Minn.

Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
William Lagan.....Care General Agent, Sioux Falls, S. D.
Harriet Shuster.....Care Refrigerator Department, Chicago.
Mrs. Dora M. Anderson.....Care Local Agent, Moberly, S. D.
A. M. Maxelner.....Care Local Agent, Lewistown, Montana.
Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
Miss Ann Weber.....Care Agricultural Department, Chicago.
Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana.
Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana.
Albert Roesch.....Care Superintendent, Tacoma.
R. E. Thiele.....Local Freight Office, Spokane.
E. D. Smith.....Operator, Portage, Wis.
H. J. Montgomery.....Mechanical Dept., Milwaukee Shops.
Kenneth Alleman.....Seattle Local Freight Office.

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

R. R. T.

OUR sincere sympathy is extended to engineer James Reigart whose mother recently passed away at the Samaritan Home, of this city, where she had been making her residence of late.

Mr. R. C. Falck, special representative at Spokane, was recently called hurriedly to East St. Louis by the serious illness of his mother, Mrs. O. E. Falck, living there. She passed away on March 2nd. The funeral took place near St. Paul, at the old family home. We join with the many friends of Mr. and Mrs. Falck in conveying to them the expression of our sincere sympathy.

Mr. G. W. Myers, first trick operator at St. Marie's, was recently off duty for nearly a week, having been called to Wenatchee by the serious illness of his father; we are pleased to learn that the latter is recovering. During his absence Mr. Myers was relieved by operator B. W. Colligan who had been in Southern California for a number of months because of ill health.

Fortunately all our patients reported as sick in our last issue have recovered and are now feeling quite as chipper as usual under the influence of the lovely spring weather which has succeeded the late dreary winter. The same lovely spring weather—turning the young man's fancy to thoughts of love—is no doubt responsible for the first marriage of the season in Milwaukee circles. Mr. Howard Jensen, of the car repairing forces at Spokane, married Miss Laura Morgan on February 26th. After a brief vacation of a few days, chiefly spent in getting settled in a new home, he is back at work. He will not mind it if we extend our heartiest congratulations and good wishes to the happy couple a little belatedly.

Mr. Bill Gunter, of the Spokane switching staff, is also wearing a happy expression, almost like a newly-wed, since Mrs. Gunter came up from the sunny Southeast—clear from Georgia, if we are not mistaken—to join her hubby here.

Mr. C. M. Pease, agent at Clarkia, left early in February for a month's vacation at Long Beach, California; he was relieved by M. L. Patterson.

Another one of our Milwaukee folk who felt the call to California is engineer L. J. Dulik who went to San Diego to bask in the sunshine.

The one, however, who found the real winter paradise is conductor Robert Elliott who spent the winter at Guadalajara, Mexico, and has most attractive tales to tell of the comforts of living there at almost unbelievably reasonable figures. Those of his friends here who have sampled some of the native beverages he brought back with him are contemplating an early departure for the same fascinating city next fall.

We are pleased to learn that operator M. C. Helmer, who has been on leave of absence for several years because of illness,

is able to be back at work and went on the second trick at Spokane Union Depot on March 1st. Operator G. D. Thornton, who had been on that trick for some time, returned to his regular assignment at Plummer, Id. on March 6th; we shall miss his genial presence here.

Mrs. Wright, wife of traveling engineer J. A. Wright, moved the household from Tacoma to Spokane quite recently and Mr. and Mrs. Wright are now settled in their new home here. We join in bidding them welcome to Spokane.

If anyone should doubt the drawing powers of this popular fireside magazine of ours, let him consider the following: Our good friend, Henry McGinnis, car inspector at Spokane, has a brother named Reed, who is an engineer running out of West Clinton, Indiana. As frequently happens when members of a family live far apart, correspondence languished somewhat and Henry had not heard from Reed in several years, when, lo and behold! he recently received a letter from him saying that he had read so much in the Milwaukee Magazine about the Pacific Northwest and more particularly about Henry's prowess as a hunter and fisherman that he intended to come out soon and see all these wonders for himself. He will, of course, have no opportunity to see Henry duplicate that wonderful shot of his, two years ago, but Henry hopes that he will come when the fishing season is open in Henry's famous creek where all the fish call Henry by name and come as soon as he brings out the cheese which is the only bait they take. We hope that our honored editor will appreciate this evidence of the wide reading accorded to our magazine.

Operator J. C. Maddox went to work March 8th on the third trick at Spokane Union Depot.

Jess Jones of the Spokane yard crew, after holing up for all the hard winter weather, came back to work again when the weather loosened up. It must be nice to be able to escape the rigors of the winter in that fashion.

John Stiltz, of our Spokane second shift switch crew, is a busy man these days, not alone at work in the yard, but quite as much on his off days, when he and Mrs. Stiltz have to take turns as business managers and chaperones for their little niece Patsy, who makes her home with them, this talented young lady being much in demand in the Inland Empire as a singer and dancer. They recently had to go to Kellogg with her, then to Riverville for a Chamber of Commerce banquet, then to Lewiston for a similar function, then to her home in Spokane, and a number of others are scheduled in the next few weeks. We understand John enjoys these appearances quite as much as the young artist; we have endeavored to persuade him to let us have his picture in his dress suit for this magazine, but his modesty will not permit him to do so. Perhaps we may have better luck with Mrs. Stiltz and get her to pose with the little artist.

Dub. Ill. Divn. 2d Dist

E. L. S.

ON Feb. 21st and 22d, while our neighbors at Savanna were having rain, floods and ice submerging their railroad yards, the Second District was visited with a snow storm and blizzard, the hardest falling at Waukon, Iowa. Below is shown a good example of what happened when the great heaps of "white fleece" descended on that town. Large banks of snow similar to this lined the streets of the business section on Feb. 22d, and only three or four flags were visible on Main St. in the forenoon, but "Old Glory" still did wave atop the huge snow drifts, to celebrate with due respect the birthday of the Father of our Country.

Picture on page 4.

Perishable Freight Inspector Joe Gavin is recovering rapidly from an operation he recently submitted to at Dubuque, and expects to return to his work at Dub. Shops very soon. Martin Manton from Marquette relieved Joe during his absence.

Condr. P. J. Handley on No. 35 and No. 38 returned to work recently after an illness.

We learn that Condr. C. M. Merwin paid our Division a visit one or two days latter part of February, and no doubt he enjoyed visiting with his many friends along the Division again.

Agent W. C. Towle, Littleport, has retired on annuity effective June 1, 1936.

Dispr. Walter Reilhan has traded his Ford for a dandy nice looking Chevrolet.

Train service on West Union and Waukon Lines was crippled somewhat for a few days fore part of March acct. the Turkey River on a wild rampage around Osterdock where ice gorged on track west of that point, and Bridge K-1332 washed out on Waukon Line due to small creek overflowing its banks in that vicinity.

Employees on the D&I Divn. were very much shocked and grieved at the sudden passing of Mr. J. P. Whelan, freight and passenger agent at Dubuque, who passed away at his home Sunday, Mar 7th. He had been ill with the flu for about a week and was up and around and intending to return to work the following day, Monday, but was suddenly stricken with heart failure. The family including his widow and two sons Frank and Edward of Dubuque, and daughter Mrs. Margaret Cooney of Los Angeles, is extended sincere sympathy by all employees on the Division. Mr. Whelan was but 63 years of age, and had been in the employ of the company for 45 years. He was well liked by employees and patrons of the company and did much to build up a good business at Dubuque proper.

Funeral services at Dubuque on Thurs., Mar. 11th, were largely attended by officials from Savanna and also local officials and employees, and interment made in Mt. Olivet Cemetery at Key West.

Wisconsin Valley Division

Lillian

MRS. JOHN SCHULTZ has returned from Tomahawk where she attended the funeral of her sister, Mrs. Lois I. Nelson, who passed away on February 12th.

Mrs. R. A. Harcourt, the former Esther Lehrbas, daughter of Mr. and Mrs. Fred Lehrbas, who recently became a resident of Portland, Ore., was presented in a dramatic interpretation at a musical benefit tea given by the Oregon Federation of Music Clubs, February 9th, at Portland. Mrs. Harcourt before her marriage was an instructor in interpretation at Northwestern University and made professional appearances in Chicago and in the East.

Mrs. Leo Paradise, who has been at St. Mary's hospital about a month with a fractured right knee cap suffered in an automobile accident at Wisconsin Rapids, has returned home.

Mr. Frank Carpenter, father of Gaylord Carpenter, ticket clerk, passed away at St. Mary's hospital Thursday morning, February 25, after an illness of a few days with pneumonia. Funeral services were held at 2:00 p. m. from the Ritter & Deutsch funeral home on Saturday, the Rev. F. E. Frankson officiating. Friends on the Valley Division extend sympathy to Mr. and Mrs. Gaylord Carpenter.

Mrs. B. F. Hoeft, a bird lover, has eighty birds listed in her calendar. Mrs. Hoeft says birds do not pay any attention to man-made calendars, but they do return here at almost a regular date each year, varying sometimes a day or two. Robins return here usually on March 23rd, but have returned as early as March 19th. The horned lark, the first of the migratory birds to return here in February, has arrived. Mrs. Hoeft has some very interesting things to tell about the different kinds of birds and has kept a bird calendar for the past seven years.

Dr. B. C. Ehrenreich of Chicago was a Minocqua visitor during the first week in March—Sure sign of spring, as Dr. Ehrenreich conducts a boys' camp at Lake Kawago, and his visit was primarily to look over the camp and make preparations for its occupancy during the summer months.

West End TM Division

P. R. H.

A. R. Tonn, fireman on the TM Division, residing at Miles City, was called to Berlin, Wis., the fore part of March on account of the serious illness of his father.

Mr. and Mrs. Shearer have returned to Miles City after spending the winter in California. Mr. Shearer has resumed work as engineer on west end of TM Division.

Mrs. Helmer Holm, wife of engineer, of Miles City has been confined in the Holy Rosary Hospital at Miles City, following a serious operation performed the latter part of February. Reports indicate Mrs. Holm is now recovering nicely which her many friends are pleased to hear.

A. F. Mahle, operator at Miles City, was called east March 8th on account of the serious illness of his wife. We hope Mrs. Mahle will soon be fully recovered and able to return home again.

Mrs. Custer Greer, wife of special officer at Miles City, departed the early part of March for Sheffield, Alabama, for a visit with relatives.

Wm. Milligan and wife of Miles City have returned home after spending the winter in Hot Springs, Ark., and other points of interest in the south. Mr. Milligan is yard conductor at Miles City and has resumed work again.

E. C. Olson, ticket clerk at Miles City, passed away suddenly of heart failure, March 9th, while on duty at the local ticket office. Mr. Olson has been an employee of the railroad at Miles City for about twenty years, having worked in various capacities in the Accounting Department, and after the consolidation of accounting forces, he transferred to the position as night ticket clerk. He is survived by his daughter Josephine and son Robert, and several brothers and sisters. We extend our sincere sympathy to the bereaved

members of his family.

H. L. Pitner, asst. engr., and H. B. Rivers, asst. chief carpenter of Miles City, attended the funeral of H. J. Stock, March 10th, in Mobridge.

Mrs. Earl Farr, wife of dispatcher at Miles City, has been confined in the hospital at Excelsior Springs, Mo., for several weeks. We understand she is expected home in a very short time, and her many friends hope she is much improved in health.

Charles Nummerdor, son of chief dispatcher at Miles City, is training with the Cardinal baseball squad in Hot Springs, Ark. Charles has been in Hot Springs for several weeks and is enjoying it very much.

O. H. Bethke, who has been employed as cashier at Lemmon, S. D., is returning soon to Miles City as clerk in the superintendent's office. Mr. Bethke has been in Lemmon for about five years and prior to that time worked in Miles City. We are very glad to welcome Mr. Bethke and his family back to Miles City.

Monte Moore, machinist at Miles City, is again able to be out after having been confined in the hospital at Miles City.

Messrs. R. W. Anderson and J. E. Bjorkholm of Milwaukee were business callers over the division, March 10th and 11th.

Drafts from the Drafting Room

"Monty"

FIVE HUNDRED TWENTY-EIGHT, 540, 553—and getting better every time. Those numbers are none other than Jack Armstrong's bowling scores the past few weeks. As I've said in my previous bulletins, this boy sure can bowl. There's no stopping him now that he has started. What a man!

Art Schultz and his snow-plow reverse ball got nine strikes out of twelve in one game and didn't even get 200. Where were the other three strikes, old boy?

Harvey Uecker got a "herring" 604 the other night. Later he came back with a good 429 series.

H. W. Chandler, Schultz, Odgaard and Carl Jaeger always seem to be 15 to 20 minutes late every bowling night. They all come in one car and, I believe, lose their way every Monday.

Ode got a 513 series—his one and only one for the books. He's got a very good "prayer" ball.

Hooks Erdmann also bowls now. He bowls fairly well considering he's got quite a load on such short legs. He manages to average around 500 but worries quite a lot when he bets on a game. His pet saying: "Miss, you ham!"

Favorite sayings by — (guess each):
"Now let me tell you . . ."
"For your information . . ."
"I appreciate that, but . . ."

Feb. 17, 1937.—Bob Engelke will always remember that date. The scene was a local hospital corridor. Robert was putting in a hard day's work—walking back and forth. The strain was terrific—until the door opened and the doc says, "It's a boy." (Reports were that Bob fainted, but I don't believe it.) After returning to the office Bob rushed in and stopped all work for the moment, shouting, "Boys, I'm a father!" One of the bosses noted the excited outburst and said, "So's your old man. Get back to work." Well, anyway, Mrs. Engelke and the future line coach are doing splendidly. Robert did what others have forgotten to do—passed cigars. Congratulations are extended to the new "Engelke trio."

Welcome to the drafting room, newcomers!

Howard Schroedl, a Tacoma lad, is working under the guiding hand of the eminent C. E. Brophy. Howard is on his way toward becoming an electrical engineer.

Ellis T. Schmitz, a La Crosse lad, is now working for the locomotive department under supervision of O. C. Peterson. Ellis reports fresh from Winona, Minn., where he served some time (for the railroad).

Del Budd is another boy now serving

his machinist apprenticeship up in O. C. P.'s department.

Dick Cowper is now rushing out new bills of material for T. M. Cannon on new car work. He formerly worked in the mill and with Tom Birch's gang in the air brake department.

Again we welcome all of you fellows. May your stay be bright and successful!

Elmer Reinke has on a new pair of shoes. They are called "Squeak-opathic" shoes.

A. G. Hoppe, assistant mechanical engineer, went to Madison and delivered a speech on high speed locomotive design on March 4. Last reports were that he didn't get the gong, so his speech must have been good.

Howard Melzer—a very quiet lad—fools us all by telling us he plays basketball. The only active athlete since Jack Armstrong set aside his various outfits.

L. L. Lentz has his new racing car out on the track at last (and at least). The car showed to good advantage until, bang!—a crack-up. Now it's laid up for repairs. A nice looking car it was but L. L. L. says wait till the outside track is used. We'll wait.

Horton's son, Donald, hit two birds with one stone, traveling over State street at 40 miles per hour. He opened the gas and at the same time opened Lyle's purse for \$13.35. Not to be outdone, Jack Armstrong also paid \$13.35 "coasting" down a hill at 33 miles per. (In fact, same street, same cop, same fine.)

Royce Juell reported to work Monday morning with the prettiest colored ear you'd ever want to lay your eyes on. He said he walked into a swinging door. Must have been a swinging door with gloves on. Oh yes—got a little of his eye too.

Newlywed—remember the chap?—Robert (Lee) Harris, our red-headed friend, who put in some time here years back. Yes, Bob finally got married. Congratulations, Robert. Also was told that Bob contemplates moving over to Merrill Park. He says he now lives in Shorewood and has to get up too early to get to work and gets home too late at night. You just imagine that, Robert—after you're married a while you'll find out the nearer you are away the better they are glad. Bob now works out of Crothe's office.

Iowa (East) Division

J. T. Raymond

M. C. L. SHERWOOD, city ticket and passenger agent at Cedar Rapids, who is renewing his membership in the Milwaukee Veterans' Association, says he is improving in health and hopes by summer to get around and call on his old friends. He began work for The Milwaukee Road in 1871 and wears a 60-year veteran button. Resides at the Commonwealth Hotel in Cedar Rapids.

Mr. and Mrs. Fred Golden and their daughter, Bertha Mae, of Marion returned home from a three weeks' motor trip to Mexico City. Enroute they visited relatives at Jacksonville, Tex.

Mr. A. J. Gibson, agent at Dixon, was off duty March 1, W. D. Schisser relieving.

Mr. E. E. Schwartz of Waucoma has been appointed station agent at Coon Rapids. Mr. Schwartz has proved himself to be a gentleman of high caliber and an effective employee for a long time on this division. He has the best wishes of many friends.

Agent A. M. Bollinger of Preston was off duty March 11 account sickness, T. J. Allen relieving.

Conductor F. B. Cornelius and lineman J. E. Tobin are still off duty on account of illness.

Heavy snow and rains Feb. 21 and 22 resulted in washouts at Spragueville and Teeds Grove and the flooding of Savanna Yard.

Mr. and Mrs. Frank J. Cleveland of Marion went to California Feb. 10 for an extended visit with their daughter.

Miss Freda Mary Smith, daughter of engineer J. C. Smith of Marion, spent sev-

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long after the price
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**THE KERITE INSULATED
WIRE & CABLE COMPANY INC.**
NEW YORK CHICAGO SAN FRANCISCO

The
Bird-Archer Company
Manufacturers of
ANTI-FOAMING COMPOUND
Western Office
122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

eral weeks visiting her sister, Mrs. Brooks,
at Los Angeles, returning to Marion Feb.
25.

Mr. and Mrs. Harry J. Murphy of Marion
went to Kansas City March 2 to see their
grandchild who was accidentally burned.
They returned several days later, the child
being much improved.

Mr. Arthur Daniels, assistant superin-
tendent, track maintenance, spent a few
days in Marion visiting relatives.

Funeral services for Mrs. Caroline P.
Law, widow of William Law, were held in
Marion March 2. Mrs. Law was the mother
of eight children, including Arthur, round-
house foreman at Council Bluffs, and Rob-
ert of Marion, employed at Cedar Rapids
roundhouse.

Mrs. Ralph Seager of Marion has returned
from a month's visit with relatives at
Toronto, Ont.

Operator Fred Day of Sabula worked as
relief at Sabula Bridge.

Don Gustafson worked as relief agent in
agent Kelly's place at Delhi.

Over 1,200 new members in the Veteran
Employees' Association so far. Dues are
now being paid for 1937.

Notes from the Seattle Terminals

Kenneth Allen

NOW that spring and summer are just
around the corner and thoughts turn
to vacations, this is the time to get out and
boost the Milwaukee Railroad. To all Mil-
waukee employees would like to remind you
to not forget Seattle and the Northwest
when your friends are planning a trip. We
know that they will not regret it.

Bill Brundage and Leo Kord spend their
noon hour at a new lunch counter. As yet
we have not found out if it is the wonderful
meals or some other special attraction.

Julian Pessein and family spent the
week end and Washington's birthday vis-
iting relatives at Othello. They enjoyed
the trip very much but were glad to get
back to good old Puget Sound.

Mr. Sonnedeck, a former bill clerk, was
a recent visitor at the freight house. Son-
ny is now working for a forwarding com-
pany in Portland.

Daisy Heester and Martha Prantlee want
to know if anyone has a good luck charm.
It seems that they have been matching
Harry Anderson, our good looking bachelor,
every noon to see who pays for the din-
ners. So far Daisy and Martha have been
doing all the treating.

Bruce Kibble says he is going to take
lessons from Harry. Bruce claims he might
as well get in on some of that free treat-
ing.

Madeline Givens is still on leave taking
care of her mother, who is very sick.
While Madeline is away Mildred Petters is
relieving on that position.

Mr. A. Degarmo is again back at Seattle.
Mr. Degarmo is checking up on the load-
ing of cars.

In last month's magazine I referred to
Ward Bell having visited us at the local
office. At this time I wish to correct this
error. I had meant to say that Clyde
Barnhardt had been here. At the present
time Ward Bell has a very important posi-
tion in Los Angeles.

William Snyder, after a brief illness, is

again back working as watchman on the
night shift. Bill says he is glad to get
back to work.

Guy Anderson came in the other morn-
ing with a nice looking rosebud pinned to
his coat. Guy claims they are from his
own gardens. We know that Seattle grows
nice looking roses but we are all wonder-
ing if that really didn't come from a
florist's shop. Honest, Guy, did it?

James Barnes is working extra on the
watchman jobs. He only works three days
a week but he says that is better than not
working at all.

After a few days' vacation Frank Bell
is again working at the local freight office.
We are glad to see Frank back as he sure
does bring nice eating apples down for us
to sample.

Superior Division

C. E. Zimmerman

AS THE flowers come out in spring we
are going to try and get back in the
Magazine, and then stay there. No ex-
cuses to offer except that we sure would
like to receive some news from some one on
the division. Anybody who has any news
at all, please send it to me and in that
way we will be able to get our name in
the book each month.

We want to welcome to our midst Mr.
E. G. Kiese, who has been appointed
trainmaster on this division. He was ap-
pointed trainmaster this division in Jan-
uary and we hope that he is as glad to be
with us as we are glad to have him.

H. K. Matthews, who has been working
in the freight office at Green Bay, has now
been assigned to position as stenographer
in the superintendent's office.

Congratulations are extended to J. T.
Dinwoodie, who was married in February.

Our office is going through a remodeling
and cleaning-up period. Mr. Buechler's
private office has been extended by taking
out a partition and making a real office
out of it and the dispatcher's office has
also been enlarged. We are now waiting
for the painters and when that is through
we will not know the place.

Frank Deman and Geo. LeFevre are
wintering in Florida and J. D. Kane of
Menominee picked out California to take
his winter vacation, as well as C. E. Chap-
man and Andrew Rasmussen.

With all the laws coming up this office
has been pretty busy working up back in-
formation.

Our sympathy is extended to the family
of H. D. Perry, who passed away at his
home at Oconto on January 27th, 1937.
Mr. Perry had been employed by this rail-
road for 55 years. He was active in serv-
ice until he was taken ill. He started work-
ing as a telegrapher at Janesville, Wis.,
and then went to Ixonia in 1882, which at
that time was the only station on the Mil-
waukee Road between Oconomowoc and
Watertown. Mr. Perry was the oldest
agent in seniority on the Superior Division.

Sympathy is also extended to the fam-
ilies of Harry Rosenquist, engineer, who
passed away on January 31st, and Harold
Goodell, engineer, January 3rd, 1937. Both
of these men were veteran employees on the
Superior division.

Let's Blaze the Way to Prosperity
BY BURNING

GLENDORA COAL

ORIGINATING ON THE MILWAUKEE ROAD

Oil Treated Screenings and Stoker Coal

Low in Ash

Low Volatile

Free from Sulphur

THE WONDER COAL

La Crosse River Division, First District

Scoop

THE sympathy of the division is with F. J. Weideman, operator, Watertown, in the loss of his mother recently. She was buried at Columbus. Extra operator Ryan worked for him.

The La Crosse division will miss Charlie Williams, veteran brakeman who passed away recently due to a sudden heart attack. He was buried in Portage. His father, Arthur Williams, veteran employee, preceded him in death some time ago. The sympathy of the division is with his bereaved ones.

Conductor John Pate has returned from the flooded southland and reports the flood was worse than anything he ever saw. Farms covered for miles with gravel and silt not to mention the debris such as scattered lumber, oil barrels, old ties and broken buildings.

Assistant chief dispatcher, J. C. Brown, of La Crosse, is spending the winter in California. He isn't taking any chance on being flooded out. We hope he will learn how to swing one of those Mexican dancers they advertise out there.

The old haymaker is climbing higher every day and although it is still somewhat raw in the morning, Spring is not far away, so cheer up and throw the coal shovel away for a lawnmower.

You old-timers may remember a feller by the name of "Buck" Cushing, who used to fire "way back when" 22 cars was a train and here is what he says:

"Speaking of cold winds," says Lumberline, whose service as a conductor on the La Crosse Divn. is so far back that it took the chief clerk and four assistants four days to find it. "I cannot understand how we have had such mild weather the last 55 years; guess it's a problem for the geologists. Why, last winter was tropical weather compared with when I was a boy running trains. Wind? Why the heavy Northwest wind you talk of that delayed the Pioneer 26 minutes last night wouldn't stir a tumbleweed years back; wouldn't make a balmy breeze. I recollect one January I had a work train on the west end thawing out train orders for W. G. Collins, train dispatcher. It took some talent to locate just where the order was stuck. Collins has a sense of touch in his fingertips combined with accuracy in timing that he could give us the exact location right to the telegraph pole. This of course is one of the lost arts of train dispatching. I never discuss old-time railroading with any but my particular friends who know my record because the truth is outsiders wouldn't believe could have happened in the strange events that happened years back. For instance, winds: There was the time we got stuck in the four winds at Sparta—it was as nice an Indian summer day as you would want when we left La Crosse; the winds came up all of a sudden about one mile east of the station, two V-shaped headwinds, double-headers you might call them, and two side winds. Well, sir, we couldn't budge and had to club all hand brakes to keep from blowing back against num-

ber 2. brakemen were brakemen those days (not train men) who decorated the hurricane deck in a wind velocity of 3,000 feet per second and running boards covered with ice. I recollect the winter of the 90 day sleet and how my rear brakeman got the moniker of 'slick sleeter.' We were parted in three sections coming down Rio at high hickory with a time order on No. 6 at Wyocena. The middle and rear sections were about six car lengths apart. Slim crawls out of the cupola giving the triple train parted distress signal to McDougal, and then takes a run skate and ski jump for the middle section, gets about five car lengths across the open space and sees he couldn't make it so he jumps straight up, turns around and waits a few seconds for the first car of the rear section and lands on it, takes another ski jump and makes it, sets a brake and gets her under control; I slides down the brake staff with link and two pins and makes the coupling. By this time the mogul-man (head brakeman) is out and makes the forward coupling. Well, sir, we jogged into Wyocena, met No. 6 and didn't smoke, in using the variation like they do nowadays! But I believe all oldtimers will agree that the coldest winter we had was when frost heaved the ground and Rio hill came up that spring. You know, it used to be all down grade from Portage canal to Columbus. Engineers going east would shut off at M&P switch and a train would run high hickory to Columbus. East Rio wasn't on the card then, but was put on that spring for a doubling track. Right where the hill is now there was a sag with the depression the same radius as the hill is now in height. A strange coincidence was that on the same night the hill came up, the bottom dropped out of Devil's lake!"

When in La Crosse don't fail to take a stroll on the Onalaska boulevard, where on pleasant mornings you may perceive a very distinguished canine accompanied by his master, Fred Kruger, getting the fresh air. The sketch below gives you an idea:



Northern Montana

Max

ASSISTANT Superintendent Norman H. Fuller has returned to Lewistown from San Antonio, Texas, where he has been spending two months. He was accompanied by Mrs. Fuller and their daughter. He is very much improved in health and has gotten right into the harness. On their way they visited with W. S. McDonald and family at Milwaukee, Wis.

NORTHWESTERN MOTOR CO.

EAU CLAIRE, WISCONSIN

MANUFACTURERS

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TONGUE BITE is the bane of pipe smokers. We guarantee that Edgeworth will not bite the tongue.

The use of the finest Burley tobaccos will not prevent tongue bite. It's the processing that does it. As every tobacco expert knows, pipe tobacco can be rushed through the plant and save big sums of money. It is pipe tobacco, but it is not Edgeworth.

Our method is Process-Aging—a process as vital as the aging of old wines. There are twelve required steps, each under laboratory control. It takes 4 to 7 times as long as might seem necessary. But in no other way can we guarantee that Edgeworth will not bite the tongue.

We ask you to try it under our money-back guarantee. If Edgeworth bites your tongue, return it and get your money back. You can't lose.

NOTE: There are three kinds of Edgeworth for you to choose from:

- 1—Edgeworth Ready-Rubbed—a cool, long-burning tobacco preferred by seasoned smokers.
- 2—Edgeworth Plug Slice—for the smoker who likes to crumble the tobacco in his hands until it's just right for him.
- 3—Edgeworth Jr.—the same tobacco also Process-Aged, but cut for a milder, more free-burning smoke.

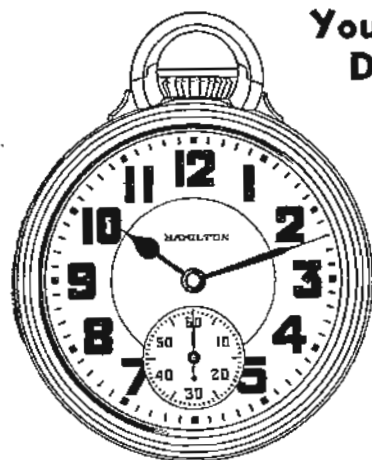


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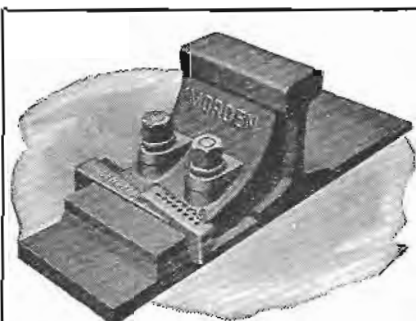
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The News-Gatherer spent a week at St. Joseph's Hospital in Lewistown in connection with having his tonsils removed. If there is such a thing as enjoying a visit in such an institution the correspondent did. He was given excellent attention by the Milwaukee surgeons and wonderful treatment by the Mother Superior and hospital staff.

Oliver S. Porter, alderman of the third ward, made such a fine record that his many friends have insisted that he come out for the post in the coming city election again.

The United States Gypsum Co., at Heath, Mont., has been operating their new large wall board plant for about a month. Their output is increasing weekly and will be in full production very soon. They will load out three to four carloads a day.

Mr. and Mrs. F. C. Curtis departed for Chehalis, Wash., where Mrs. Curtis will remain for some time in the hopes that the change in altitude will be beneficial to her health.

Mrs. W. R. Goldbrand and family, of Tacoma, Wash., will spend the Easter holiday week in Lewistown with Mr. Goldbrand.

O. B. O'Dell, father of V. F. O'Dell, arrived from Kansas City, Mo., to spend a month at the home of his son.

A. C. Robinson and wife, of Agawam, Mont., left for St. Joseph, Mo., and other points. They will be absent for about two months.

Mrs. Claus J. Sather and children, of Montague, Mont., left for Seattle, Wash. Miss Alberta Ramsey, of Seattle, Wash., is visiting her parents, Mr. and Mrs. J. Z. Ramsey, at Denton, Mont.

Mrs. I. M. Soper, mother of L. C. Soper, of Great Falls, Mont., is visiting with her daughter in Kellogg, Idaho.

Mr. and Mrs. L. S. Vandell left for Whitefish, Mont., where they will spend Easter with friends.

George T. Hovde left for Chicago, Ill., where he will remain until business gets a little more rushing for men on the extra board.

Twin City Terminals F. A. M.

ALL HAIL TO THE ROADMASTER!!!
IN THIS day of lotteries, Irish sweep-stages, bank nights and various other avenues through which good fortune travels to some lucky individual, it was not surprising that roadmaster R. J. O'Connor's numerous friends and admirers in the Twin Cities should tender to him a miscellany shower. This in recognition of the completion of five years' service as roadmaster in the Twin City district where he has accomplished an enviable record in his chosen profession.

The happy occasion took place just before the commencing of the day's work, Tuesday morning, March 2, 1937, and quite a number of Mr. O'Connor's intimate friends were present. At first Mr. O'Connor was almost overwhelmed, in fact stunned, but running true to his usual form he very quickly recovered his equilibrium and acknowledged the numerous gifts in his most gracious manner.

It was a red letter day in Mr. O'Connor's life although the color scheme of the shower was pink including the blush on Mr. O'Connor's face. The gifts were too numerous to list at this time but Mr. O'Connor will be most happy to show them to his many friends who did not have the opportunity of being present at the shower. They can be seen in his office, room 27, Minneapolis Passenger Station anytime during business hours, and after business hours by appointment.

LONG LIVE THE ROADMASTER!!!

Sickness is taking its toll in the Accounting Department—Eleanor Moran is suffering from a nervous breakdown; Russell Risberg has been away with a case of nervousness and Nina Moore, who was in the hospital for a few days, is back at her desk.

Florence Telfer of the Legal Department is at Eitel Hospital recovering from a major operation. Reports are she is doing nicely.

Mr. C. H. Crouse, retired freight agent, and Mrs. Crouse have left for a vacation trip to California.

Mr. C. B. Rogers, Accounting Department, has just returned from California.

The following employees of the local freight office made use of the holiday, February 22nd, and took trips: Jennie Goss to Milwaukee, Gen Mullaney to Chicago and Lester Nyberg, with friend wife, to Chicago.

Henry Walworth, delivery clerk, freight station, and Mrs. Walworth, have returned home from Washington, D. C., where they sojourned during the cold spell.

The love bug is buzzing around the Accounting Department again. Rubye Le Fevre of the typing bureau and Dayton Johnson of the labor bureau are the most recent victims. Rubye is wearing a lovely diamond to prove she whispered "Yes."

When in La Crosse don't fail to take a stroll on the Onalaska boulevard, where on pleasant mornings you may perceive a very distinguished canine accompanied by his master, Fred Kruger, getting the fresh air. The sketch below gives you an idea: (picture)—

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

Nora B. Decco

YOU can well know spring is on the way when Tom Korga's camp starts showing signs of life and when Art Jersey haunts the gravel pit; oh, yes, and ducks fly overhead, also. Besides I bought ten packages of seeds and look at them every day or so.

Well, the first item of interest, to others but not to Mr. Alverson, maybe, well... think of having your name called for \$105 bank night and be over at Harlowton, hostling of all things; better not mention it too often.

Condr. Ed Boyer is laid up on the sick list, has been a patient in Murray's hospital in Butte for some weeks, but is improving, last report.

Engr. McKenna and brakeman Eddie Smith are driving all around with new cars. Mr. McKenna has a new Ford V-8 and Mr. Smith a new Chrysler.

Mrs. Joe Jost and boys moved over to Highwood last of February, where Joe is agent. The Mrs. said batching, along with all the water pipes freezing every night, and all the family down with the flu was no joke; and was Joe glad she said so, I'll say.

Mrs. Merrill and children have gone to Seymour, Ind., for a few weeks' visit. Mrs. Merrill's mother has been quite sick

Mines on the Milwaukee Railroad

The Maumee Colleries Company

Miners and Shippers
TERRE HAUTE, INDIANA

and Mrs. Merrill expects to stay until she is better.

Engr. and Mrs. W. H. Thompson have returned from California where they went during the last of the cold weather and to visit Howard. Mrs. Thompson also almost got in a moving picture, and with Robert Taylor of all people. Well, in my opinion, they could easily mistake her for the star, which said remark will cost her one dollar at least.

Mr. and Mrs. Sauer of this city, father and mother of Mrs. Chester Bales, celebrated their fifty-fourth wedding anniversary early this month. They came here from South Dakota in 1911. Both are well and able to go about their regular everyday household duties and enjoy life as always. We wish them many more years of happy life.

Fireman Roberts and wife and daughter and family have returned from a few weeks' visit in California. They report a fine trip. Mr. Roberts is on passenger between Three Forks and Deer Lodge, working off and on with Fireman Smeltzer.

Mrs. Barton, wife of engineer Barton, has returned from the Butte hospital where she has been for some time. She is greatly improved in health and we are glad to see her home again.

Engr. Bob Thomas, father of Mrs. Homer Jenkins, is here from Salt Lake on a visit. Mr. Thomas was an engineer on this division many years ago and sees many changes here.

Operator James Campbell was called east to Illinois on account of the illness of his aged father, who had fallen and broken his hip. He reports him doing very well. Mr. Campbell was relieved by train despatcher Whaley while he was away and now we are not going to shake in our shoes when Mr. Whaley hollers at us—no sir—good plan to see them all.

In this week's Butte Standard, we read of a book just out, "Daughter of Suzanna," by Reta Rhynsburger of Butte. This lady is the wife of our division engineer and we offer our congratulations on the publishing of this book, and hope we can soon see a copy of it. Wonder how she does it?

A fine son was born March 7th to brakeman and Mrs. Stanley Morrow of this place. Congratulations.

Train baggageman Sam Kirkis is grandfather; a son was born to his son and wife, Feb. 25th, at Fort Peck.

Born, to Mr. and Mrs. Wm. Carlson March 13th, at their home here, a fine daughter . . . and cond. Carlson is "grand-paw" again. This is the third grandchild. Congratulations!

Among Rocky Mountain division callers in February was John G. Wegner, colonization agent for our line in Chicago.

We note that everyone concerned from around here to the coast and wherever his district is, are all pleased with the installation of those friendly little motor car indicators that have been placed throughout Mr. James O'Dore's territory. We hear they say they are not only life savers but time savers and are greatly appreciated by all who have occasion to use them.

We learn of the death February 18th in California, of an old-time Rocky Mountain conductor, Wm. Park. Everyone here will remember him well, although he has been away for a number of years. His son survives him. Mr. Park was well liked and after retiring from active work on account of ill health, he, for many years, liked to visit with old-time friends here and there on the division, until leaving to live in California some few years ago, where his wife passed away also. We extend our sincere sympathy to his son.

A sad accident occurred March 2nd at Lombard, resulting in the death of Henry Hahn, section laborer of that place, when his house burned while he was asleep. Mr. Hahn had worked for this division for so many years everyone has lost count, but he was known by all and well liked. No known relatives remain.

We extend our deepest sympathy to Mrs. Chester Markel in the death of her mother, Mrs. Elizabeth Elmer.

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FEED WATER HEATERS
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WILSON ENGINEERING
CORPORATION

122 So. Michigan Ave., Chicago

Milwaukee Terminals

G. W. E.

ENGINEER Edwin A. Maconochie has the sympathy of the Milwaukee family in the loss of his mother, who died February 12th.

Yardman Lem Ferguson returned from a two-months sight seeing vacation in California February 15th. He says he saw ice around Los Angeles on February 1st. $\frac{1}{2}$ inch thick. He seemed glad to get back to Milwaukee, where he could get warm.

Yardman Arthur Cordes died February 14th, after several weeks' illness. He was 59 years of age and one of the oldtimers in the Terminals. He is survived by a widow and son to whom the Milwaukee family extend their sympathy. Funeral February 17th. Interment Calvary.

Boilermaker Paul W. Gray died February 27th at his home, 3413 West St. Paul Ave. He was 78 years of age and had retired several years ago. His wife preceded him in death ten years ago. Funeral services were under auspices of Independence lodge No. 80, P. & A. M., at 1:30 p. m., March 2nd. Interment at Valhalla cemetery. The Milwaukee family extend their sympathy to the members of the family who survive.

Yardman Sig Mathisen returned March 9th, from a month sightseeing in California. He visited relatives in Alhambra, Los Angeles and San Diego, and reports very nice weather at all of these cities. He had a nice trip except for a carton of cigarettes which Yardman Wm. T. (Bill) McPartlin gave him for the trip. He says that every time he tried to smoke on the train everyone moved away, and at last the brakeman asked him if the cigarettes contained any garlic.

Yardman James J. Packenham returned to his home March 8th, after a slight operation at the hospital. He is feeling just fine, thank you, and would like to look at some of the old timers with whom he worked for years; 817 South 37th St.—that is the number.

Mr. John Gilker of New Richmond, Canada, is visiting his son, engineer W. S. Gilker, in Wauwatosa. After he has rested up a bit he has promised to show one of our South Side Terminal engineers some of the bright spots in Milwaukee.

Engineer Frank N. Kaiser is expected home about March 20th, from Miami Beach, Florida, where he has passed the last two months.

Engineer Charles Graf left for Los Angeles, California, March 1st, to visit his cousin, who is employed by Warner Brothers at Hollywood as a movie actress.

It is reported that engineer Roger Maguire has invited the Duke of Windsor and his bride to spend their honeymoon at his lake resort in the north woods of Wisconsin. If the invitation is accepted engineer (Sergeant) James J. Coleman will be employed as guard.

Engineer Wm. F. Luebke has left the south side and moved into the society district of the northwest side and into one of the slickest homes at 3260 North 53rd St.

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and

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as good"

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SAFETY Requirements
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SAFE DEPENDABLE EFFICIENT

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HEALTH-FIRST DRINK

CHIPPEWA

NATURAL SPRING
WATER

"The Purest and Softest Spring Water
in the World."

PHONE CANAL 1860 or write

Chippewa Spring Water Co.
1318 S. Canal St. Chicago

How about some ice cream and cake and an open house some night, Bill?

At noon on March 11th, the Veteran Employees' Association had acquired 1,205 new members since September 16th, last. Nearly all of the Terminal employees now are members and we hope to get the rest some day.

Fireman John L. Geckler has a new motorcycle with a trailer and says he expects to take his family up into the north Wisconsin woods for a long vacation next summer. He says that engineer Louis V. Schultz built the trailer in his basement and they had to move the house in order to get it out as it would not go through the door.

Yardman Lawrence A. Egan has a new Austin, and it is a dandy. Lawrence drives out to the Cavey estate every morning for his supply of cream and milk, also to hear about the good points which Cavey's dogs possess.

Twenty-four

D. & I. Division—First District
E. S.

WE regret to report the passing of Mr. J. M. Linehan, car foreman at Savanna for the past seventeen years. Mr. Linehan was found dead on the floor of his room in the Ryan residence at Savanna, Thursday morning, Feb. 25. While Mr. Linehan had not been in the best of health for the past year or so he continued to handle his duties in the car department and was active up to the time of his death. Burial was made in Milwaukee, Wis., Monday, March 1. Sincere sympathy of the D&I Division officers and employees is extended to the relatives of the deceased.

Mrs. Merle Ferris, wife of Illinois Divn. fireman, died at the home of her mother in Savanna on Feb. 19 following an illness of several months. Sympathy is extended to Mr. Ferris and children, and other relatives.

Death has taken another one of our employees, operator Otto B. Moyer, who has been a familiar figure in Savanna Tower for a number of years. Mr. Moyer died at his home in Savanna, Feb. 17, following an illness of about four weeks. He was born Oct. 19, 1878, came to Savanna in 1903 and had been in the employ of the Milwaukee Railroad for 39 years. Surviving are his twin brother, Warren, of Savanna, and another brother, who lives in Laramie, Wyo., to whom we extend our sympathy.

Mrs. A. R. Mills, wife of Illinois Divn. engineer, is visiting in Columbus, Ohio, with Mr. Mills' daughter, Mrs. McClarence Offerman and family.

More than fifty persons called at the home of Mr. and Mrs. Floyd Elliott of Savanna during "open-house" on Saturday, Feb. 20, to extend congratulations on the couple's twenty-fifth wedding anniversary. Mr. Elliott is an employee at Savanna rail mill.

Herbert E. Green, son of engr. and Mrs. Ed Green, Savanna, received an appointment to the United States Naval Academy

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CAR LIGHTING FIXTURES

GIBBS Electric Lighting
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Chicago Office: 20 N. Wacker Drive
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at Annapolis. He was recommended for the appointment by Congressman Leo E. Allen of Galena, and expects to enter the Naval Academy on July 1st.

Miss Anna Zubaty, daughter of labor foreman and Mrs. Frank Zubaty, Savanna, was married on Feb. 9 to Mr. Gerald Krantz of Clinton. The young couple will make their home in Clinton, Iowa, where the groom is employed.

It was with deep regret that we learned of the passing of Mr. J. P. Whelan, Dubuque, on March 7, and extend our sincere sympathy to Mrs. Whelan and family.

About 175 persons attended the last of the series of departmental get-together meetings in the Lydia T. Byram Club House, Savanna, Monday evening, March 8. Following a delightful program, dancing was enjoyed until midnight.

Mr. H. J. Hewing has been appointed car foreman at Savanna, succeeding the late J. M. Linehan. Mr. and Mrs. Hewing will make their home in the Muntz apartment on Chicago avenue—and we welcome them to Savanna.

Sympathy is extended to switchman Leo Sheedy and family and machinist helper John Sheedy, Savanna, account the death of their father, which occurred on March 2.

We are sorry to report that baggage-man Leonard Meyers, Savanna passenger station, who had been very ill with pneumonia at his home in Sabula and had returned to work about a week ago, was again taken ill and will have to remain home for a couple weeks longer until he entirely recovers from his long stage of illness.

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

D. H. A.

JANUARY and February were two cold, stormy months with lots of snow and blizzards, but March came in like a lamb, so we are enjoying balmy spring weather

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AMERICA'S R. R. CAP FOR AMERICA'S RAILROADS.
THE FIRST, THE SUREST, THE SAFEST AND FASTEST SPEED CAP.
NEW STREAMLINERS IN NEW LOWS. PRESENTING NEW TOP.
FRONTS STREAMLINED. BALLOON AND HIGHS ELIMINATED.



NEW FRONTS TO FIT YOUR FACE

HEIGHT	WIDTH
No. (1) High Tops	No. (4) Wide Front
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CALL YOUR DEALER NOW AND ORDER YOUR NUMBER. No. (3) with No. (6) would be (36) viz: a Low Top with medium Front. State your number, size and pattern. 50c ea. in your favorite colors:

DARKS—Black Sateen... Blue Denim... Black Diamond... Grey Oxford... Knaki... Harvest Brown with Black Stripe... Ohs Blue and the Grey Pin Stripe... **2 new leaders:** Express Blue and the Grey Wide Stripe... Lana and Sufie Narrow Stripe Blue.
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For head health don't be without the BREEZE CAP, in the shop or in the field, out of the office don't hide your head. Made of screen cloth (not mesh), dirt and dust-proof. Non-Sag. Admits 50% of the Light, Sun and Air. A work cap that relieves fatigue and perspire natural. Washable, self-starching, in Royal Dark Bluebird, White, Brown and Grey. 50c each. One FREE with a dozen order or more from your dealer.



KROMER CAP CO. 430 NORTH WATER STREET
MILWAUKEE, WISCONSIN

now with most of our snow gone, and here is hoping that we will have an early spring and that the old prediction will not come true, namely, that it will go out like a lion.

Mrs. Leo Swanton, president of our Milwaukee Women's Club, had the misfortune on Feb. 1 to slip on the runningboard of her car, thereby fracturing her knee and tearing the ligaments of her leg. She was a patient at the Mobridge Hospital for a few days and is now recuperating at her home. Her leg will have to be in a cast for six weeks. During this time the different chairmen working with her are planning nice little things to do for her to help pass the time during her enforced idleness. Our last club meeting was held on Monday evening, Feb. 15, with the first vice-president, Mrs. H. Wyman, presiding.

Miss Ida Fritz was given a civil service position in the Treasury Department at Washington, D. C. She was accompanied there by her father, Mr. Harry Fritz. While there they visited the many interesting places, also had a visit with former Mobridge people who are employed there.

Conductor and Mrs. Henry Wyman have returned from an extended eastern trip visiting a brother of Mrs. Wyman's at Washington, D. C., and while there also attended the President's ball. From there they went to New York City, visiting a sister there and taking in all the points of interest and attending one of Major Rowe's auditions. Mrs. Wyman gave a very entertaining talk at our last club meeting, telling of the many interesting places they saw.

Mr. and Mrs. Red Richardson and Mr. and Mrs. Martin Tasnady are back to Mobridge, the men being called back to work during the rush. The Richardsons are now located at San Luis Obispo, Cal., while the Tasnadys live at Portland, Ore. Their many friends are glad to see them.

Mr. and Mrs. C. H. Cartmell spent a few days in the Twin Cities. While there they were guests at the John R. Price home at St. Paul.

Agent and Mrs. F. C. Williams spent the week-end at Minneapolis and while there attended a concert given by St. Olaf's Choir and the Minneapolis Symphony Orchestra. Their daughter, Frances, is a member of St. Olaf's Choir.

Harold Fuller, station agent's helper at

Faith, S. D., sprung a surprise on his friends by announcing his marriage, which took place last summer in Montana. Congratulations.

Dr. Geo. Sarchet left Feb. 2 for a two months' cruise in southern waters. This trip will take him entirely around South America, through the straits of Magellan to Punta Arenas, southernmost city of the world, the boat trip alone making a total of 20,000 miles.

Mrs. A. W. Arvidson enjoyed a visit from her sister, Mrs. C. M. Thomas, and family of Lemmon, S. D.

Mr. and Mrs. George Sheldon spent a few days in the Twin Cities visiting their son, Aubrey, and other relatives.

The community was shocked on Monday to hear of the sudden passing of Herman Stock, who died from a heart attack while on his way to work. Mr. Stock had been in poor health for some time and had recently been a patient at the Mobridge Hospital. Mr. Stock had been in the employ of the railway for thirty-one years, nineteen of them having been spent here. He was a bridge and building foreman for twenty-three years and for the last few years had been water service foreman. He was a member of the Veteran Employees' Association and of the Pioneer Club. He leaves to mourn his loss one son, Edwin of California, who was unable to come for the funeral; one daughter, Eileen, and a stepson, Alvin Minshall of McLaughlin. Deepest sympathy is extended to the bereaved family.

Water inspector Charles Clinker has been transferred to Ottumwa, Iowa. We congratulate Charles on this fine promotion and, although we are sorry to lose this estimable family from our midst, we wish them the best of luck in their new home. Mrs. Clinker and daughter, Virginia, are at the present time on a trip to California but expect to join Mr. Clinker at Ottumwa by April 1.

Two of our prominent railroad men lost out on "bank night" by being out of town. Engineer John Cooley had his name called Feb. 25 for \$20, and Wm. Lueder on March 4 for \$40. Better luck next time, boys.

Mrs. Oscar Vachrean and daughter Dolores of Harlowton, Mont., spent a few days here, guests at the Frank Finch home.

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HARDWOOD FLOORING
DROP SIDING **SHINGLES**
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ST. PAUL, MINN.

La Crosse River Division, Second District

Ira G. Wallace

CHICK ENDER has returned to work on the Eau Claire switch engine. Chick has been on the sick list for the past two months, but is now fully recovered.

Mr. and Mrs. Wm. Hanson of Lake City have left for West Palm Springs, Fla., where they will enjoy a vacation with friends. They plan on remaining there about a month. Operator Mac Donald of Wabasha is acting agent during Mr. Hanson's absence.

A. M. Donaldson, yard foreman at Eau Claire, was a week-end visitor at Mondovi and Elmwood, Wis.

Maurice Hartery, who was working as ticket clerk at Lake City, has taken a leave of absence and has accepted a position in a private business. We all wish him the best of success in his new venture.

We extend our sympathy to operator E. C. Wall whose father passed away recently at the hospital in Wabasha.

Carl Ellingson of the roadmaster's office was suddenly stricken with a throat infection but is now on the mend and will soon be able to return to work.

P. I. Barnes, the cashier at Eau Claire,

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

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

LUMBER PILING—TIES

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**Egyptian Tie & Timber
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Lock Nuts and Water-Tight Bolts

*Used on Rolling Stock of
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2 DOG WORM CAPSULES

*Now Combined
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ONE TREATMENT

NO LONGER need you guess which kind of worms afflict your dog—or guess which type capsule to use. Pulvex Worm Capsules expel "all three": Tape and Round, and Hook worms. Now you can be sure of worming your dog correctly. Easily given. No gassing, gagging or harmful effects. Guaranteed. At pet, drug, department stores, 75c.

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WORMS*



PULVEX WORM CAPSULES

Iowa (Middle and West)
Division

Ruby Eckman

CONDUCTOR Ralph Van Horne was called to Springfield, Mo., the fore part of March on account of the serious illness of his mother. Ralph's wife has also been sick and was at Excelsior Springs, Mo., for a couple weeks, taking the treatments and baths.

Two of the oldtimers on the Des Moines division are back to work after being off duty during the cold weather. Conductor N. McGrath came back from Florida the latter part of February and resumed work the first of March and conductor Finnium who had to be off for a month on account of sickness resumed work the first part of the month. George Moore and Chas. McCutcheon, who filled in on the passenger jobs, have returned to freight work.

Engineer Harry La Borde and wife and

Still Greater

PROTECTION for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS
to absorb horizontal shocks

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to absorb vertical shocks

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MONTREAL

their daughter, Vera, had the pleasure of attending the golden wedding anniversary of Harry's parents, which was celebrated at their home in Crystal Bay, Mich., the fore part of March.

Ernest Banyard, son of assistant yardmaster E. E. Banyard, of the Perry yard force, signed a two-year contract with the Firestone Tire and Rubber Company in February, covering an engineering position in Liberia, in West Africa. Earnest had an interview with the heads of the various departments at Akron, Ohio, and his qualifications and experience resulted in securing the position. Earnest has a lot of friends on the Milwaukee, who will be glad to know of his progress as he started his railroad career in Perry as a caller, later doing work in train service until he had a chance to get started in the engineering department. He was on track elevation work while that work was in progress and then came back to Ames to resume his engineering studies at Iowa State College. After leaving school at Ames he has been employed by the State of Iowa in charge of one of their big CCC camps located at Oskaloosa, Iowa. Earnest's work in Liberia will be mostly road building on the Firestone rubber plantation which comprises close to a million acres. He will be located about forty miles inland from Monrovia, and no doubt letters from his former associates will be more than welcome. Earnest's contract is for two years, after which he will be given a furlough with transportation home to enjoy a three months' vacation. If he renews his contract he will be permitted to take his family back with him. In the meantime they will make their home in Perry where the little daughters will have plenty of chance to see Grandma and Grandpa Banyard while their daddy is away. Earnest has always been deeply interested in his work and has been looking forward to the experience abroad. He sailed from New York March 12th.

Conductor H. H. Rissler is one of the latest of the Iowa division employees to be wearing a "55" year button. When he paid his 1937 dues in the Veterans' association, he received the button which he wears with pride. Hoyt is getting along

WEST COAST WOOD PRESERVING CO.

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man at Rose Creek due to Mr. Cawley's retirement, and Lawrence Reichow appointed foreman at Mezeppa to take Wencil's place.

Agent-operator Harry W. Eilson will relieve agent I. J. (Ike) Seward at Junius, S. D., for about three weeks commencing March 15.

Engineer Wm. Brooks has returned to work after vacationing with Mrs. Brooks for about a month on the west coast. Bill reports a wonderful trip. They visited in California, Washington and Oregon.

Has anyone seen anything of FMV's check?

Sorry we missed Chris Hagelund's spectacular leap into the stratosphere the day that cigarette exploded. Can you get any more of them, Pete?

Rumor has it that "Eppy" was seen leading a large black horse toward the fair grounds recently—probably practicing up for the derby.

The annual manufacturers' exhibition was held at Albert Lea on March 1, 2 and 3. The Milwaukee Road had a nicely decorated booth advertising The Milwaukee, and literature was distributed. The following attended the banquet on March 1: J. J. Osley, assistant general passenger agent, St. Paul; O. R. Anderson, traveling passenger agent, St. Paul; M. H. McEwen, general northwestern freight agent, Minneapolis, and R. C. Dodds, superintendent, Austin. Understand superintendent Dodds copped one of the many prizes which were given away.

Chief carpenter's clerk Ray Hoffmann has been on the sick list the past week account yellow jaundice. Hope you are back on the job "good as new" when this goes to press, Ray.

Now that the snow blockades are over for the year (we hope), the east end of the SM Division is having considerable difficulty with high water. Train service was abandoned between Houston and La Crosse for about a week.

Herman says he wishes the weather man would make up his mind what we are to have, early in the morning. If he wears his top coat to work in the morning, it turns cold and he almost freezes before he gets home. If he wears his heavy overcoat, it turns warm and he has to carry the coat home. Cheer up, Herman, summer is "just around the corner."

Latest reports from former superinten-

dent Van Dyke in San Diego are that spring baseball games are now in session, a circus has set up there for a week, and he has been making sightseeing trips to Los Angeles, but isn't quite used to the idea yet that he won't wake up some morning and find traffic tied up account snow blockades. Oh, for the land of sunshine!

August K. Damm came in on No. 122 Friday night, March 12, for the last time. He announced Saturday that he was retiring and had made application for the pension. August was born Nov. 26, 1865, and began work for The Milwaukee Road in the shops at Austin in 1887. He commenced work as fireman Aug. 3, 1892, and was promoted to engineer on Feb. 12, 1901.

August could always be relied upon for an "on time" arrival, regardless of what happened enroute to delay the train. August is justly proud of his 50-year button, and his host of friends and fellow employees join in wishing him a long and happy vacation.

Twin City Terminals and Stores Dept.

N. A. H.

MR. C. C. LEACH was passing the cigars around recently—a boy. Congratulations!

Deepest sympathy is extended to Mr. M. J. Sturdevant and family in the loss of wife and mother, who passed away February 12th, 1937, after a lingering illness. Mr. Sturdevant has been an employee in the blacksmith shop for the past thirty years.

Mr. Olaf Peterson, formerly machinist helper in the back shops, Minneapolis, passed away February 27th, 1937. Mr. Peterson was the father of electrician helper, Ralph Peterson, and sympathy is extended to the family in their loss.

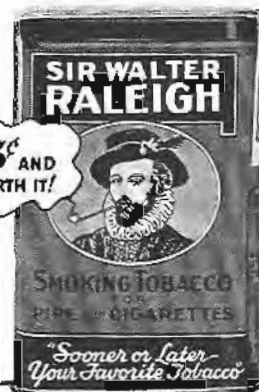
Mr. A. Sandy, the hooded man in the last issue, gets restless and goes on short jaunts—this time to Montevideo. He has such faith in the good performance and time that Milwaukee trains run on that he thought he would go down on Train 15 and expected to return on Train 16 but this night Train 16 was about 5 or 6 hours late and how Mr. Sandy arrived home that night is known to only a few.

MAN'S PIPE BITES DOG!



... then he switched to the brand of grand aroma

THAT'S news, all right—and a dirty trick to Fido! Pipes need a good Spring cleaning now and then to cure their bite. And for your throat's sake—if not for Fido—try switching from your old hot-and-heavy brand of pipe tobacco to mild Sir Walter Raleigh. It is milder. That's no idle boast—it's a cool-burning, fragrant-smelling, Kentucky Burley fact! 15¢ for two full ounces buys you and Fido a million dollars' worth of fine, full-flavored smoke aroma!



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FREE booklet tells how to make your old pipe taste better, sweeter; how to break in a new pipe. Write for copy today. Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. K-74.

HOW TO TAKE CARE of YOUR PIPE

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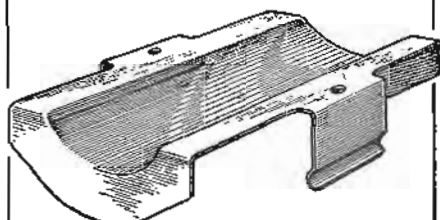
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T-Z Products, as standard equipment,
are daily proving their merit.

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and Olga Olson were recently married and after a short wedding trip to Chicago and points East, are now at home in Eau Claire.

Engineer Oeltjindier, who was seriously injured in an auto crash some time ago, was able to leave the hospital recently. It will be some time, however, before he will return to work.

Wm. Shea, yard foreman at Hastings, has left the hospital there and is now at his home.

The Hiawatha Club of Red Wing has completed its first year and at the last meeting, new officers for the coming year were elected. Mrs. Aaron Walters was re-elected president; Mrs. Arnold Peters, vice-president; and Mrs. Norman Mahler was re-elected secretary-treasurer.

Kansas City Division

K. M. G.

E. D. KENNEDY, agent Ottumwa, was selected by superintendent Bowen as chairman of the Kansas City Division Claim Prevention Committee at a meeting held recently in Ottumwa. With the interest and the effort he is putting into the new duties assigned to him, and with the cooperation he is sure to receive from the members of his committee and from Milwaukee employees, there is no doubt that much will be accomplished along the lines of claim prevention on the K. C. Division in the future.

The K. C. division lost one of its faithful and popular employees in the death of conductor Pat Savage, who passed away on February 26. Mr. Savage had suffered with heart trouble for some time. He entered the service on October 25, 1891 as a brakeman, was promoted to conductor on April 16, 1903, and served in that capacity until his death.

Engineer Howard Utterback was ill with influenza, which developed into pneumonia and he was a patient in the Ottumwa hospital during the early part of March.

Operator Lloyd Calloway passed the candy and cigars on February 26 to celebrate the birth of a son on that date in the Ottumwa hospital. Both the mother and son are fine. Lloyd manifested his pleasure in the event in the broad smile he had for everyone that day.

Mrs. Sarah F. Reed, Muscatine, who had been bedfast for fifteen months, died on February 28, burial the following Tuesday in Fruitland, Iowa. She is survived by her husband and seven sons, including John D. Reed of Ottumwa.

F. J. Rokey, relief agent at Hayesville,

spent the week-end of February 20 with his family in Blakesburg. His daughter Esther departed on February 23 for an extended visit in California, including Los Angeles, Long Beach and various other points.

Little Lou Ann Rabun, daughter of round-house foreman at Ottumwa, made her stage debut on March 12, being one of the tots from the dancing school of Mary S. McNett, who was presented a program during the style show of the Sears Roebuck Company.

Merwin Taylor of the engineering department spent the week-end of March 13 at his home in Perry.

Miss Agatha Thompson and Wilbur M. Smith were married on March 3 in the home of the bride's parents, Mr. and Mrs. A. O. Thompson, Ottumwa. The ceremony was performed by the Rev. W. J. Creswell of the East End Presbyterian Church in the presence of a small group of relatives and friends. A tea followed, after which the couple departed for Denver, Colo.

I&SM Division (East)

H. J. S.

FEB. 1, 1937, marked the retirement of section foreman James Cawley of the I&MS Division after having served nearly 54 years as section laborer and foreman. At the time of his retirement Jim was the oldest acting section foreman on the 1st district of the I&SM Division. He was born in Bellemullet, Ireland, on Dec. 20, 1863, and attended a country school there, finishing the eighth grade. Before he was 20 years old he came to America and entered the service of The Milwaukee Road on April 1, 1883; on Sept. 1, 1889, he was promoted to section foreman. He worked almost continuously from the beginning of his employment until his retirement. Only once during the 54 years was Jim or any of his men injured. This occurred in March, 1931, while Jim and his men were riding his motorcar, "Betsy," which jumped the track, and then Jim was only slightly injured.

Everyone on this division who knows Jim will always remember him as a true Irishman as well as an honest and conscientious worker. Jim was always willing to talk of his homeland, and every listener enjoyed hearing his views. Every hour of the day and night he was thinking of his work, giving his best at all times.

From all of us, Jim, a long life to you, me boy!

Robert Wencil was appointed section fore-

THE FAIR
RAIL ANTI-CREEPER
Simple—Effective

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Railroad Company

HENRY X. STRAUSS

the road where he plans to retire as soon as the pension is definitely decided but he has to tell his friends that he has passed the prescribed age in the retirement bill as he works every day and gets around with the alacrity of a man many years younger. Hoyt has an enviable safety record as only one injury, the result of a car door falling, is the only one which has ever caused him to lose any time in the fifty-five years he has worked.

The middle division train and engine men had to dig out their lunch boxes and baskets in March as the lunch room where they eat at Atkins was under quarantine, one of the family having scarlet fever.

Jack Whalen's extra gang was the first to reach the Iowa division when the spring work started. His first job was unloading rails on the west division.

Gail Magers, 26, stepson of engine foreman Ralph Field, died at a hospital near Perry on Feb. 18th, following a long illness. Machinist Virgil Magers and wife came from Milwaukee to attend the funeral services.

Section foreman Fay Cherwinker took a few days off in February and came up from Haskins to visit his brother, J. A. Cherwinker, roadmaster at Perry.

Machinist Lyle Hoes of the Perry shops force left the middle of February for New Orleans, from which place he sailed on February 24th for Tella, in British Honduras. He went there to visit his nephew, who is a chemist employed by the United Fruit Company.

Engineers W. H. Young and wife, Earl Townley and wife, and Robert Meldrum and wife all returned home the latter part of February or the first of March from California, where they had gone to spend the winter months.

There is a new daughter in the home of Louis Mann, a pipe fitter working on the Perry force. Louis still makes his home in Cedar Rapids but manages to get to Cedar Rapids each week-end to see the

family. The baby was born February 15th, just a day too late to be a valentine.

President Manuel Quezon of the Philippine Islands, and his two daughters and other members of the party, were passengers on the Arrow from Omaha to Chicago, February 17th. Pullman private car, Pioneer, was furnished for the accommodation of the president and his family. Mrs. Quezon was unable to make the trip to Washington on account of illness.

Conductor Earl Adams reported for work the latter part of February after a vacation trip in California. While in Oakland, Earl and his wife had the pleasure of attending the marriage of his son Herbert to Ruth Quinn of that city.

Elmer Jones, one of the Rockwell City section men met instant death in February when the drop end door of a coal car fell on him while he was unloading the plates. No one witnessed the accident, he having been found later by another man on the section force.

Engineer P. Anfinson and family had to make a hasty exit from their home about midnight Feb. 16th, when their home was found to be on fire. Pete happened to be at home at the time and was awakened in time to save his family. Considerable damage was done to the home and contents.

Louis Walrath, young son of conductor Walter Walrath had to spend some time in the hospital in February, recovering from an injury sustained when he fell from the porch at his home and suffered a skull fracture.

Dorothy Swift, daughter of engineer Charles Swift, had the misfortune to break two fingers in her right hand in a skiing accident in February.

E. E. Swartz, who has been agent at Waucoma for some time, checked in at Coon Rapids in March and Frank Hastings, who has been at Coon Rapids a long time, has checked in at Newhall.

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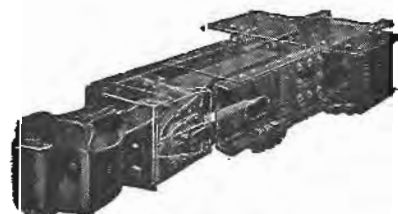
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When Dad's Away

Seal: "How did my son carry on the business while I was gone?"

Clerk: "Oh, he carried on all right, but he forgot the business."—Jack O'Lantern.

Thirty

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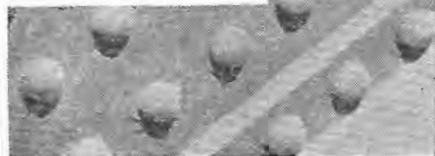
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