

The

MILWAUKEE MAGAZINE

JANUARY, 1937



Submarine, 4th Vein, Ind.
 Crown Hill, 5th Vein, Ind.
 Jackson Hill, 5th Vein, Ind.
 Seipman, 6th Vein, Ind.
 Minnehaha, 6th Vein, Ind.
 Little Betty, 4th Vein, Ind.
 Patoka, Pike County, Ind.
 Monarch Brazil Block
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Holiday Greeting

AT THIS Holiday Season it is again my privilege to wish for all members of the Milwaukee Family a year of good fortune, health and happiness.

In reviewing the operating results of 1936, I am happy to be able to say the fine cooperative spirit and effort of the Milwaukee personnel have contributed substantially to an improved showing. We have made distinct progress in modernizing our plant and equipment, in speeding up our schedules, and generally in improving our service. Better facilities and service make it easier for all of us to obtain additional patronage for the railroad.

The public relations program launched by the Association of American Railroads, including its advertising campaign, gives each one of us an exceptional opportunity to act as a good will representative for the railroads as a whole and The Milwaukee Road in particular. I am sure every Milwaukee man and woman will be glad to take part in this campaign.

I welcome the opportunity the Magazine affords me to extend the Season's Greeting and to express appreciation for the spirit which has inspired you to "carry on," keeping The Milwaukee Road in the forefront in the march of progress of the American Railroads.



Railroad Performance in 1936

J. J. Pelley, President of the Association of American Railroads, Authorizes the Following Statement Summarizing the Performance of the Railroads in 1936:

CONTINUED improvements in both freight and passenger service and increased efficiency in operation, partly the result of wide-spread scientific research, make the situation of the railroads at the close of 1936 better than at any time since the early years of the depression.

Revenue and traffic, however, have not regained all the ground lost in the depression. Freight traffic in 1936 measured in loading of revenue freight was greater than in any years since 1931, while the volume of passenger traffic has been larger than in any year since 1930. The net railway operating income of the Class I railroads, while greater than the preceding few years, according to preliminary estimates, was only about three-fourths as large as in 1930 and only about one-half what it was in 1929.

Purchases of new cars and locomotives by the individual lines this year have been greater than in any years since 1930, amounting, according to tentative estimates, to more than \$125,000,000 compared with \$79,335,000 in 1935 and \$92,005,000 in 1934. Capital expenditures for roadway and structures, in the past year, are estimated at \$150,000,000 the highest amount for any year since 1931.

Because of increased business, the number of railroad employes increased in 1936 to a point higher than at any time in the past five years. In addition, larger railroad purchases indirectly provided increased employment for thousands of others. Expenditures for supplies and materials used in current operations in 1936 totaled approximately \$750,000,000, an increase of more than \$150,000,000 above the preceding year and an amount greater than in any year since 1930. As the railroads buy approximately 70,000 different items from paper and pins to locomotives and bridges, these expenditures affected nearly every industry in this nation.

Expenditures for maintenance in 1936, according to preliminary estimates, totaled \$1,242,000,000 the greatest amount spent in any year since 1931. Compared with 1935, it was an increase of \$166,000,000 or 15 per cent. For maintenance of equipment, the railroads in the past twelve months, spent \$786,000,000 compared with \$681,886,872 in 1935. For maintenance of way and structures, \$456,000,000 was spent in 1936 compared with \$393,967,260 in the preceding year.

One of the most noteworthy improvements in railway service has been the acceleration of both freight and passenger train movements. The movement of freight trains has been expedited to a point where overnight service is provided between localities as far away as 400 miles. Passenger train schedules have been reduced with

a marked saving in time. This speeding up of both passenger and freight service, however, has been made possible only by the many improvements in the mechanical facilities and methods of operation of the railroads.

Revenue freight loadings in 1936 were greater than in any year since 1931, totaling 35,900,000 cars, an increase of 4,340,000 cars or 13.8 per cent above the same period in 1935 and an increase of five million cars or 16.2 per cent above 1934, but a reduction of 1,305,000 cars or 3.5 per cent under 1931.

Measured in revenue ton miles, the volume of freight traffic handled totaled 332 billion net ton miles, an increase of 17.7 per cent above 1935 and 23.6 per cent above 1934, but a reduction of 13.4 per cent under 1930.

Passenger traffic in 1936 also exceeded any year since 1930, amounting to 22 billion passenger miles (the number of passengers multiplied by the distance traveled). This was an increase of 19 per cent about the corresponding period in 1935 and 22 per cent above 1934, but a reduction of 18 per cent under 1930.

While complete reports for the year so far are not available, preliminary reports indicate that the railroads will have a net railway operating income in 1936 of 645 million dollars or a return of 2.51 per cent on their property investment. In 1935, it amounted to \$499,819,118 or a return of 1.94 per cent. In 1930, however, the first year of the depression, the same railroads had a net railway operating income of 869 million dollars, which was at the annual return of 3.30 per cent.

On the basis of the present trend of business, the Bureau of Railway Economics estimates that after fixed charges have been met, the Class I railroads in 1936 will have a net income of 150 million dollars compared with \$7,539,127 in 1935, and with a deficit of \$16,887,078 in 1934.

Gross revenues in the past calendar year approximated four billion dollars,

an increase of 16 per cent above 1935 and 22 per cent above 1934, but a reduction of 24 per cent under 1930. Operating expenses are expected to total approximately \$2,925,000,000 in 1936, an increase of 12.8 per cent above the preceding year and 20 per cent above two years ago, but a reduction of 26 per cent under 1930.

Class I railroads, in the past twelve months, installed approximately 41,700 new freight cars, a greater number than has been placed in service in any year since 1930. At the same time, they also installed 80 new steam locomotives and 37 new electric and Diesel-electric locomotives compared with 40 new steam locomotives and 102 new electric and Diesel-electric locomotives placed in service in 1934.

The number of new freight cars on order is now approximately 16,500 cars, a greater number on order at this season of the year than in any corresponding period since 1929. The railroads also have approximately 109 new steam locomotives on order, a greater number for this time of year than in any year since 1930.

The railroads are making progress in repaying the loans made to them by the Federal Government and also by the Railroad Credit Corporation, which is an organization set up by the railroads themselves to assist needy carriers. Of loans totaling \$516,206,000 so far disbursed by the Reconstruction Finance Corporation, the railroads have repaid \$171,016,000, leaving \$345,190,000 in outstanding loans made by that corporation. Repayments made by the railroads in 1936 to this federal agency totaled \$80,049,000, the greatest amount repaid by the railroads in any calendar year since the Reconstruction Finance Corporation was organized.

In addition, the railroads have repaid a large part of the loans for new equipment, new rail and maintenance work made in 1933 and 1934, by the Public Works Administration as a measure of unemployment relief in the heavy industries. Railway loans made for that purpose totaled \$200,824,500, of which amount \$25,419,000 has been repaid, leaving \$175,405,500 outstanding.

Besides the loans repaid, many of the securities representing government loans, have been sold to the investing public, by the Reconstruction Finance Corporation and the Public Works Administration, so that the amount of railroad loans held by government agencies as of November 30, was reduced to \$417,261,890.

Approximately 65 per cent of the loans made by the Railroad Credit Corporation to various railroads to enable them to meet their fixed charges have also been repaid, the total now outstanding as of December 15, 1936 being \$25,908,875 compared with \$73,691,368 originally loaned.



Santa Arriving at Chicago Booster Club Party. Story on Page 8.

Poor Golfer: "Well, how do you like my game?"

Caddy: "I suppose it's all right, but I still prefer golf."

The Brookfield Zoo

Chicago's Mammoth Animal Park

TIME was when we, as visitors to Chicago went to see the great Union Stock Yards, that marvelous place where cattle and hogs and sheep were, in the most scientific manner, walked off the plank from the freight car to the shambles, thence on their way to the meat shops and the rendering kettles.

Now it is different—we go to "the Zoo" to see wild animals, alive and enjoying a certain freedom in so-called barless cages that are all built up with rock work and cement, set with verdure and provided with pools in a way to resemble the native habitat of the creatures. If this wild life feels any sense of restraint, it is not noticeable, for even the restless lions roam around among dens and lairs, into and out of the sunshine, enjoying companionship of their kind, just the same as do all the other "specimens" gathered together into this, destined to be the greatest, finest and most complete zoological park in the world; while we, the spectators watch and study them in perfect security, protected as we are, by wide and deep moats that serve to keep the animals in and the too curious visitor out.

The Brookfield Zoo is located 14 miles south and west of the Chicago Loop, between 31st St. on the north and 34th St., south; and between the Desplaines River and Salt Creek. A native grove of oak, ash, elm and other trees lends the sylvan atmosphere one expects to find where wild life congregates: while the housing buildings, the picturesque

like animals, such as the ocelot, jungle cat, squirrels; that perennial boon to the cross word puzzle, the two-toed sloth which spells itself in two letters; and a host of others, more or less familiar. There is a group of rodents which includes a Gambian Giant Rat; then there are foxes, raccoons and many more. The bears, of all kinds, are sure to draw attention, for they are more or less sportive, and sometimes cut up their capers for the benefit of the audience. Here are Kodiaks and Grizzlies, rather forbidding in appearance, and you are glad of the twenty-five foot moat between them and your safety; the brown and black bears and the polars loiter around on the rocks and gaze on the crowds with unconcern.

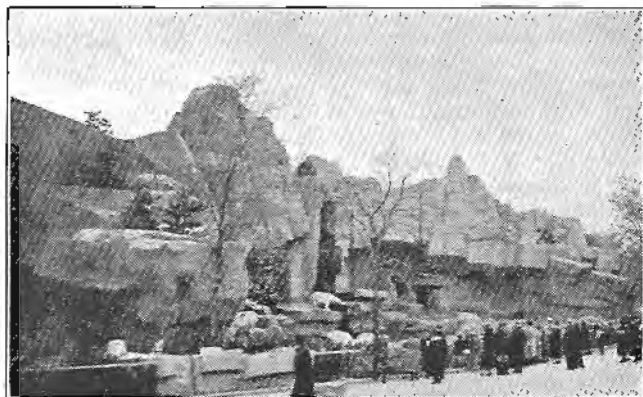
The building known as the Lion House is the winter home of the lions, tigers, leopards, pumas, etc., and is surrounded by moats, and rock work of barless grottos, which at the minimum is sixteen feet in height to form a safe enclosure. When the sunshine lures these restless beasts out into the open they may roam about among their rocks and grottos, and you are free to watch them protected by a moat twenty-five feet

northern eyes.

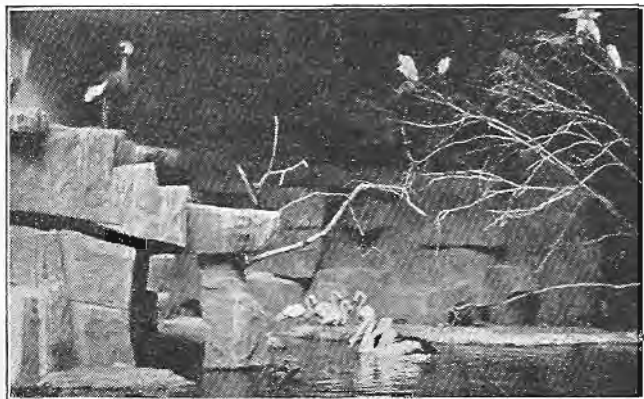
The big elephant house draws crowds, for these giants of the jungle always fascinate. They have strange ways, and odd notions, as for instance, a huge pachyderm is the constant companion of one of the smaller types—wherever little Minnie strays, there is big Nancy, too, and these two companions live sufficient unto themselves, in quite utter disregard of the others in the enclosure.

Here, too, you can gaze on perhaps, the ugliest and most puzzling of animal life—the huge, ungainly hippos and rhinos. As you watch them wallow about in their pools, their ugly snouts in the air, it is a wonder what they came to earth for, whence their evolution and what their destination. They don't seem to fill any very useful place in life. Tapirs, too, are to be seen, with their ungainly nozzles and short, bandy legs.

Deers and antelopes are there in great numbers. Beautiful creatures, with wonderment in their eyes, and their half-afraid, alert pose, ready for



White Bears Enjoying Captivity.



One of the Bird Cages.

rock work, etc., are constructed with architectural uniformity.

One enters the Park through arched gateways, and with the help of a very complete guide book that may be purchased at the gates, one is ready for the grand tour. Some spots will engage attention for a longer time than others, but no one is hurried—your time is your own—but if you wish to ask a question, there is always an attendant nearby to answer your query.

The collections are systematically grouped, and if you start at the house of the small mammals, you are among a varied number of small cat and dog-

like animals, such as the ocelot, jungle cat, squirrels; that perennial boon to the cross word puzzle, the two-toed sloth which spells itself in two letters; and a host of others, more or less familiar.

The House of the Kangaroos shelters many specimens of this strange and unfamiliar beast. Kangaroos, wallaroos and wallabies belong to the larger group of marsupials, and there are others of the same family—strange looking to

flight. Here is another of the crossword puzzle helpers, the eland. Did you know the eland is an antelope? Crossword definitions rarely elucidate that interesting fact. And there, too, you can learn about the kudu, handsome and aloof, all the way from distant African parts; and the Wildebeest curious creature, looking not unlike a buffalo and something like a zebra. He, too, comes from African wilds.

The crowds around the monkey house attest to the curiosity and fun occasioned by the performances and antics of the primates. This building is large and ingeniously arranged. Around the outer walls are thirty-two cages for the baboons and smaller monkeys. There is a tropical patio for the gibbons and large cages for the apes. These animals also have adjoining outdoor cages which they occupy for seven or eight months of the year. This building, like most of the others in the Park, is constructed entirely of metallic materials. Natural light is abundant and ventilation adequate. The entire air content can be changed in seven minutes.

In this group are many of the rarer species of primates—lemurs, guenons, patas monkeys, mangabeys, all from Africa; baboons, Asiatic monkeys of



The South Gate.

various kinds; so-called New World monkeys from South and Central America; apes, gorillas and chimpanzees.

Birds of countless species—song birds, birds of plumage, birds of prey, aquatic birds, storks, herons, egrets, pelicans, ibises, flamingoes, swans, ducks, cranes, a house for penguins, when and if this strange bird ever takes kindly to captivity and survives the heat of temperate latitudes. The Zoo did for a time boast of several examples of the Emperor and Adelie Penguins, a consignment from Admiral Byrd upon his return from



Nancy.

Antarctica; but the heat proved too much for them. There are the elusive secretary birds, Galapagos albatrosses, parrots of all kinds, birds of paradise, wild fowl, ostriches, cassowaries and one more rescue to the harried cross-worrier, the emu. Many native birds are at large within the Park boundaries, and students of bird life are offered unusual opportunity to observe feathered friends that are not generally seen in city environment.

The building housing reptiles and amphibians is a favorite spot with visitors, for here are almost every known variety of snake, crocodiles, alligators, lizards, vipers, boas, cobras, garters, bull snakes, king snakes, rattlers, and so on.

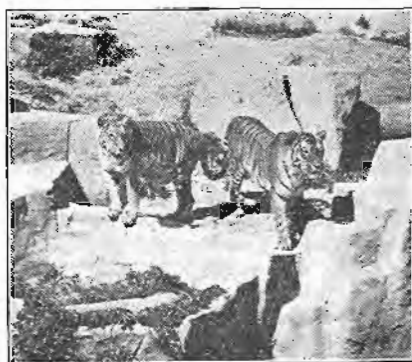
The sea-lion grotto is a favorite feature. It is the home of eighteen sea-lions from the California coast; and a huge elephant seal recently obtained from the San Diego Zoo.

Monkey Island is another of the popular features. It is located near the primate house and is the year-round home of two hundred rhesus monkeys. These monkeys enjoy swimming, and in the summer the deep moat surrounding the island is filled with water, their aquatic sports being one of the most entertaining sights in the Zoo.

With all the foregoing and many more, the Brookfield Zoo is ranked as having one of the finest, most complete collections of animals and reptiles of any zoo in the world. It leads all the others in its collection of mammals; is second with its collection of birds and has the third largest group of reptiles.

The Park occupies approximately one hundred and thirty acres within its grounds and about sixty acres outside, for free automobile parking facilities.

Broadly, there are 433 mammals; 808 birds; 497 reptiles in this collection. They come from every continent, from the Arctic and Antarctic and from the



The Lion's Cage.

far flung seas.

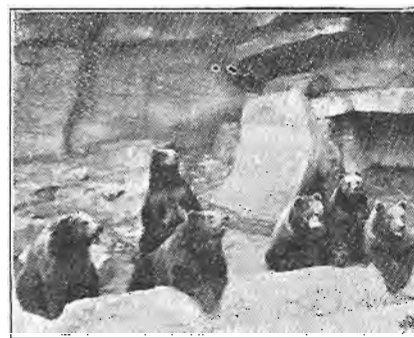
The question is asked sometimes, how this Brookfield Zoo differs from other similar institutions, and the answer is: that it is modern in every way; all exhibition buildings are equipped with mechanical ventilation, a square foot of glass being provided in the skylight for every square foot of cage floors. The cages are large and roomy, with natural habitat scenes created. All bars, fences and other barriers have been removed as far as is consistent with the type of animals to be kept in the enclosure and all moats are concealed from the public eye where possible.

Another question asked is what are the smartest animals at the Zoo. The chimpanzees are reckoned the most theatrical and imitative and the bears are the natural clowns. The orangs are thinkers and do many things that seem to indicate that they have great thinking power.

A visit to the Zoo should take the best part of a day in order to be present at

feeding time, which is one of the most interesting of the daily routine of care for the inhabitants. The birds and antelopes are fed twice a day and the carnivorous beasts get only one meal. They all, however, get rations of milk, cod-liver oil and "other little knick-knacks" in the morning, such, perhaps, as dried flies, meal worms, grubs, and such like dainties. There is always a grand scramble when the food is thrown in, and if one of the beasts seems to have secured a little choicer tid-bit than his companions, he has to guard it with great care if he wishes to keep his possession. There are growlings and snarlings, like a batch of unruly children, but when they get too obstreperous, a poke in the ribs from the keepers generally sets them straight again.

Zoo feeding is a science and handled scientifically. In the first place the food wants of the animals have been carefully compiled by field naturalists, who explain not only the quantity but also



Brown Bears at Play.

the variety of food necessary for the physical well-being of the creatures. These findings are followed and should substitutes be found necessary in altered habits and habitat, care is taken that the same chemical values are maintained, and the food kept as near the original diet as possible.

The Zoo commissary is a well stocked storehouse where the food is kept in wholesale lots and great variety. As a consequence the great majority of the zoo animals are healthy and the dieticians have cause to be proud of their work.

The Brookfield Zoo is open the year round, and the record of winter visitors equals if it does not surpass those of summertime.

Depot Waiting Room an Inviting Spot

A WRITER in the Tripp, S. D., Ledger pays the following tribute to what he terms "A Cozy Scene: I had occasion one evening to go to the depot to mail a letter, and I looked in on the brightly burning coal stoves in the depot. There has always been something inviting or appealing about a dim-lit depot waiting room with the stove door open and the flickering gleams from the fire reflecting on the walls and ceiling. Something warm and comfortable. To see folks come in out of the cold and stand around the stove, shivering, shaking off snow, slowly thawing out cold hands and feet and finally loosening overcoats and finding a seat. The snow and frost sweeping when the doors are opened,

the hustle and bustle when the train arrives, the scurrying of the agent and helpers, as well as trainmen, to get the work done quickly, in order to get back to the blazing coal fire in the stove. Let us hope the airplane and the bus will not take this from our American life."

Oldest Woman Telegrapher

MINNIE H. SMITH, veteran telegrapher and station agent at Zumbro Falls, Minn., claims the distinction of being the oldest woman telegrapher of this country. She looks forward to retirement in the "some time," but she is not altogether sure she is going to enjoy a vacation. You see, she has never had a vacation, and, while she will receive a veterans' annual pass, but does not know whether or not she will use it, when and if "play time" comes.

She says she will "probably feel like a fish out of water." I've been working steadily for the Milwaukee Road since 1878. Last month Miss Smith observed the 51st anniversary of her appointment as agent at Zumbro Falls. She learned telegraphy in the station at Mazepa, and before she was fifteen years old she had her first job as assistant agent at Hammond, four years later being appointed to Zumbro Falls.

Miss Smith enjoys excellent health and attributes this to an incident of her childhood, when she believes she was immunized from disease through a rattlesnake bite when she was four years old. Her mother immediately sucked the poison from the wound and the child recovered from the effects of the bite. She has always enjoyed her work, and says, "I'm afraid that when I retire it's going to be awfully dull."

The Vocafilm Presentation

"ALL ABOARD!" the film presentation of The Association of American Railroads which is in the process of being exhibited to employees of The Milwaukee Road is enjoying a successful run. It's a story about how the American railroads made good—the obstacles they had to overcome—and the significant place they have assumed in the economic and social scheme of our country.

Everyone should see it. It's stirring, and although we hate to borrow the word from Hollywood, it's "colossal." Those who have already seen it have found in it that spark which has inspired them to discuss the railroads and the railroad problem in a constructive, intelligent, forward-looking spirit with their friends and neighbors.

Up to the time of The Milwaukee Magazine's going to press, "All Aboard!" has been shown to the employees of The Superior Division, part of the LaCrosse & River Division, part of the Milwaukee Division, The Twin City Terminals Division, The Hastings & Dakota Division, part of The Iowa & Dakota Division, The Chicago Terminals Division, The Terre Haute Division, part of The Milwaukee Terminals Division and at a number of the larger communities on Lines West between Mobridge, So. Dak. and Spokane, Wn.

"All Aboard!" was produced by the Association of American Railroads and designed to be the first of a series of such films to be released from time to

time to bring important phases of the railroad business to the attention of the people who man the railroads of the country. At the present time consideration is being given to the production of a second film in the series and it is hoped that more can be told about the progress of that film in the near future.

The operators in charge of the exhibition of "All Aboard!" are meeting with a co-operative attitude on the part of the various supervisory officers who are making arrangements for the showings. The Milwaukee Railroad Women's Club tendered the use of their club facilities where they were available, and in some instances when showings of the film were to be made, provided doughnuts and other refreshments for those who came to see the picture. Exhibitions have been made in freight houses, shops, locker rooms, coaches, municipal buildings, depot waiting rooms, theatres and in at least one instance, in a court room. In fact, every place has been utilized where it has been possible to set up the projection and sound equipment and gather together a group of Milwaukee Road people to see and to hear the message which the film contains.

As one of the steps in the program to bring about a better public understanding of the significance of the railroads to the country, our observation of the effect of this film has definitely proved its value. It's a call to arms, and the people of the Milwaukee Road are responding enthusiastically.

Martin Cramer, C. P. A., Milwaukee, Retires

AFTER fifty-three years of faithful service, Martin Cramer, city passenger agent at Milwaukee, has retired from active service. But to say that "Martin" has divorced himself entirely from the Milwaukee Road, would not be the exact truth; for it is not probable that any man with so many years of such activity and close attention to duties, can entirely withdraw. Certainly his interest and affection will always be with the yellow cars and the passenger trains.

Mr. Cramer entered the service of The Milwaukee in 1884, having previously been identified with the C. & N. W. Ry. for a few years. He was born on a Wisconsin farm in 1854, and he tells the story of going to school in winter shivering in the fear of Indians quite as much as with the cold, as often it happened that Indians came prowling about and peered at the children through the school windows. One of Martin's favorite assignments in line with his duties, was going out with organization and club specials. He claims the football specials were always his delight and he says there's little change in the football crowds of years gone by and those of today. He even went so far as to say that he believed "the boys of today were better behaved than back in the days of

Pat O'Day and others of the "beef and brawn" fraternity.

Mr. Cramer takes into retirement the best wishes of his many friends and associates; and a wide circle of friends among the traveling public who will miss him and his cheery smile from the ways that knew him for so many years.



A Hiawatha Booster

P. A. Kennedy, Agent,
Montgomery, Minn.

THE little gentleman pictured above is very much "sold" on the Milwaukee's Hiawatha train. He is Russell Crin, Jr., and when he was five years

old he rode the Hiawatha from Chicago to Minneapolis on the maiden trip of that famous train.

Since then he has made five other trips, always insisting on, and gaining his point to ride nothing but the Hiawatha.

Last summer his aunt at Mankato proposed to take Master Russell with her on a visit to Chicago. She asked the boy's granddad to drive him down to Mankato so they could go on the C. & N. W. 400. This did not suit the little gentleman, and after strenuous insistence on his part, the plan was changed, and Auntie came to Montgomery, from where Granddad drove them to Minneapolis, and they took the Hiawatha Sunday, July 19th.

Russell's granddad is a car inspector on the M. & St. L., but was previously an employe of The Milwaukee; and he is still a good booster for our line.

A Box Car Ballad

H. C. Hahn

No songs are writ of what I do,
And yet romance is in my frame.
What tales of travel I could brew,
What points of interest I would name,
Could I but tell you what I see
While round the U. S. A. I flee.

'Steens years ago—a well built pup—
I left the shops one sunny day,
And all the world was looking up,
For was I not upon my way
To take a load out on the steel;
A thrill I'd like to have you feel.

For years I carried high class freight,
Just tons and tons of what men need.
And seldom did I make them wait
Because my given name was "Speed."
I'd often travel night and day,
And did the work for little pay.

Off went I to the far northwest
In winter cold, with ice and snow
'Twas then I fought to do my best,
It mattered not how winds would blow
Or what the weatherman might do
To make it tough for cars and crew.

To sunny south I next might go
I've even gone across the sea
To tarry there a week or so,
But S. C. S. would follow me
Where 'ere I went, what route I took
And kept my record in a book.

I've carried endless lists of ware
Glass plates for picture windows bright
Exhibits for the County Fair
And get them there if loaded right,
Ten thousand kinds of stuff I've hauled
Yet just by number am I called.

But life is getting rather tough
The trips I make are not so long.
What freight I haul is mostly rough
I can't imagine what is wrong.
'Nless that load of current jelly
Didn't ride well in my belly!

The time may not be far away
When in the shops again I'll be,
Then if the man in charge should say
Words which would mean "last load" to me
'E'en if the chances may be scanty
I hope I'll be a carmen's shanty.

"You say you pay a very low rent for this beautiful apartment?"
"Yes, but I'm going to move."
"Good gracious, what has come over you?"
"An opera singer."

Customer: "Have you that book called 'Man, the Ruler'?"
Salesgirl: "Fiction department is on the first floor, sir."



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

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F. D. Campbell

F. D. CAMPBELL, assistant superintendent car department, Tacoma, Wash., died at Tacoma Monday evening, December 14.

En route to the Veterans' Reunion in September, he was taken on board the Olympian and was confined in a Minneapolis hospital for six weeks, returning to Tacoma in October. He is survived by his three sons, W. E., F. H., and R. H., all employees of the Milwaukee Road car department; also by two daughters.

Mr. Campbell was born in Prairie du Chien, Wis., April 10, 1863, and entered Milwaukee Road service in 1879 at Farmington, Minn. In 1882 he went with the car department as a bridge and building carpenter and cabinet maker. In 1892 he was coach yard foreman at Minneapolis, and in 1893 was made car foreman at Aberdeen, S. D., where he remained until 1907, when he went to Lines West as General Foreman. In 1917 he was made assistant superintendent.

Funeral services were held in Tacoma Friday afternoon, December 18. Interment at Tacoma.

The Campbell family represent a total of 153 years in Milwaukee Road service. F. D. Campbell had 57 years' service; W. E., 39; F. H., 31, and R. H., 26 years.

Fred R. Savage

WORD has come to THE MAGAZINE that Mr. Fred R. Savage, formerly an employee of the Engineering Department of the Milwaukee Railroad, passed away at Miles City, Montana, on December 1, 1936.

Mr. Savage was in our service about 30 years ago when employed under Mr. Arthur G. Baker, Locating Construction Engineer. He assisted in the Location of the Black Hills Line and did considerable location and construction work on the Puget Sound extension. While engaged on the latter work he became acquainted in Miles City and decided to leave the Railroad and enter into business there which he did very successfully.

He has been quite prominent in Miles City affairs and was president of a bank at the time of his death.

Pioneer Post, American Legion

PIONEER POST of the American Legion, composed of Milwaukee Road employees in the Chicago area, will hold its annual dance at Rivoli Hall, 4384 Elston avenue, Saturday evening, January 23rd. Several hundred Fullerton

avenue employees residing on the Northwest side are expected to attend, according to Commander Tom Walters. A beautiful door prize will be given away, the Commander said.

Post Commander Tom Walters has been presented, on behalf of the Post, with a handsome gavel made by Mr. Harry Fowler. The gavel contains the following inscription on a band of silver:

Presented to Pioneer Post No. 768, The American Legion, January 7th, 1936, by Harry G. Fowler.

A Veteran Bridge Builder

WE present here a photograph recently taken of Mr. John Melcher, steel bridge erection foreman, while engaged in replacing the old bridge near Foster, Ia., with a new steel bridge.

Mr. Melcher entered the service of the Milwaukee Road as iron bridge worker in 1895 under Eugene Greenwald, general iron bridge foreman; and in 1900, was promoted to the position of iron bridge foreman. He has a good record as a careful and conscientious foreman and is known for his good judgment in carrying out his work with prompt action in emergencies. He is loyal, efficient and always ready to carry out the work placed in his care.

During his service he has been connected with many of the large steel bridges on the system, such as the Short Line bridge between St. Paul and Minneapolis; Menominee River bridge, south of Iron Mountain, Mich.; Cedar River bridge, west of Marion, Iowa; a number of bridges in the city of Chicago; and he also spent two years on the Puget Sound Lines during the construction period in the erection of many of the large viaducts.



U. S. Report Finds Sleepy Truck Drivers Cause Many Accidents

SLEEPY truck drivers, some of whom drive twenty-four to thirty-six hours without rest, are responsible for many highway accidents, Joseph B. Eastman, former federal transportation coordinator, reported yesterday at Washington.

The report was the second in a sur-

vey of inter-city trucking. It did not make recommendations for trucking legislation. This is expected in the third and final report to be made soon.

The survey is one of the final tasks to be completed by Mr. Eastman before he retires to his old status of a member of the interstate commerce commission. The office of federal co-ordinator of transportation expired automatically on June 16 when congress failed to renew enabling legislation, but Mr. Eastman's office will run until January 1 on funds supplied by the nation's railroads.

The report, based on data from hundreds of trucking firms, law enforcement agencies, and state regulatory bodies, said that 10 per cent of all drivers employed by trucking corporations worked on the basis of a ten-to-sixteen hour maximum number of hours permitted for continuous driving.

The report said that 81 per cent of these drivers were allowed to drive only eight hours at a stretch, but inferred that the smaller percentage who spent longer hours at the wheel were the ones responsible for a large proportion of highway accidents involving trucks.

Santa Claus Came to Town

SANTA CLAUS was host to more than 1,400 children at a Christmas party in the Chicago Union Station December 19.

To the tune of "Santa Claus is Coming to Town," played by the Bensenville (Ill.) school children's band of 70 pieces, the venerable gentleman, attired in his holiday best, displayed versatility by driving a roaring steam engine into the station from the general direction of the Northwest.

His special train consisted of a gayly decorated locomotive and two baggage cars heavily laden with gifts and goodies for juvenile members of the families of Milwaukee Road employees.

Members of Pioneer Post of the American Legion, composed of Milwaukee Road employees, assisted in the distribution of toys and candies. Toy trains proved most popular with the youngsters.

Although Santa Claus alone was the recipient of all the buoyant "thank you ever so much" it transpired that he was subsidized by the treasury of the road's Booster Club. At the close of the program he hastily disappeared into the office of William E. Denny, rotund stationery clerk for the railroad.

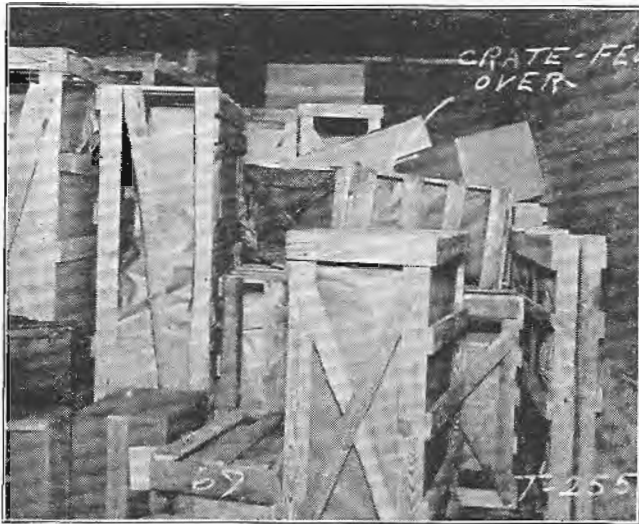
The Booster Club sponsored a similar party in 1935 and plan to do so annually.

Furniture Damage

DURING the first nine months of 1936 we have been obliged to pay out better than \$20,000.00 in the way of claims resulting from damage to shipments of new furniture. This represents an increase of better than \$5,000.00 as compared with the same period in 1935 and from the number of reports which

case of through shipments, on the original waybill showing exactly what your inspection discloses.

5. Be sure that the transportation requirements regarding



Crate Fell Over.

we are receiving covering additional damage to this commodity, it is quite evident that our payments are rapidly getting badly out of line notwithstanding, of course, that we have had an increase in this particular business.

From all observations and information obtainable, it is quite evident that our furniture damage is due particularly to poor stowing and your attention is respectfully called to the photographs accompanying this article, which bring out quite vividly just what happens when this class of freight is not stowed and loaded in accordance with the principles of good tight stowing.

We have repeatedly suggested that in stowing crates of furniture in the car the heavier articles should be placed on the floor with the lighter cartons on top. In the case of china cabinets, bookcases and other articles with glass fronts that the front of the crate would be stowed toward the end or side wall so that other freight would not shift into the container and damage the contents.

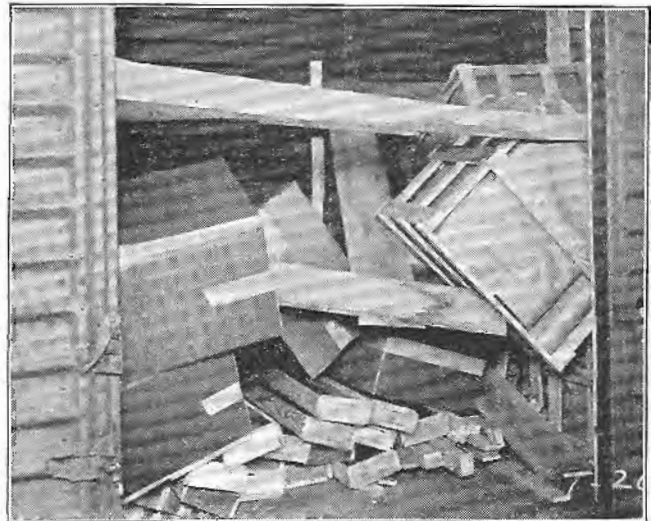
I am sure if our employees engaged in the handling of furniture will be guided by the following, a great deal of money now being wasted in the way of furniture claims can be eliminated.

Checking New Furniture Offered for Shipment

1. Examine carefully for breakage or marring.
2. Examine carefully for tearing or chafing of upholstery.
3. Examine carefully to note that the article is riding properly on the stretcher, and that no nails have pulled loose from the crate with opportunity for damaging the contents.
4. Make record of exceptions on bill of lading and shipping order, or in the

sure proper protection while in movement to the car. In the case of dressers, etc., with mirrors attached or enclosed, the freight should be placed on the truck with the back to the truck bed.

7. Be sure when moving from the truck into the car that every possible effort is made to keep away from damage. Sufficient help should be employed to lift the article off of the truck and set it down on the



Result of Bad Stowing.

the crating and/or wrapping are complied with.

6. Make sure when the furniture is placed on the freight house trucks that it is done in such a manner as will in-

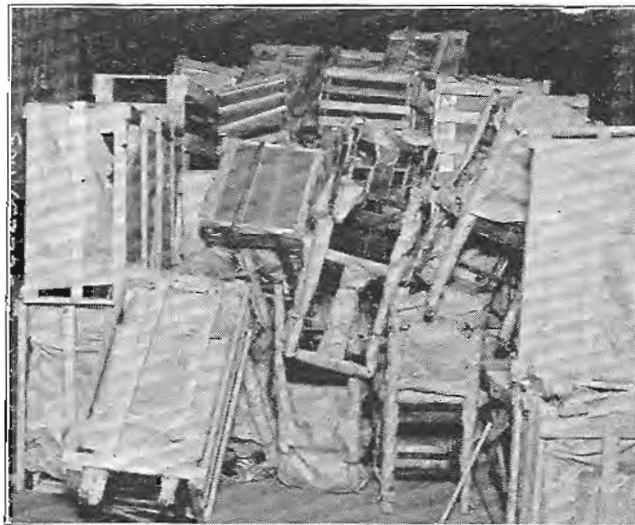
floor rather than attempting to drop it off, because every shock simply creates an opportunity for trouble.

8. Every possible attempt should be made in stowing cars to keep furniture away from rough or heavy freight, making sure as above indicated that heavy articles are not loaded on light freight and that packages or wrapped bundles

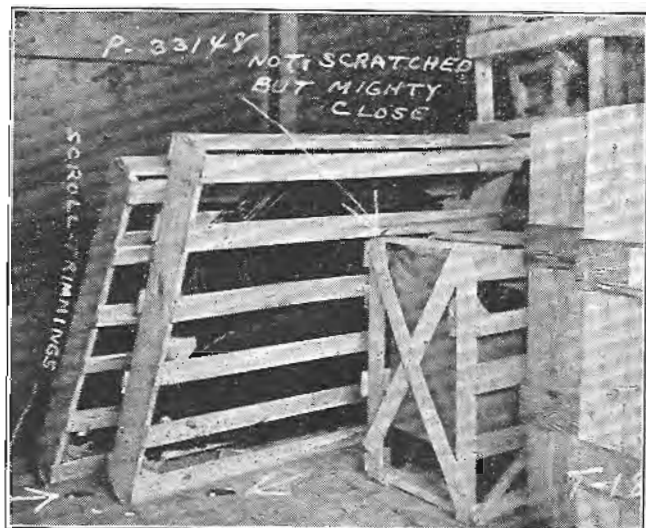
are not placed on upholstered articles.

9. In the case of bundles of bed rails, make sure that they are stowed on and between crates or crosswise on the car floor in doorway.

10. In the case of bad order or defective containers they should be immediately sent to the cooper shop for necessary repairs, this in order to prevent any additional damage occurring between the originating station or transfer point and final destination.



Another Sample of Bad Stowing.



Not Scratched—But Mighty Close.

The Agricultural and Colonization Department

PROGRESS IN AGRICULTURE

New Crops Mean New Business

A NEW year to many suggests new things. To others, it recalls to mind accomplishments of the past twelve months. Combining the two we believe there are many new accomplishments in the field of agriculture worthy of mention as well as reflection. There are too many to be itemized in a short article like this, yet, a few will suffice to point out some of the possibilities which lie ahead for new production—new business.

The fuzzless peach made its appearance on the market in a more or less major way in 1936. Who can tell how many more fresh peaches we Americans will consume when we can have all the smooth skinned peaches we want.

It has been said that no real American boy ever got his fill of blueberry pie, and we suspect a lot of grownups could be included too. That opportunity to "fill up" on blueberry pie may be just around the corner. New varieties, bred by government and state plant breeders are ready for distribution, varieties that have fruit as large as one's thumb nail and yield more than four times as many quarts per acre as do the native varieties.

Most restaurants and hotels where large numbers are fed daily use machines to pare their potatoes. To be efficient and to do the job without too much waste, potatoes to be machine pared should be smooth, uniform in size and have shallow eyes. Plant breeders have provided just the kinds needed to fit this demand. One variety, the Chipewa, is medium early, the other, Katahdin, is late. Both are very smooth, thin skinned, shallow eyed and white. Each yields well and the demand is growing daily, in fact it exceeds the supply.

Hybrid corn, so much discussed the past year, has many merits that cannot be measured by the bushel. Some of these are far more valuable to the grower than is a few bushels increase in yield. For example, there are hybrids that do not lodge even in severe wind storms; others are resistant to certain diseases, and insect ravages, and others produce ears at uniform heights from the ground. Think what a convenience a non-lodging, uniform ear height hybrid corn is to the grower who must husk his crop by hand.

A Southern farmer is said to have remarked that soy beans, in some form, could be used for everything on the farm—from human food to paint on the barn. So much has been said of this wonder

crop, that most people who see it growing in the more northerly states do not appreciate that almost every bushel of soy beans used for processing purposes has been grown south of a line from Columbus, Ohio, to Peoria, Illinois. Only within the last five or six years have the plant breeders been able to bring out a new variety of yellow beans that would ripen and yield well in Northern Iowa, and other areas having a similar latitude. Only last year the first few acres of a still earlier variety was grown in Southern Wisconsin. Within the past few weeks, a Milwaukee processor purchased its first car originating in Minnesota. Who knows but what the soy bean belt may be extended northward as far as the plant breeders have been able to push successful corn production into our most northern states.

Not long ago, alfalfa was the wonder crop in the great Northwestern prairie states. Now, a new rival for honors has been introduced—crested wheat grass—an introduction from the plains of Russia. No, it will not take the place of alfalfa, but it will do for the Northwest what alfalfa never could. It will resod those prairies where man mistakingly thought he might be able to produce crops in abundance. It will make possible the return of thousands of acres of good range land to the usage for which it is best suited. It may well be the means by which economic stability will be returned to great stretches of good livestock territory.

Wilt and curly leaf resistant sugar beets have been bred and developed so that seed of this improved variety is being used to sow fields where the disease had practically driven the growers into other kinds of crop production. All over the irrigated districts where sugar beets have been one of the main sources of cash income, there is renewed interest in the crop and new hope that farmers growing the improved variety will be able to adequately supply the factories with tonnages sufficient to keep the plants operating on a capacity basis.

One might go on pointing out that Agriculture, like industry, does not stand still. Its progress is constant. Each year brings something new. What

it may be in 1938 only one more year can tell.

RURAL RESETTLEMENT Start New Fairfield Project

THE Rural Resettlement Administration has started excavation work which will eventually result in the construction of 135 new farm units on the Sun River Project near Fairfield, Montana. It is the hope of the administration that 50 farm families from less fortunate areas may be moved to these new homes in time to begin farm activities in the spring.

When completed, these units will comprise an average of about 90 acres each, with a complete set of modern farm buildings. There will be 80 four-room houses, 35 of five rooms, and ten six rooms. In addition to these new units, 25 homes already on the tract will be completely repaired and modernized.

They will be sold to selected buyers on a long time payment plan after a probation period of five years. The sale price will include land, improvements, equipment and even household goods.

Artesian Water Supply in West Central South Dakota

THE South Dakota state geologist in cooperation with the United States Geological Survey has very recently completed a survey and study of artesian conditions in western South Dakota. The findings are compiled in a Report of Investigations No. 26 and issued by the University of South Dakota, Vermillion.

The report should be of much interest to residents located in central western South Dakota, particularly the area immediately west of the Missouri River. On page 35 in the report there is an outline map of this area showing the districts where artesian wells may be drilled with a reasonable degree of success at depths varying from 700 to 3,000 feet.

The report also describes the kind of water one may expect from each well, that is, its salt content or absence of salts. It, too, tells the amount of water flow that may be expected.

It is a report that should be available in every community of the area. It might well be in the hands of all who would like to see the land users of west central South Dakota utilize the natural resources to best advantage. Surely water—good drinking water—for humans and stock is natural resource worthy of careful study.



A Typical Eastern South Dakota Farm Home, Not Unlike Many Others, Offered for Sale by the Rural Credit Board.

Platte-Stickney Line Agents' Traffic Club

W. E. Beck, Agent, Geddes, S. D., Chairman

"AS A CLUB, ARE WE GOING ANYWHERE?"

Paper by B. L. Wright, Agt., Armour, S. D.

WHEN I received notice of this meeting, I also received notice that I was expected to prepare a paper, and no excuses would be accepted. Having the interest of this Club at heart, and knowing that most standard topics would be fully covered, I decided that a sort of review of our activities would not be untimely, so I got out some paper and sat down to collect my thoughts and do a little concentrating—and in walked a gentleman to see about two tickets to California and back. Well, was I glad to see him! Certainly! It disturbed my line of thought a little, but in two weeks I will be selling him the two tickets.

According to my records, our Platte-Stickney Lines Traffic Club was organized on June 1, 1933, and I still preserve a copy of the paper I gave at the conclusion of our first year of work. Not that I am particularly proud of the paper, but I am proud of our first three years' efforts, and I am prouder still that the Club is still in existence, has functioned consistently from that time to the present, and has been of great value to its members. It has helped us in numerous ways—in promoting good fellowship and a better understanding of each other and with officials who meet with us at every opportunity. We are always glad when they can come. We have assisted in the formation of two other Traffic Clubs, and while one of them is not active at present, the other Club is going strong, and it is doing a lot of good for its members. And here is a thought—when you receive a copy of the minutes of the meetings of other Clubs, sit right down and acknowledge receipt to their Chairmen with a few words of friendly cheer and encouragement, and show that we are interested in the success of their club. Don't leave it up to the officials to do all the "cheering." It is a reflection on our Club if we fail to show some interest in the activities of other Clubs.

In the more than three years of its existence our Club has lost one member—Bro. E. L. Taylor, who went to Hawarden. Bro. Sanburn, who took his place, has been a valued and interesting member since coming to Delmont. We regret losing him to the Platte Line and welcome Bro. J. C. Paulson to the Stickney Line. The attendance at our meetings has been VERY good. When it is considered that we have no train service available at the time of these meetings, and that all the men must drive to attend, we have to admit that the interest manifested is more than just normal. I think it shows a sincere desire to better ourselves and to make ourselves better employees.

So when I sat down to write something for the meeting tonight, I wondered if we were really going somewhere with our Club. I think it must be admitted that we have got somewhere; that the Traffic Club idea is still a good

one and one to be recommended to our fellow agents all over the System. As I have said before, and it will bear repeating—they have a great deal to gain and nothing to lose. The benefits are legion.

COURTESY IN BUSINESS

Paper by K. L. Everett, Agt., Stickney, S. L.

AT one of the previous meetings we entered into a discussion of Courtesy in its different phases at quite some length, and at present the Railroads are in the midst of a campaign to improve upon Courtesy, the slogan being "Safety First—Friendliness, Too."

Tonight I want to try and show that there is a difference between Courtesy and Service, which may help to give us a better understanding of Courtesy in Business.

Courtesy is one of those precious intangible things that cannot be paid for, yet it is worth millions of dollars in the business world, but we must bear in mind that there is a distinction between Courtesy and Service. An employer of a corporation can sell services, which employees may be directed to give. For instance, it was a great expense to air-condition our trains, increase the speed, and establish pickup and delivery serv-

ice, to say nothing of many other services, yet that is a service that our company wished to provide for our patrons. However, the true value of the service will be appreciated fully only if the employees are courteous in their suggestions and in offering the service. Courtesy is the manner in which we give service, a person who is alert can often do some little act of courtesy that may impress people more than the service offered. I mention little courtesies, yet even these everyday transactions are the ones which make or break the reputation of a business very often. In building a reputation for business, services are the bricks with which to build, the courtesies are the mortar which holds the bricks in place and cements the relationships between patrons and the company.

Remember, you may get tired of writing or saying courteous phrases, but the people with whom you have contact never tire of hearing them, and if you are in good health, high spirited, and seem to enjoy your work, you are more apt to be better able to administer services in a courteous manner than he who is in business for the salary alone.

Being courteous is an opportunity to add to your work something in addition to Safety, Efficiency, Ambition, Honesty and Enthusiasm—it is a mirror of your business personality. Even with the speed at which we travel today there is always time for courtesy and the results will ever be reflected in our reputation and the business done.

The Freight Auditors' Bowling League

THE league, which is now in its twelfth season, is now bowling at the Kaadland bowling alleys on North Ave. at School St., every Tuesday at 8 o'clock. It is composed of four teams of five men each. All of the members are from the freight auditor's office. W. G. Ganzer acts as president and E. A. Ludwig is the secretary. This league is composed of men with various averages and operates on the handicap basis. It, therefore, affords each man an opportunity to earn for himself a fair proportion of the excellent prize money offered by the league. Each year it has been the practice to give away turkeys at Thanksgiving and hams at Christmas to the lucky bowlers bowling the lucky number. The league brings the men more closely together and offers them a chance to get more acquainted with each other and to better promote the spirit of co-operation, so necessary to all of us.

Below is the standings of the league as of December 15, 1936:

WEEK OF DECEMBER 15, 1936					
No.	Team	Won	Lost	Average	High Games
1—	Chicago	17	22	767	6
2—	Milwaukee	16	23	764	6
3—	St. Paul	26	13	775	7
4—	Seattle	19	20	754	7
Player	Team	Ave.	Player	Team	Ave.
Peterson—Chicago		183	Becker—St. Paul		171
Bialas—Chicago		152	Nickels—St. Paul		147
Wald—Chicago		126	Croake—St. Paul		156
Pufundt—Chicago		153	Duffy—St. Paul		163
Reinert—Chicago		153	Ganzer—St. Paul		138
Larson—Milwaukee		166	Miller—Seattle		148
Ludwig—Milwaukee		156	Gerke—Seattle		160
Dinoffria—Milwaukee		134	Ewald—Seattle		159
Braun—Milwaukee		152	Allaire—Seattle		138
Orlowski—Milwaukee		156	Osmundson—Seattle		151
Actual			Handicap		
High Team Game—Chicago, 876, with score of, Milwaukee, 1034.					
High Individual Game—Peterson, 234, with score of, St. Paul, 275.					
High Team Series—Chicago, 2523, with score of St. Paul, 2957.					
High Individual Series—Becker, 641, with score of, St. Paul, 703.					

Basketball

The Stewart Warner corporation was the first victim of the basketball team of the Milwaukee Road Booster Club, playing in the Lakeview Basketball League, but the

boys went down to defeat before the Dornmeyer Company by two points in the second game. A number of Booster club members attended both games, as well as the

exhibition games played the latter part of the month (Dec.) at Lincoln Turner hall.

The members of the team, in their Maroon and Gold colored suits, are:

O. P. Barry, Jr. (son of the late Assistant Comptroller), H. Dermody, W. Ficht (captain), A. Heine, L. Janke, E. Nickey, C. Peterson, H. Reinhardt, W. Rizel, R. Schiffer, W. Stegman is coach and H. Wallace is manager.

A number of bowling teams are also being organized at Fullerton Ave., and Director of Athletics Art Dryer is kept busy promoting the Booster club and the Milwaukee Road amongst the Chicago industries.

Bowling Team

The Milwaukee Road Booster Club entry in the Tabor Bowling League, after getting off to a poor start, has hit its stride, and is now resting in second place, after taking seven out of nine games from the three leading teams.

The Tabor league bowls at 7:00 o'clock each Monday night at the Garden Recreation Alleys, Belle Plaine and Milwaukee. There are twelve teams representing firms on the North and Northwest sides.

The members of the team, all employees of the ticket auditor's office, are Ed. Kusch, Ray Hackell, Art Frictag, Ray Tiedje and Ralph Klotz. Kusch has the high series, with 558, while Klotz has high game, with 215.

Some Cranberry Recipes

CRANBERRY season and holiday season are nearly synonymous, and Americans, at least those of the north latitudes, are fairly familiar with the cranberry sauce accompaniment to turkey; with jellies from the ripe, red berries, etc.; but here are a few novel ways of using cranberries:

Cranberry Shortcake. Sift two cups of flour, one teaspoon salt, and four teaspoons baking powder together. Cut in two and one-half tablespoons of shortening and add one cup of milk or water. Roll on a floured board, cut to make two layers of cake-pan size, or two layers, biscuit size. Place one layer in pan, spread with melted butter, and place the second layer on top. Cover with melted butter and bake in a hot oven. While hot, place "ten-minute cranberry sauce" between the layers and on top. Serve hot with plain cream, if liked.

Ten-Minute Cranberry Sauce. One pound, or one quart, of cranberries, about four cups; two cups of water and two cups of sugar. Boil sugar and water together five minutes, add the cranberries and boil without stirring for five minutes, or until the skins pop open. Remove from fire when the popping stops and allow the sauce to cool.

Cranberry Fried Cakes. Make a fritter batter stiff enough to roll. Roll out size of a plate and fry in deep, hot fat. Make several of these layers and put together with cranberry jelly. Serve, cut in pie-shaped pieces. This is a nice dessert.

Cranberry Vegetable Salad. Dissolve two packages of lemon gelatin in enough cold water to soften, and then add three cups of boiling water. When cool and ready to set, add alternate layers of cooked peas, shredded carrots, celery and cranberries, cut in halves. Mold and place in refrigerator until firm. Serve on lettuce with mayonnaise.

Cranberry Juice Cocktail. Four cups water, four cups cranberries, two-thirds cup granulated sugar. Cook cranberries and water until all the skins pop open, which will be about five minutes. Strain through cheese cloth and bring the juice to the boil. Add the sugar and boil two minutes. Place in sterilized bottles, well corked and sealed; or put up in tight fruit jars. Keep in cool place. This is splendid mixed with ginger ale; can be used for fruit punches and fruit cups; or it is "tops" drunk "straight."

Cranberry Meringue Pie. Boil to a syrup,

1½ cups sugar and ¾ cup water; add 4 cups cranberries and cook until they stop popping. Beat together 2 tablespoons flour, ¼ teaspoon salt and yolks of 4 eggs until smooth, stir in three tablespoons of the cranberry juice until smooth, then add the cranberries and simmer 3 minutes. Add 2 tablespoons butter and scant teaspoon vanilla. Let cool. Turn into an already baked pie shell. Cover with meringue and place in slow oven to set.

Fall and Winter Fashion Book

Each of these patterns is 15c. The new 32-page Fall and Winter Pattern Book, which shows photographs of the dresses being worn, is now out. (One pattern and the Fall and Winter Pattern Book—25c.) You can order the book separately for 15c. Address Pattern Department, the Milwaukee Magazine, 11 Sterling Place, Brooklyn.

8622. Slenderizing Lines for Slimness. Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 38 requires 4½ yards of 39-inch material. Price 15c.

8860. For the Classroom. Designed in sizes 8, 10, 12, 14 and 16 years. Size 10 requires 2½ yards of 39-inch material, plus ¾ yard ribbon for bow and ¾ yard con-

trasting 35 inches wide, with long sleeves. Size 10 requires 3 yards of 35 inches wide. Price 15c.

8842. Appealing Two-Piecer. Designed in sizes 12, 14, 16, 18, 20; 30, 32, 34, 36 and 38. Size 14 requires 4½ yards of 39-inch material, plus ¾ yard contrasting. Price 15c.

8352. Night Attire. Designed in sizes 1, 2, 3, 4 and 5 years. Size 3 requires 2½ yards of 27-inch fabric with long sleeves and feet, and 2½ yards with short sleeves and without feet. If contrast is used ½ yard is required. Price 15c.

8676. A Well Fitting Slip and Pantie Set. Designed in sizes 14, 16, 18, 20; 32, 34, 36 and 38 bust. Size 16 requires 4½ yards of 39-inch fabric with 3¾ yards of lace for slip, 2 yards of ribbon for shoulder straps for slip and brassiere, and 2½ yards of lace edging for panties. Price 15c.

8338. Clever Kitten Pinafore. Designed in sizes 2, 4, 6, 8 and 10 years. Size 6 requires 1½ yards of 35-inch material, with 2½ yards of bias binding 1½ inches wide. Price 15c.

8849. Crisp Morning Frock. Designed in sizes 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 16 requires 4½ yards of 35 or 39-inch material, plus ¾ yard contrasting. Price 15c.



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Union Station Chapter

Gertrude Schoyer, Historian

ON Wednesday, November 4th, Union Station Chapter sponsored their annual card party and dance for the Christmas basket fund. The party was given at the Hotel Sherman, in the Crystal ball room, and was well supported by members and old friends. According to all reports, everyone enjoyed the cards and dancing. DeHaven Studio photographed a number of the members and guests, donating three door prizes which were won by Miss Ruth Wilson, Mrs. Granger Smith and Mrs. H. Kraebber. The chapter donated a trip on the Hiawatha which was won by Miss Margaret Brandt.

On November 19th the regular monthly meeting was held in the club room at which sixty-eight members were present. A turkey dinner with all the trimmings was served on the balcony in Harvey's lunch room after which there was a short business meeting. Mrs. W. R. Dolan, chairman of the nominating committee, submitted the following names for officers for the year 1937:

President, Miss Grace Doyle; first vice president, Mrs. C. L. Taylor, second vice president, Mrs. E. A. Meyer, recording secretary, Miss Mary von Colln; asst. recording secretary, Miss Mary Carey; corresponding secretary, Miss Catherine Grey; treasurer, Miss Grace Baldwin; historian, Miss Gertrude Schoyer.

The Booster Club Thanksgiving Party given in the Cactus room of Harvey's Cafeteria was attended by our members who were the lucky winners of prizes and turkeys.

On December 7th the regular monthly meeting was held in the club room with about fifty-five members present for dinner and the meeting. Mrs. W. R. Dolan, chairman of the nominating committee, assisted by Mrs. M. J. Larson, and two past presidents—Miss Anna Olson and Mrs. O. W. Dynes, installed the officers for 1937. Mrs. C. L. Taylor, program chairman, presented Mrs. Lil Cribben, accompanied by Miss Lillian McDonald, who sang a group of songs and led the community singing which the members enjoyed immensely. Mr. Erickson, a switchman at Bensenville entertained us with a group of novelty numbers. The members then delved into a grab bag to see what Santa left for them.

We had our usual open house in the club room on December 24th and were happy to see all our members and friends.

Green Bay Chapter

Mrs. Ray Zimmerman, Historian

THE Green Bay Chapter held its regular meeting in the club rooms Thursday evening, December 3rd. About 50 members were present.

Plans were made at this time to give the Christmas party for the children on the evening of December 20th, Santa to arrive with the usual supply of candy. A tree will be erected in the depot and our program chairman, Mrs. Mary Baenen, has arranged a very delightful program, the children themselves forming a great deal of the entertainment.

Our Tuesday social afternoon to be held Wednesday, December 9th, is to be the usual pound party and the canned goods, jellies, jams, etc., received at this party will be used in the Christmas baskets.

After the meeting the program chairman had arranged a Christmas program and social chairman, Mrs. Hendrickson, served a very tasty lunch.

The new officers elected for the coming year are:

Mrs. Otto Grebe, president; Mrs. C. E. Cheaney, 1st vice president; Mrs. P. T. Buechler, 2nd vice president; Mrs. Geo.

Gunn, recording secretary; Mrs. A. J. Maloney, treasurer; Mrs. Josephine McClean, corresponding secretary; Mrs. A. F. Carlson, historian.

Montevideo Chapter

Mrs. W. S. Hasleau, Historian

ONE of the most pleasurable vacation events occurred on June 28th when Mrs. J. E. Hills entertained members and husbands at her cottage on Green Lake, in celebration of her birthday. Social chairman Mrs. C. N. Williams made the lovely birthday cake in the form of a bell which was decorated with pink roses. Mrs. Hills particularly enjoyed this gift of the chapter. Swimming and games were indulged in and all guests reported a delightful day.

Montevideo held its first meeting of the season on September 25th. Reports from various chairmen were encouraging. The club was congratulated on being among those who went over the top on membership for this year, now having a total of 267 members. The \$20.00 prize money will be used toward an electric stove. The meeting closed with a memorial service for Mrs. E. J. Ruehmer, whose tragic death in an automobile accident occurred in July. Mrs. Ruehmer was a past president and one of our most faithful members.

The passing of Mr. J. J. Brown and Mr. E. W. Lollis took from our chapter two helpful members. Many friends join with us in expressing sympathy to the bereaved families.

We are sorry to have lost two fine officers in Mrs. C. N. Williams, social chairman and Mrs. E. M. Young, corresponding secretary, both of these families having been transferred to Madison, South Dakota.

About 50 members were delightfully entertained on October 9th at a 1 o'clock anniversary luncheon, celebrating the 11th birthday of our chapter. Following the luncheon bridge and whist were played.

Our regular business session on November 27th was followed by election of officers. Mrs. E. B. Crocker, whose warm interest and untiring efforts have made her a most successful president, will be succeeded by Mrs. Frank Wilcox.

The chapter was hostess to a 6 o'clock pot luck dinner at the club house on December 6th. About 85 members enjoyed an excellent dinner and the social evening which followed. Mrs. E. A. Hazeltine was general chairman with officers of the club assisting. Mr. Steve Brophy presided as master of ceremonies.

Two dances have been given each month for club members and friends. The most popular of these is the New Year's Eve Dancing Party which has become an annual affair. Plans for this party are now being made and include special decorations, music and refreshments.

Terre Haute Chapter

Mrs. M. C. Faris, Historian

TERRE HAUTE Chapter held its monthly meeting at the club house November 19th. The committee in charge of the supper was Mrs. C. W. Pearce, chairman, and Mmes. Dalton, Patton, King, F. G. Pearce, Powell, Huffman, Faris and Miss Eleanor Faris. Mrs. Kendall, president general, and Miss Lindskog, secretary general, were honored guests. The following officers were elected: Mrs. F. B. Curtis, president; Mrs. C. E. Elliott, 1st vice president; Mrs. V. E. Engman, 2nd vice president; Mrs. Wm. Lauchlin, recording secretary; Mrs. George Huffman, corresponding secretary; Miss Eleanor Faris, treasurer; Mrs. M. C. Faris, historian.

A report on the card party showed net proceeds of about \$15.00; and everyone had a good time.

A Christmas party was planned for December, and an evening party instead of the usual supper was suggested for this meeting.

Kansas City Chapter

Mrs. Roy Larson, Historian

THE November meeting was held Thursday, November 5th, at 2:00.

Regular business was disposed of, new business discussed and then election of officers for the year 1937 was held, the following being elected:

Mrs. R. C. Dodds, president; Mrs. C. H. McCrum, 1st vice president; Mrs. Geo. Ferris, 2nd vice president; Mrs. H. V. Banta, recording secretary; Mrs. F. F. Loutham, corresponding secretary; Mrs. Price Cary, treasurer; Mrs. Roy Larson, historian.

Mrs. Fred Schultz offered her home for an afternoon bridge, which was gladly accepted. A very pleasant afternoon was enjoyed and about \$8.00 profit to the club. We still say this is a fine way to have a good time and make money for the club.

The December meeting was held Thursday, December 3rd, with a pot luck lunch. Regular business meeting at 2:00. Plans were discussed for distributing Xmas baskets to those in need. Due to December being such a busy month for everyone, there will be no Bridge parties this month. Mrs. Morrison has kindly offered her home for one in January. Let's keep up the good work.

Meeting adjourned.

St. Paul Chapter

NOVEMBER 12, St. Paul Chapter had a pot luck supper, about 50 members attending. Everyone had a good time and plenty of good food. Mrs. Allen was chairman. After the supper the regular meeting was called to order by Mrs. Washburn, President, and we had election of officers. Mrs. Mueller was nominating chairman with Mrs. O. Hanson and Mrs. L. Hilliard on her committee.

There was no welfare report for October and Mrs. Johnston, good cheer, reported making eight telephone calls and sending out eight cards.

November 21, we had our second annual dance at Coliseum in St. Paul and had a good attendance. Mrs. Pothan, ways and means chairman, reported \$100 cleared on this affair.

December 10, the chapter had its second Christmas party for the children. Santa Claus gave the opening speech and several talented young folks comprised the program. There were acrobatic and tap dancers—also singing and speaking sketches. After the program Santa gave the children bags of candy, nuts and apples and also a gift. Ice cream and cake were served to all.

Preceding the party the club members had a short meeting closing the business for the year. Mrs. Medinger, welfare chairman, reported spending \$7.75 on coal and Mrs. Johnston, good cheer, made ten calls, seven cards and two telephone calls.

Sympathy is extended to Mrs. Flynn and family on the recent death of Mr. Flynn.

Aberdeen Chapter

Ethel Bellz, Historian Pro Tem

FIRST we are sorry to report the serious accident of our historian, Mrs. A. H. Adams. In going down the basement stairs one evening, she had the misfortune to miss a step and fell, the result being a broken shoulder. She was in the hospital for a couple of weeks, but is now at home, wearing a cast. Here is hoping she will continue to make progress, and she surely has the sympathy of all of us.

We have an attendance at our club meetings which are held the third Monday in each month of between 85 and 100, and there is always a program and lunch served by three of our members. This does not burden anyone, with all our members, asking three ladies to serve about every three or four years.

At the end of November we have a balance in our Treasury of \$1,168.95. This re-

port was given by our treasurer, Miss Myrtle Brown.

In the past three months our ways and means chairman has reported a total of \$174.50 cleared. This is not all on one project—we feel that a few dollars at a time, without working a hardship on anyone is a good thing. Now we are taking in our earned dollars, each member trying to earn a dollar some way and turning it into the club. Some have a card party at home, others bake bread, etc., to sell, others make fancy work. At the November meeting a lady donated a beautiful pair of pillow slips, which were raffled at 10 cents a chance which brought in over \$5.00. We have made this "earn a dollar" campaign for the past five years to help with our Christmas baskets and cheer and have always been successful.

Our sunshine chairman, Mrs. Westerfield, reports a great number of calls made. At the end of November, for the three months, about 450 personal and telephone calls were made by welfare and sunshine chairman. Our membership chairman, Mrs. W. E. Geer, reports at this time that we have 543 voting members and 721 contributing members which gives us 1,264 members, exactly 100 more than we had at the end of last year. This is a great record, but it means a great deal of work and co-operation. Credit must be given our heads of departments, who always give us all the help they can in signing up members for us. We have made it a policy of helping wherever we can in cases, so it is an easy matter for us to get the membership.

Mrs. Gaile Hansen, our corresponding secretary, is always glad to send cards and we try to miss none, in sending cards that we have for all occasions.

Mr. Joshua Green from Seattle made this club a nice donation last month, of \$50.00, for our fund. He and his friends are here nearly every year pheasant hunting and he usually talks to us about our club and has several times helped us out with a donation. This helps us a great deal.

A voting membership list has been gotten out and a copy given to each of our voting members. We usually wait to pass these out in October so that we can make as few changes as possible in addresses.

Mrs. W. J. Kane reported that books had been audited and found to be correct.

As a compliment to the Aberdeen chapter, the Works Progress Program have assigned a Traveler's Bureau in our depot, and two ladies are employed to work there giving information, etc., to passengers and helping in any way they can the traveling public. It is astonishing how helpful they are—they were also kind enough to put two Milwaukee women on this project who have worked on Relief.

The nominating committee this year consisted of ten of our ladies with Mrs. B. M. Smith, chairman. The following is a list of the officers for 1937:

Mrs. H. M. Gillick, president; Mrs. L. J. Philpot, 1st vice-president; Mrs. E. L. Feddern, 2nd vice-president; Miss Myrtle Brown, treasurer; Mrs. Leo Lutgen, recording secretary; Mrs. A. Zick, ass't recording secretary; Mrs. Gaile Hansen, corresponding secretary; Mrs. James Harlow, historian.

We are now figuring on our Christmas party at our regular meeting December 21st. Also on our tree which we have trimmed in the depot every year. Santa Claus, as always, will come in on the railroad and be escorted to the theater for goodies, etc.

Iron Mountain Chapter

Mrs. Frank Hill, Historian

OUR first fall meeting was held in September at the home of Mrs. Robert Baldrice. Our president, Mrs. Bert Shields, presiding.

It was decided to play cards at each meeting following the business session, the hostess to furnish the prizes; all scores to be retained and a grand prize awarded at the last meeting.

It was also decided to hold future meetings once a month at the homes of members.

After the regular routine of business a social hour was enjoyed. Lunch was served by the hostess assisted by Mrs. J. Reebles and Mrs. H. McDonald.

On October 20, we celebrated our anniversary with a banquet at the Harding hotel. After the dinner we held our regular business meeting in the sitting room of the hotel. We had a very good attendance and all reported an enjoyable evening.

November 7th, we entertained the Channing Chapter with a dance at the Kingsford community hall. Forty couples attended from Channing. Prizes were awarded for the best old-fashioned waltz. Mrs. Etta Stickler, a guest from Green Bay, and Henry Larson from Iron Mountain received the first prize. Bernice Hetherington and Norman Bates from Channing received second. Mrs. Clark and Jack Tobin from Channing received door prizes. Lunch was served.

Our November meeting was held at the home of Mrs. Elmer Olson at which we held election of officers. Mrs. B. Shields was re-elected president; Mrs. A. Baldrice, first vice-president; Mrs. Henry Larson, second vice-president; Mrs. A. Nosky, recording secretary; Mrs. W. Conery, treasurer; Mrs. M. Nosky, corresponding secretary; Miss Eugene McDonald, historian.

It was decided to hold our annual Xmas party in December at the home of Mrs. M. Thornton. The members to exchange gifts. Also the gifts for the children to be distributed at this time.

A public card party was held at the home of Mrs. Henry Larson on November 24th. There were six tables. Lunch was served. Mrs. Larson was assisted by Mrs. K. Andrews, Mrs. A. Nosky and Mrs. H. McDonald.

New Lisbon Chapter

Mrs. George Oakes, Historian

ON October 27th, the fifteenth regular meeting of New Lisbon Chapter, was held at the home of Mrs. K. E. Oakes. Mrs. A. G. Shrake, president, presided.

Twenty-seven members were present to respond to the reading of our club motto. One visitor was also present.

Reports by the secretary and treasurer were read and approved.

The president read correspondence in regard to the annual election of officers to be held at our regular meeting in November.

The article published in the Milwaukee Magazine, on the Milwaukee Railroad Women's Club page, from the New Lisbon Chapter, was read by the historian, Mrs. G. Oakes, at the request of the president, Mrs. A. G. Shrake.

A discussion was held in regard to our needlework. Quilt blocks are still coming in, and before the next meeting we hope to have enough for two quilts.

Sunshine money soared to a new high by reaching the one dollar mark.

After adjournment, a delicious luncheon was served by Mesdames J. Barnes, E. Bowman, L. Kallies, E. Smith, Wm. Kallies and J. Cade.

On November 24th, 1936, the sixteenth regular meeting of New Lisbon Chapter was held at the American Legion Hall. Mrs. A. G. Shrake, president, presided.

Twenty-two members were present to respond to the reading of the club motto. In addition we had one visitor.

The secretary's and treasurer's reports were read and approved.

The president read correspondence dealing with the topic "Forward with the Railroads of America."

The following officers were elected for the ensuing year:

Mrs. A. G. Shrake, president; Mrs. R. F. Oakes, vice-president; Mrs. A. L. Hurd, secretary; Mrs. W. J. Bernard, treasurer; Mrs. G. L. Oakes, historian.

Sunshine collection amounted to fifty-eight cents.

After adjournment, luncheon was served by mesdames A. L. Hurd, H. Moran, W. J. Bernard, Wm. Bunner and E. Karner. We then tied the two quilts which the needle work committee had ready on frames.

Marmarth Chapter

Mrs. Harry Wood, Historian

THE Marmarth Chapter met in the club house on October 29 with the president, Mrs. Isabelle Richmond, presiding. From the reports of committee chairmen there were 24 telephone and personal calls and 8 persons were sent messages of cheer, and \$2.00 received from rental of club house.

An interesting meeting of the chapter was held on November 26 in the club rooms with 1st Vice President Mrs. Wood presiding. Committee chairmen reported 25 personal and telephone calls had been made; 1 good cheer basket had been sent to a shut-in; 1 floral remembrance sent to sick member; \$4.00 was received from rental of club house and the librarian reported 161 books on hand, 6 books given out. The treasurer reported a balance of \$137.55. It was reported that our president, Mrs. Richmond, was convalescing nicely following an operation in the Mobridge Hospital. The ladies expressed their appreciation to Supt. Nea for the repairing of floor in club room. A Xmas party was voted for the children on December 24, with Mrs. W. E. Struble and Mrs. H. E. Dornback appointed as the committee to make arrangements.

Officers elected were as follows: President, Mrs. Harry Wood; 1st vice president, Mrs. Ada C. Hindert; 2nd vice president, Mrs. Jas. Fagan; secretary, Mrs. Shirley Richey; treasurer, Mrs. R. C. Rushford; historian, Mrs. Richey.

After the business session the Misses Margaret and Wilma Fagan delightfully entertained with several vocal and instrumental numbers. The ladies enjoyed several very interesting games of Radio (Beano) for which prizes were given.

A delicious lunch was served by Mrs. A. Bude and Mrs. Chas. Case.

Here's wishing a Merry Xmas to you all, and that we may have many happy meetings in 1937.

Tomah Chapter

Mrs. Hugh Johnson, Historian

THE November meeting of Tomah Chapter was held in the rooms of the Public Library.

The good cheer chairman reported 28 personal calls, 34 telephone calls and 12 cards sent.

The ways and means chairman reported \$133.00 net from the Hiawatha dance.

The nominating committee presented the following names for officers for the ensuing year: President, Mrs. Fred Kohl; first vice president, Mrs. Wm. Hovey; second vice president, Mrs. Eva Horning; treasurer, Mrs. Francis Brown; secretary, Mrs. Oliver Kinsey; historian, Mrs. Hugh Johnson. All of the above named were unanimously elected.

After adjournment bingo was played. The December meeting was well attended and usual business was taken care of. A Christmas party was planned for December 12 for all members and their families. Meeting adjourned and the members then exchanged Christmas cookie recipes.

Black Hills Chapter

Mrs. Ira Winthrope, Historian

THE October club meeting was held at the E. E. Smith home with Mrs. Clifford Smith assisting. The president appointed a nominating committee. After the business meeting bridge was played and a delicious lunch served.

The November meeting was held at the Thomas Hickson home with Mrs. Joe Fuerhelm assisting. The following officers were elected: President, Mrs. Stanley Corc; first vice president, Mrs. Paul Nehrenberg; second vice president, Mrs. Charles Kuckleberg; secretary, Mrs. Mert Boyden; treasurer, Mrs. Clifford Smith; historian, Mrs. E. E. Smith.

Mrs. Saxer, our ways and means chairman, reported very good results from our dances this year.

Plans were made for our annual turkey

dinner in honor this year of our 10th anniversary to be held in December.

The men were invited to join us and bridge was played, after which a delicious lunch was served.

St. Marie's Chapter

Mrs. Leo Fay, Historian

ON SEPT. 25, following a one o'clock luncheon held in honor of Miss Lindskog, our secretary-general, the St. Marie's Chapter commenced its regular Fall meetings.

Mrs. Shewnaack, our president, presided at the short business session held, then introduced Miss Lindskog, who gave us a very interesting talk on the aims and accomplishments of the club in general. She also complimented the chapter on the improvement of the club house. This being Miss Lindskog's first visit here since the moving and remodeling of the club house has been completed, we were very glad to know she was pleased with the change.

The October and November meetings were preceded by pot-luck luncheons which helped to bring more members.

Plans have been completed for the annual Christmas party.

The members entertained their husbands at a pot-luck supper Nov. 28. A large crowd was in attendance and all reported a very enjoyable time.

Ottumwa Chapter

K. M. Gohmann, Historian

AT THE election held at the November meeting the following officers were elected for the coming year: President, Mrs. J. H. Stewart; first vice president, Mrs. E. J. Kervin; second vice president, Mrs. L. H. Rabun; treasurer, Mrs. W. G. Bowen; recording secretary, Mrs. C. Riley; corresponding secretary, Miss Ruth Towns; historian, Miss Katherine Gohmann.

A Milwaukee R. R. Employees' holiday party and dance was held on November 26 at the K. of C. Hall—music furnished by Steve Erdos and orchestra, and was fine. Everyone was congenial and happy, reported to be the nicest party ever. Cards for those not dancing and lovely prizes for high scores for both men and women. Chairman of the card committee, Mrs. Tom Kemp, assisted by Mrs. W. Dingeman, Mrs. Boyd and Mrs. Yoder. Coffee and doughnuts served during intermission and were delicious, thanks to committee with Mrs. Ed. Hagerty as chairman, ably assisted by Wm. Wilson, who made twelve and one-half gallons of delicious coffee; also, Mrs. E. J. Kervin and Mrs. Perry Grubbs. A turkey was sold to help swell funds for the Christmas baskets. The turkey was bought by Mr. and Mrs. Ben Brown, Mr. Brown being an employee of the mechanical department, roundhouse at Ottumwa—they were delighted.

Mr. and Mrs. W. C. Givens of Marion, Iowa, former Ottumwa superintendent, were here to enjoy another party with all their old friends and neighbors. Other out of town guests included Mr. and Mrs. Leodon of Kansas City, Mr. and Mrs. Pohl of Blakesburg and Mr. and Mrs. D. Fisher of Moravia, and others.

We were entertained with songs by Clint Nelson, water service inspector from the office of W. G. Powrie, Chicago, who has a lovely voice, and everyone enjoyed his contribution to the evening's entertainment.

Want to give special thanks to Mr. L. H. Rabun and Mr. Harry Vaughn and the roundhouse men who always come to the top for ticket selling. There were 150 tickets sold between the roundhouse, yard office, storekeeper and the car department; also, want to thank Mrs. Cliff Riley who sold 70; Messrs. Bowen, Baker and other office employees; Mrs. Tom Kemp and Mr. J. H. Stewart and Mrs. Frank Barnoske, who helped Mrs. Stewart sell at window, and many others.

Also wish to thank Wm. Wilson and the K. of C. directors for their kind donation and courtesy in making us comfortable in their home, which is perfect for a nice party, and also to Mr. Ambur Towns for a donation of \$5.

Mr. Harvey, special agent, kindly protected us all and served as Mrs. Stewart's body guard while the money rolled in. Total receipts, after all expenses made, amounted to \$122, which is considered wonderful for "just a family party at twenty-five cents per."

Benefit bridge party on Friday afternoon, Dec. 4, in charge of Mrs. Bert Hart, chairman, assisted by Mrs. Fred Orvis, Mrs. Fred Alsford, Mrs. Walter Dingeman, Miss Ruth Towns and Mrs. B. Boyd, was a successful and enjoyable party. There were sixteen tables of players. Mrs. E. G. Barnard won high score playing contract bridge, while Mrs. T. Pickler won the prize for high score among the auction bridge players. Prizes consisted of silk hose, donated by T. J. Madden Company and the Frankel Company. Ruth Towns prepared and donated a beautifully decorated cake which was given as a door prize and won by Mrs. Herbert Smidt. Refreshments were served.

Fullerton Avenue Chapter

Ruth L. Nixon, Historian

FULLERTON Avenue Chapter held a past presidents' night and autumn party Tuesday, November 10, 1936. Supper was served at 5:00 p. m., and 135 members were present.

The meeting was called to order by our president, Mrs. F. J. Frandsen. General business was discussed.

We were honored in having as our guests, Mrs. Carpenter Kendall, president general, and former president of Fullerton Avenue; Miss Etta Lindskog, secretary general; Mrs. Grant Williams our first president, and Mrs. Martin Larson, vice-president to Mrs. Williams; Mrs. O. P. Barry, our third president, and Miss Grace Doyle, president of Union Station Chapter. Fullerton Avenue welcomed these women most heartily.

The election of officers took place at this meeting. The following officers were elected for the ensuing year:

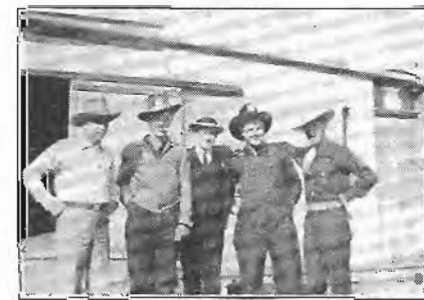
Mrs. A. J. Frandsen, president; Mrs. Lane McCarty, 1st vice-president; Mrs. Henry Kraebber, 2nd vice-president; Miss Theresa Knippel, recording secretary; Miss Elleen Delaney, ass't recording secretary; Miss Elsie Gretler, corresponding secretary; Miss Marie Havlik, ass't corresponding secretary; Miss Ida Getti, treasurer; Miss Minna Dreher, ass't treasurer; Miss Ruth, historian.

The meeting was then turned over to Miss Elsa Augustine, who had a well-planned evening of games—fortune telling and numerology.

The Christmas party and December meeting was held Tuesday evening, December 8th. Supper was served to 133 members.

The installation of officers took place at this meeting. Mrs. O. P. Barry graciously doing the honors.

Plans are under way for a dance and card party to be held at the Sherman hotel



Out on the Range

In our last issue, we mentioned that janitor Chris Hagelund had gone to Yankton, S. D., to participate in the contest, and on his return Chris furnished us with the proof that he was really out on the range, and singing "I'm an Old Cow Hand," as witnessed by the accompanying photo of Chris in the midst of a group of cow hands. He reported a good time was had by all.

the first week in February. Watch out for notices as to date.

Fullerton Avenue has had a most successful year, and wishes all the other chapters the greetings of the season.

Butte Chapter

Mrs. H. C. Johnson, Historian

BUTTE club resumed its activities in September, Mrs. H. R. Clemens, president, in charge.

The annual dinner for voting and contributing members was held in the club rooms December 24th, at 7 p. m. About 75 were in attendance. After a delicious dinner cards and a social hour were enjoyed. Committees at large: Mrs. H. R. Clemens, general chairman; Mrs. H. L. Porter, dining room; Mrs. L. K. Sorenson and Mrs. O. G. Buckle, table decorations; Mrs. H. C. Johnson, M. Viele, M. Welch, kitchen committee; Mrs. W. T. O'Reilly, program chairman.

Our December meeting was held in the afternoon, Mrs. W. T. O'Reilly, presiding in the absence of Mrs. Clemens. The following officers were elected:

President, Mrs. W. T. O'Reilly; vice-president, Mrs. Wm. Beers; 2nd vice-president, Mrs. J. O'Dore; secretary, Mrs. Fields; treasurer, Mrs. C. Bleishner; historian, Mrs. Art Jersey.

It was decided to omit the Christmas party this year.

We regret the passing of Milwaukee employees, Mr. Clemens and Mr. Porter and extend to their wives and children our deepest sympathy. We are saddened by the loss of these fine families from our midst but our sincere good wishes follow them wherever they may go.

Othello Chapter

Kate Showalter, Historian

OTHELLO chapter had its regular meeting November 4, and elected the following officers: President, Mrs. Ethel Frazier, re-elected; 1st vice-president, Mrs. Jola Bogardus; 2nd vice-president, Mrs. Nora Krouse; recording secretary, Mrs. Bessie Morgan; ass't recording secretary, Mrs. Anderson; corresponding secretary, Mrs. Stinebaugh; treasurer, Miss Naomi Reynolds; historian, Miss Edith Bogardus.

A turkey dinner was served November 11 which was enjoyed by about a hundred members and guests after which the dishes were cleared and cards played and enjoyed by all. Also a fine program was furnished by some of the members.

We voted at our last meeting to change the ladies' afternoon card parties to evening and we had our first evening party Tuesday evening, November 10. With a good attendance all enjoyed the evening.

Sanborn Chapter

THE November meeting of Sanborn Chapter was held in the club rooms, the president, Mrs. Hazel Riley, presiding.

Election of officers took place, the following being named: President, Mrs. Bert Merriam; first vice president, Mrs. Lloyd McDonald; second vice president, Miss Emma Jull; secretary, Mrs. O. D. Adams; treasurer, Mrs. Dick Leemkull; historian, Mrs. L. D. Jones.

After the business meeting, bridge and five hundred were enjoyed. Refreshments were served by the committee, Mrs. L. D. Jones and Mrs. Ellis Miller.

Perry Chapter

Mrs. John Heinzelman, Historian

A LIVELY family party and a pot luck supper was the form in which we held our meeting on October 3.

There was a capacity attendance and, at six o'clock, all sat down to a beautifully decorated table and a delicious supper.

Following the supper a program was presented by Mrs. John Heinzelman, as follows: A boys' singing trio, Donald Hartman, Junior South and Jack Audis; a girls' duet, Louise Losey and Donna Mae, with

(Continued on page 26)



SAID TO BE HUMOROUS



"A Claim Agent Par Excellence"

IF our claim department needs a man,
To help them settle claims,
A man who'll please the claimant,
Yet not under rate our aims;

I think I know the very man,
Who'll do the job up brown
He's a smiling Irish engineer—
I've never seen him frown.

One day while switching in the yard,
West end of number two;
He tried to start a mile of cars.
The air was not cut through:

Engine slipped and from the stack,
A stream of water rose;
And, when descending settled on
A lady's snow white clothes;

At once the agent's telephone
Set up an awful din;
And when Mr. Agent answered,
A voice said, "What in sin

"Are you railroad people trying to do?
Who are you trying to kid?
Now come right on up here
And see what your engine did.

"You've ruined half my washing,
And my garden is a sight.
This thing has got to stop, at once.
I'm mad enough to fight.

"How can I hang my washing out
Or have garden greens to eat.
When your engines scatter sooty water
Up and down our streets?"

Well, the agent tried to pacify
The gal, as best he could;
But anything he had to say,
Just seemed to do no good.

She insisted that she must
Be paid for the damages and then
Said the very least that she'd accept
Would be three hard iron men.

The trainmaster took the thing in hand
And tried to settle;
But the case was complicated.
And it had him on his mettle.

He passed the buck to another;
He's our traveling engineer,
But he's so tender hearted,
He never tried, I fear.

But he said to Paddy, "Well,
I guess the thing is up to you
You'd better look the lady up;
And see what you can do."

So one day our Pat called on her.
His hat was in his hand,
And once that fellow got inside:
He talked to beat the band.

Just how the conversation went,
I couldn't tell you now;
But he left the lady smiling.
Not a frown to mar her brow.

Now folks: the thing that I contend,
Proclaims our Pat a winner,
He settled for a dollar twenty-five
And was invited out for dinner.

Quite Nasty!

She: "I can't bear to think of my
thirtieth birthday."
He: "Why, dear, what happened then?"

Poser

"Daddy," cried the boy.
"One more question, then," sighed the
tired father.
"How far is it," inquired the tot, "be-
tween to and fro?"

Good Old Days

A governess was strolling through an
estate accompanied by the young son of
the owner. The boy carelessly broke off
the branch of a tree, and the governess re-
proved him, saying: "What would your
father say if he knew you broke off that
branch?"

The boy replied quickly: "Oh, he'd say
trees are not so well made now as they
were before the war."

Much Missed

Before he went away on his annual holi-
day the manager of a small zoo left in-
structions that he should be advised by let-
ter every morning as to how things were
proceeding during his absence.

On the second morning, he received a
special delivery letter. He hastily opened
it and read:

"Everything O. K. except that chimpanzee
seems to be pining for a companion. What
shall we do until you return?"

The Difference

An inspector, examining a class in re-
ligious knowledge, asked the following
question of a little girl, intending it for a
catch:

"What was the difference between Noah's
Ark and Joan of Arc?"

He was not a little surprised when the
child, answering, said:

"Noah's Ark was made of wood, and
Joan of Arc was maid of Orleans."

Quartermaster at Fault

The new recruit passed by an official
without saluting.

"Here, my man," called the officer. "Do
you see this uniform I'm wearing?"

"Yes," replied the recruit, as he came
forward and inspected the smart dress of
the officer. "And just look at the thing
they gave me."

Preparations

"Mother writes that she will be here to-
morrow for a holiday dear," announced
Mrs. Jones one morning.

"Very well," said her husband quietly.
Patting his little son on the head, he said:

"Tommy, didn't you ask me the other
day to buy you an airgun, a trumpet and
a drum?"

"Yes, dad," said Tommy eagerly.
"Well, I shall bring them home tonight."

Needed No Help

For the third week in succession the
dentist's assistant reported that there was
a man in the waiting room who declined
all invitations to see the dentist.

"Perhaps he's nervous," said the dentist.
"I'll go and see him."

So he entered the waiting room and
asked if he could be of any service.

"No thank you," replied the visitor
blandly. "I just drop in because, you see,
I'm reading a serial in one of your papers."

His Failure

He was a seedy-looking tramp, and he
was working the "pity-the-old-sailor"
dodge.

He called at a likely house along the
road.

"Could you do something for a poor old
sailor, mum?" he asked, as a sour-faced
woman opened the door.

The woman eyed him suspiciously. "Poor
old sailor?" she echoed.

"Yes, mum," replied the tramp. "Nigh
on 40 years I followed the water."

"Well," replied the sour-faced female,
as she slammed the door in his face, "it's
a pity you didn't overtake it."

Another Scotch Story

A commercial traveler had taken a large
order up in Aberdeen and endeavored to
press upon the canny Scot, who had given
the order, a box of cigars.

"Naw," he replied, "don't try to bribe a
man. I couldna tak' them—and I'm a
member o' the kirk."

"Well, then," said the traveler, "suppose
I sell you the cigars for—say, six-pence?"

"In that case," replied the Scot, "not
liking tae refuse an offer weel meant, I
think I'll tak' twa boxes."

"My dear, those cakes of Mrs. Smith's
at tea were hard as iron."

"Yes, I know. I suppose that's why she
said, 'take your pick' when she handed
them round."

Uncle John: "Now be careful with that
money I gave you, Tommy. Remember
the saying, a fool and his money are soon
parted."

Tommy: "Yes, Uncle, but I want to
thank you for parting with it, just the
same."

Bill had a Bill-board,
Bill also had a board-bill,
So Bill sold the bill-board
To settle the board-bill,
Now the Board-bill, no longer bores Bill.

Helping Him Along

He held her in his arms and gazed into
her sweet blue eyes.

"What would you do if I tried to kiss
you?" he asked heavily.

"Yell for father," she quickly retorted.

He sprang away from her and gulped
nervously.

"Great Scott!" he cried. "I thought he
was in Arizona."

"That's right, he is," she sweetly replied.

Local Pride

Bobbie: "Did the baby come from
heaven, nurse?"

Nurse: "Yes, dear. And just see how the
sweet little cherub is smiling."

Bobbie: "Why shouldn't he? He knows
he's in old New York all right, eh, nurse?"

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....Care Trainmaster, Perry, Iowa.
John T. Raymond.....Dispatcher, Marlow, 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.....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.....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. R. Thiele.....Local Freight Office, Spokane.
K. D. Smith.....Operator, Portage, Wis.
H. J. Montgomery.....Mechanical Dept., Milwaukee Shops.
Kenneth Alleman.....Seattle Local Freight Office.

Seattle Terminals

Kenneth Allman

"ELLIOTT BAY, Seattle Local Freight Office, extends to you all a very Happy New Year."

Our motto for the New Year is: "A safety record that we can be well proud of; that we will do more than our best to solicit new business, as well as retain the old; that we will be friendly and courteous both on the telephone and talking to persons individually, so that we may better advertise The Milwaukee Railroad, this coming year."

Mr. E. A. Meyer, manager of Safety and Fuel Departments at Chicago, was one of our recent visitors in Seattle. During Mr. Meyer's visit, a Coast Safety First meeting was held. Mr. Meyer gave a very important and interesting talk. He also told us what Mr. Gillick expected of us through the coming year. I am sure that if we follow this very good advice, Seattle and the Coast Division should have a record that we can be more than proud of. Besides, Mr. Meyer's there were talks by Mr. Devlin, Mr. Hamilton, Mr. Williams, Mr. Cleveland, Mr. Webb, and others. Seattle freight office was well represented at the meeting, especially by the women employees. We all enjoyed the talks very much and we hope that Mr. Meyer returns to Seattle and gives us the honor of hearing him again.

Mr. Loderhose, freight claim agent at Chicago, was also a recent visitor in Seattle. While here, Mr. Loderhose paid the local freight house a visit and said hello to his many friends.

Harry Anderson is now the lone bachelor of our freight office. From latest reports, that is Harry's fault. We understand that two or three young ladies have their eyes on Harry. Better look out, boy!

Mrs. Bert Roberts, wife of our perishable freight inspector, was a recent visitor at the local freight office. Mrs. Roberts came down to say hello to her many friends, as well as check up on Bert, to see if he worked as hard as he claims he does.

Mr. Art DeGarmo, freight service inspector, has been in Seattle the last few days. Mr. DeGarmo has been checking up on the loading of different carloads, to see that they were all properly loaded and blocked. Mr. DeGarmo gave the different shippers some very helpful hints about loading their cars.

Mr. Ralph Washburn was down to the local freight office the other day. While it was mostly for business reasons, he managed to find time to say hello to his many friends.

Ellen Noble was one of the recent lucky winners at the local freight office. We understand Ellen won a fourteen-pound turkey. As yet, we have received no invitation to a turkey dinner.

Charlie Smith, our team track checker, has taken a leave of absence and has gone to California. Can't figure why Charlie went down there, unless it was to see the bathing beauties. While Charlie is away, John Jackson is taking care of the team track.

Mr. W. H. Campbell, our agent, has been more than on the go the last few weeks. Due to the longshoremen's strike and a truce being called for a few days, The Milwaukee Railroad has been loading out all its Oriental freight from the different docks. Mr. Campbell has been up till two or three in the morning to see that everything was being properly taken care of, and he would be back at seven in the morning again. Mr. Campbell had an able assistant in Jack Mahon. In fact, Jack's wife, the other day, told some friends she wished he would come home and get acquainted with the family.

Frank Nelson, our able general yard master, is also kept on the go, seeing to it that all the firms located on The Milwaukee Railroad are well satisfied. Frank, as he likes to be called, has a smile for everyone he meets. Every morning he makes the rounds to the different firms in his car to find out if their switching needs are well taken care of. If not, he sees to it personally, that they are taken care of in the future.

Willie Lindsay received the general clerk job through her bid. Mildred Fetters is now back on the typist bill clerk job. By the way, Mildred, all the clerks of our office thank you for the nice box of candy you passed around. Here's hoping you again win on some drawing in the near future.

We understand that Laura Babcock spent the week end visiting Mrs. Clara Carrotte at Puyallup. Clara is a former Seattle freight house clerk. She is now working as stenographer to Mr. Eccles, chief clerk to the superintendent at Tacoma.

Fred Rasmussen has been away for a few days due to an operation. We understand that he will be back soon. While Fred is away Keo Kord is doing Fred's work for him.

Chester (Tiny) MacLennan, the 240 pound anchor man for the Seattle Local Freight bowling teams is all smiles these days. Tiny made five straight strikes in the last of three games the other night and as a result Seattle Local Freight won the last game and was able to keep a one game margin over the General Freights who are next to them.

Madeline Givins was away for a couple of days due to the illness of her mother.

The standing of the league on Nov. 23rd is as follows:

	Won	Lost	Pins	Avg.
Local Freight	20	13	26,320	798
General Freight	19	14	28,099	781
Yard	16	17	25,718	779
Engineers	11	22	25,118	761

Five leading scores as follows:

	Games	Pins	Avg.
Villats	33	5,943	180
Ward	30	5,313	177
MacLennan	33	5,650	171
Ellis	21	3,591	171
White	27	4,575	169

Name	Team
High Score 10 Frames.....Chapman	246 Engineers
High Score 30 Frames.....Villata	644 Local

Seventeen

We all wish her mother a speedy recovery.

Bruce Kibble is again on the extra list due to the reduction of forces on account of the longshoremen's strike. We all hope the strike will soon end and things will again pick up and that Bruce will be back with us again.

Alma Carpenter was away the day before Thanksgiving. At the present time we are unable to find out whether it was due to a cold or getting turkey ready for that important day.

Bill Brundage is still the champion pinocle player of the local freight office. No matter how hard we try to beat him, Bill always turns up the winner in the end.

"Boost Milwaukee—There's Not a Better Railroad."

Milwaukee Terminals

G. W. E.

ON JULY 25th., George T. Hurst, formerly chief dispatcher at Milwaukee Shops and engineer La Crosse Div., died at his home, 1203 South 28th. St. He was 80 years of age and had been employed by the MILWAUKEE ROAD for fifty-three years. Funeral, July 27, interment at Forest Home. He was a member of the V. E. A.

On August 16th, Charles Wilda, one of the oldest employees at the foundry of the Milwaukee Shops, died at his home, 3020 West Mt. Vernon Ave., at the age of 80 years. He retired three years ago after fifty faithful years of service and had been in good health until shortly before his death. He was one of the first members of the Veteran Employees Association and always a booster for that organization, and always at their conventions. Funeral, August 18th, interment at Calvary cemetery. A widow, son and daughter survive, and to them the sympathy of the Milwaukee family is extended.

Engineer Charles H. Leland attended the Veterans convention in Chicago and says it was the best one he ever attended and he is going again to the next one. He would like to give his order for turkey now.

Machinist Edward J. Burns and carman John Berry have both returned to their

homes after quite a sojourn at the Milwaukee Hospital from injuries received some time ago. Both are happy to be at home where the visiting hours are not restricted. Call and visit them.

Conductor Milo H. Shackley died at the Milwaukee hospital Nov. 10th after a two weeks' illness. He was 78 years of age and had been in the employ of the MILWAUKEE ROAD for fifty-five years, the last five in the Terminals. He was a member of the Masons, the Conductors and the Veteran Employees Association. Funeral, Nov. 12th, interment at Arlington cemetery. To his daughter, with whom he lived, the Milwaukee family extend their sympathy.

Harry J. O'Connor, a retired switchman of the Milwaukee Terminals, died at the home of his sister, Mrs. A. P. Fahl, 969 North 25th St., Nov. 28th, after a short illness. He was 62 years of age and had been employed in the Terminals for forty years, retiring in 1931 on account of poor health.

Joseph Hardina formerly employed in Milwaukee Terminals as switchman died at the Milwaukee hospital Dec. 1st, from injuries received at the A. O. Smith plant Nov. 8th. He was a member of the B. R. T.

John W. Caset and Arthur Cordes, two of our old timers are confined in the hospital on account of illness. The Milwaukee family wish them both a speedy recovery.

It is reported that switchman Chris. Brockel got lost in Chicago while attending the Veterans Convention. How about it, Chris., was engineer Charles D. Pulford showing you some of the bright spots?

Engineer Guy W. Rhoda was driving into Milwaukee some days ago when his car stalled on the Blue Mound Rd. Guy says that this car is as contrary as a woman and he intends to trade it in for a saddle horse so that he will not have to walk home about half of the time.

We are all glad to see foreman Edward A. Ryan in charge of House No. 2 again. The right man in the right place.

Mrs. Ann McCauley, widow of the late engineer James McCauley and aunt of yard master Malcolm Haslam of the Air Line Yd., had the misfortune to fall at her home, 2711 West Brown St., the latter part of October and fractured her hip. She is at St. Lukes hospital, 230 West Madison St., and always glad to see old friends of which she has a large number. The doctor has promised her that she will eat turkey at home on Christmas Day and we hope that he is correct.

Fireman Robert Voss returned to work December 7th, after a six weeks' illness. We are all glad to see Robert back on the job.

Switch tender D. L. (SPIKE) Hennessey was off some few days in November when the Milwaukee Nurses had their tag day. Spike remembers how kind the nurses were to call on him when he was ill some time ago, and he was ready to help sell some of their tags.

Ninety per cent of the enginemen and nearly as many of the trainmen in the Milwaukee Terminals are members of the VETERAN EMPLOYEES ASSOCIATION, and we are going to get the rest to join. Don't forget the 1937 dues are now due and you will be taken care of if you leave your dollar with Roy Daly or Walter Clark, both of whom are members.

Engineer and Mrs. John Enders were honeymooning at Niagara Falls, New York, the last week in October. They will be at home to their friends after January 1st. It is reported the engineer James Langan intends to take this same trip in January.

Madison Division

F. W. L.

KE HOMEWOOD, for many years conductor on 11 and 22, has taken an indefinite leave of absence.

Train dispatcher Geo. S. Davy is taking a rest as recommended by his physician. This change places Bob Mathis at "MX" and the "Mounted Police" Matt P. O'Laughlin side wiring.

We welcome Mr. and Mrs. George F. Hancer to Madison. Mr. Hancer leaves

Twin City Terminals for the trainmaster-ship on Madison Division.

A person who has covered the water front within a radius of 75 miles from Madison, taking in church dinners and claims "All American" sponging up gravy, and winning jack pots, is none other than Ed. "Tuck" Taylor.

Tom Pagel has requested passes and will winter in Florida.

We are grieved over the sudden death of Earl J. McCauley, conductor who was fatally injured at Belmont. Sympathy is extended Mrs. McCauley and her daughters of Platteville.

John F. Coulin has named the new son "Fredric."

M. E. Noel is located at Janesville as roadmaster succeeding Adam Tuhaugh who will winter at his home in Iowa.

Following an operation at Washington Blvd. Hospital, Al Kubitz is back on baggage on trains 11 and 22 filling in the KKK's with brakemen Kingston and Kerl.

Patronizing home industry, Leo Cooper has taken on a new Chevrolet with trunk.

A disastrous fire occurred at Bridgeport destroying several business buildings including our station. Agent Harry Lathrop had the misfortune of losing his warehouse and many of his personal belongings.

John Pfisterer is a master with the paint brush. If you don't think so just take a look at the baggage trucks at Janesville.

Paul Loftus, our wide-awake and nimble roadmaster, supervised the cleaning of the drainage ditch from roundhouse in Harry Cameron's absence, and had the misfortune to fall in, but no personal injury.

SAFETY FIRST—the guiding star for all railroad men to follow.—W. C. Olson.

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

R. R. T.

MRS. MEDLEY, wife of Earl Medley, car foreman at Spokane, was suddenly stricken with appendicitis the evening of November 18th, and was rushed to a local hospital where she was operated on immediately. Fortunately the disease had not progressed beyond the initial stages and she made a very satisfactory recovery so that she was able to be moved back to her home by Thanksgiving Day, much to the joy of her husband and daughter. Since then her condition has steadily improved so that she has quite regained her normal health. We offer our cordial congratulations and hope that she may now be able to keep out of the hospitals for good.

B. W. Colligan, second trick operator at St. Maries', has been compelled to ask for several months' leave of absence due to illness; he hopes to recuperate in the milder climate of California. We offer our best wishes for his early and complete recovery. He is being relieved by operator R. H. Cauble.

F. E. Dahl, first trick operator at Plummer, is absent from his post at this writing, due to the serious illness of Mrs. Dahl; we hope that she may soon improve in health. His position is being filled in the meanwhile by operator A. D. Bruneau.

R. W. Johnstone, agent at Ewan, was able to return to his duties on December 1st, after being to a hospital at Spokane for several weeks, due to illness. We tender our congratulations on his recovery. He had been relieved by A. J. Noreen who is now back on the extra list.

W. W. Cutler, agent at Spokane local freight office, was repeatedly the victim of influenza of late, having suffered a relapse by venturing out too early after the first attack. However, he has now fully recovered and is able to attend to his duties with his customary energy and good nature. During his illness the office was presided over by chief clerk Wm. Snure.

F. C. Hart, agent at Metairie Falls, is taking a vacation of two months which he is spending in the sunny climates of Arizona and Texas. He is being relieved by J. C. LaMarche.—By the way, with all due respect to the typographical experts who put our contributions into type, we never-

theless desire to take a firm stand against a slight error in a recent correspondence, by which the name of the beautifully located little city of Metairie Falls was changed to Medicine Falls. While its mountain air is as invigorating as Medicine, the city is not named for it.

Nate B. Jones, brakeman on the Spokane Marengo turn-around run, recently distinguished himself by discovering a broken archbar on a tank car of gasoline on No. 464, ten miles east of Marengo. Due to his careful inspection the car was set out and what might have become a very serious accident was avoided.

Joe Anderson, switch tender on the second trick at the east end of the Spokane passenger station, and Mrs. Anderson, went to Seattle for Thanksgiving Day and the day before for a joyful family reunion with their children living there and coming there from elsewhere for the Thanksgiving dinner. It was a doubly significant occasion for Mr. and Mrs. Anderson for Thanksgiving Day was also their thirtieth wedding anniversary and we may be sure that a real spirit of joy and thanksgiving prevailed at the happy reunion.

H. R. Stevens, who was assigned as regular agent at Neppel, took charge of that station on November 20th, relieving C. H. Burt who was transferred to the agency at Dalkena, relieving Mr. Stevens. We hope that both may be well pleased with their new locations.

Conductor Ralph Duell, who is now on Nos. 63 and 64 between St. Maries' and Spokane, and his crew made a gruesome discovery the other evening as they were setting out a string of cars of logs at East Spokane, finding the decapitated body of a man on the track there. As the body was already cold the victim was presumably run over by some train earlier in the evening. The police were called; so far they have not been able to discover the identity of the victim and circumstances lead them to suspect foul play.

Conductor George Louiselle of the Spokane-Coeur d'Alene run is sporting the brass buttons at this writing as conductor on Nos. 7 and 8 between Spokane and Butte and no doubt making a deep impression on the passengers by his genial ways. Conductor Dan Kelly is officiating in his place on the Coeur d'Alene run.—Likewise conductor W. A. McCauley of the Marengo run showed the passengers what a handsome chap looks like in uniform for a run or two, being relieved by that stalwart railroadman, conductor Charlie Little, who received his schooling on the old G. R. and I.

During the fall rush of traffic it became necessary to open a third telegraph trick at Malden and operator R. H. Cauble held it for several months, but due to business' getting back to more normal levels with the advent of winter the position has now again been abolished.

Fireman Clem Shook of the second trick switch engine at Spokane, though at work every day, has of late, no doubt, often longed for quitting time to come, due to the presence of several large and exceedingly painful boils on his neck which made every movement of the head unpleasant, to say the least. However, the worst is now over and his neck is assuming a more normal aspect so that life again looks a little more rosy to him.

I. & S. M. Division Notes

H. J. S.

ROADMASTER T. A. Ealy, Madison, S. D., returned to work Dec. 14 after spending a couple of weeks vacation on the west coast.

Conductors Art Johnson and D. O'Marro, and operator M. Hamilton of Albert Lea, attended the trainmen's stag party at Todd Park, Austin, Nov. 19, and report that a good time was had by all.

With cold weather setting in, the following are heading for warmer climes: Frank Kovaleski and wife, section foreman, Faribault, going to Florida; agent J. M. Johnson and wife of Mapleton, also going to Florida; agent F. L. Thompson and wife

of Decorah, Ia., going to Texas, and agent L. V. Olson and wife of Grand Meadow going to Seattle.

Violet's mother, who has been confined to her bed for the past few weeks, is reported as about the same.

Merritt Olsen, agent, Dundas, Minn., has gained a niche in the hall of fame. The Rock Island Railroad put on a new west coast train out of Chicago, and sent out requests for a name for the new train. Merritt suggested "The Traveler," and that very appropriate title has been chosen for the train. Congratulations, Merritt.

Mrs. A. J. Reinehr, wife of agent, Savanna, Ill., and Miss Nelle Nolan, stenographer in the freight office at Savanna, spent the week end before Thanksgiving at the home of chief clerk H. A. Wunderlich. They left on Monday morning via Minneapolis and Milwaukee, and hoped to be home in time to help eat the turkey. Herman says they had a very pleasant visit—ask Nelle.

Lyle Olson, agent at Grand Meadow, Minn., was elected mayor of that fair city at a recent election. Congratulations, Lyle.

Congratulations are also in order for our veteran pump repairer, Steve Kloeckner. Mr. and Mrs. Kloeckner are the proud parents of a daughter, born at St. Olaf Hospital, Austin, Dec. 10. Guess I was out of the office when you passed the stogies, Steve.

Notice has been received that Wayne Goudy, local storekeeper at Madison, S. D., has been transferred to La Crosse. Congratulations Wayne, and welcome and our best wishes for Mr. T. A. Trueb who has been appointed storekeeper at Madison.

Our sympathy is extended to the relatives of Mike Burke, veteran retired section foreman, who died at Austin, Minn., Saturday, Dec. 12. Mr. Burke had been in the employ of the Milwaukee Road for about 50 years.

Time reviser Rose Krulish has been called to Chicago on a special assignment for about a month. Drop us a line when you have time, Rose, and give us the news of the big city.

There was a third section of the Hiawatha running out of Faribault, Dec. 18, account of the colleges at Northfield and Faribault closing for the holidays.

We are sorry to hear that assistant ticket clerk Harold Scott's father is very ill and not expected to live.

Howard Rafferty has returned to the yard and ticket offices after working the past three months at Hollandale.

Leonard Flannery will act as time reviser during the time Rose is in Chicago; Dick Hogan will relieve in the chief dispatcher's office.

What's happened to "Eppy." Haven't heard anything about him for some time. Has he hibernated for the winter?

The Austin freight office turned over its new leaf a bit ahead of time—the boys have re-arranged all the desks in order to obtain better light.

Division freight and passenger agent W. F. Cody, and right of way engineer P. E. Dugan, visited the office recently.

Conductor and Mrs. Geo. Johnson are the proud parents of a baby daughter born Dec. 6 (Shirley Jane). Congratulations, folks.

Can you really buy a good race horse in St. Louis, or was Pat M. just taking us for a ride?

What's this we hear about Howard (Pat) Gannon taking unto himself a wife the latter part of November? If it's true, then that's three cigars I have coming. Rumors have reached your correspondent that one of the Graf apartments was all in readiness for them on their return from a trip.

We understand that J. M. Moudry, operator, Farmington, has received an appointment of extra train dispatcher. Congratulations, Jim.

L. M. Flannery has been appointed agent for the Provident Health and Accident Insurance Company at Austin, so don't be surprised if Len starts giving you sales talk No. 7 one of these days; he's prac-

tically got my name on the dotted line now.

F. M. V. says the next time he buys a pair of glasses, they'll be non-breakable, or at least he will get a case that fits the glasses.

Edwin C. Hill had better look to his laurels—H. J. K. gives a much more graphic account of the Human Side of the News, according to information received from the roadmaster's office.

Your correspondent would very much appreciate receiving news from points on the line. Let one of your New Year's resolutions be that you will send in items of interest each month during the coming year.

Best wishes for the coming year.

La Crosse River Division— Second District

I. G. W.

AGENT T. C. Nelson of Dakota is sporting a new streamlined suit of clothes which was presented to him in appreciation for services rendered a construction company during the building of the dam at that station. He received the suit the day before Thanksgiving, and of course he had much for which to be thankful.

Jerry McGraw, senior veteran engineer on the Chippewa Valley Division, has taken a leave of absence for the winter. He is now visiting with his daughter at Hot Springs, Ark.

Eau Claire employees really go in for hunting in a big way. Agent W. A. Ebersole, yard foreman A. M. Donaldson, engineer Fred Koch, and section foreman Wm. Ott all made the trip north and each returned with a nice deer.

Section foreman George Loer of Red Wing also was proudly displaying a large buck.

Engineer Oeltjendier, who was critically injured in an automobile accident in Minneapolis some time ago, is progressing slowly and will be confined to the hospital for some time. We all hope for a speedy recovery and to see him back soon on his regular Hiawatha run.

We were saddened last month by the sudden passing of Harry Painter, veteran passenger conductor of this division, after a brief illness of two weeks. He was known as a real friend and his loss is keenly felt by everyone. We extend our sincerest sympathies to those who survive.

More cigars were passed around this week. Maurice Hartery of the Red Wing freight office is a more than proud father of a baby boy. The office All-American backfield is now complete.

Chick Ender of Eau Claire recently went on an old-fashioned turkey hunt. We were unable to learn how many were bagged, though.

Division engineer A. Daniels has been transferred to a like position at Milwaukee. He was succeeded here by H. B. Christianson who comes to us from Miles City, Mont.

Iowa (Middle and West) Division

Ruby Eckman

IN ADDITION to wearing a membership button in the Veteran Employees' Association, denoting 50 years of service for the Milwaukee, engineer Ben H. Moore has a certificate from the Grand Lodge of the A. F. & A. M. denoting fifty years membership in the organization. The certificate was secured and signed by operator C. L. Kinner who has been Master of Otley Lodge at Perry the last year, and was presented to Mr. Moore the latter part of December.

James Hackett, for many years a hostler helper and later machinist helper at the Perry roundhouse, died at his home December 2 following a short illness of pneumonia. Mr. Hackett was 60 years of age and had worked for the Milwaukee for 28 years. He never married and as far as was known he had no relatives. Burial took place at Perry.

Thomas Fleming, 53 years of age, who worked for many years in the car depart-

ment at Perry, died December 6 following an illness which had extended over a period of four years. Burial took place at Perry. Mr. Fleming is survived by his aged mother and two brothers.

The birth of a daughter to Mr. and Mrs. Donald Lee, in St. Paul, makes another granddaughter in the family of conductor H. W. Lee. Mrs. Lee went up to Minnesota when the baby was a couple weeks old to get acquainted with her.

Conductor Fred Vodenick has a new daughter-in-law and J. N. Ellsbury of the roundhouse force has a new son-in-law, as Clifford Vodenick, the eldest son of conductor Fred Vodenick and Miss Ella Ellsbury were married recently. Clifford is an employee at the roundhouse.

The birth of Daniel Lee Kreiger, at Deadwood, South Dakota, on November 3 makes a new grandson in the home of conductor Dan Searles of Perry. Mrs. Kreiger was the former Ruth Searles.

A marriage which took place in Liberty, Mo., recently, united Richard Fuller, son of conductor W. J. Fuller, and Miss Arlene Buckles, daughter of Mr. and Mrs. Newton J. Buckles. The young people have already gone to house keeping in Perry as Richard is an employee of the Mid Continent Petroleum Company in Perry.

A holiday wedding is going to take one of the bachelors from the ranks of the Milwaukee employees. A dinner party held recently announced the approaching marriage of Thurlon Taylor, a Middle Division brakeman, to Miss Mary Luther.

November 15, Mrs. W. H. Brown, wife of one of the Middle Division conductors, passed away at the family home following a long illness. Burial took place at Perry.

The November Safety First meeting was one of the best held in Perry for a long time. A crowd which more than taxed the capacity of the Milwaukee Women's club house. Mr. Meyer was out from Chicago and addressed the meeting and gave some very interesting reports on the safety work on the system. The attendance record showed two hundred and thirty-seven employees present.

Mrs. G. M. Abell was down from Milwaukee the fore part of December for a visit among her many Perry friends. She was a house guest of assistant foreman A. A. Brown during her stay in Perry.

Conductor O. R. Taylor, who has been on sick leave for the last three years has been spending his time doing good work, making whatnots, corner cupboards and other small pieces. He entered some of his work in a recent contest sponsored by the Montgomery Ward store at Perry and was awarded the major prize. His entry was a bird house. "Slim" has made many attractive houses which have found a ready sale among his friends.

Miss Clifford, the Kansas City correspondent, accompanied Mrs. J. F. Anderson, Mrs. C. May Emery and Miss Caroline Dasbach, to Perry to spend a week-end with the Iowa Division correspondent the last of November. They have all promised to "come up and see me again some time."

Perry folks regretted to have George Conrad and Walter Applegate leave Perry, when they moved to Marion with the master mechanic's office in December.

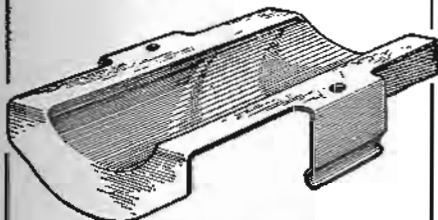
When C. J. Zehr, for many years agent at Boone, Iowa, decided to make his permanent home in California, Boone station was put on bulletin and J. A. Pope, for many years agent at Sac City, was the oldest bidder. He was checked in the fore part of December, relieving R. G. McGee who has held the job for a number of months. T. D. Hakes of Waukegan was the senior applicant for Sac City.

William Macomber, who at one time worked as a clerk in the train master's office at Perry, died at a Des Moines hospital the fore part of December, following an illness which had extended over a long period of time.

The store department bowling team, comprised of H. R. Meyer, Raymond Colburn, Arthur Olson, Lee Varnadore and William McGowan, were guests of honor at an oyster supper as the result of having

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Milwaukee, Wisconsin

beaten the mechanical department three straight games one evening. The mechanical department men were W. N. Foster, George Conrad, Mahlon Small, Frank Hoes and A. J. Kressen. The mechanical department lost one of their best players when George Conrad went to Marlon with the master mechanic's office.

On Thanksgiving Day, Miss Thelma Young, step-daughter of switchman C. E. Robbins of Perry, was united in marriage to Charles E. Grimm at Merced, California. Mrs. Robbins, mother of the bride, and Clyde Grimm, a brother of the groom, attended the young couple. Mr. and Mrs. Grimm will make their home in Merced, Charles being in the employ of the Safe-Way Grocery Co.

The depot at Bagley, built when the line was extended to Council Bluffs in the early eighties, was totally destroyed by fire early November 23. Agent A. K. Fullerton lost a lot of personal property such as a desk, typewriter and other personal office equipment. Nothing was saved from the building.

On November 13th, Miss Francis Stapleton, daughter of engineer and Mrs. Frank Stapleton, was married at Detroit to Ira Robinson of that city. Ira went from Perry to Detroit to work in an auto factory. Mr. and Mrs. Leonard Kibby, uncle and aunt of the bride, attended them. They will make their home in Detroit.

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

A. T. B.

WELL, the new year is now in full swing, and our wish to all of you is that it may bring you happiness and good cheer from beginning to end.

Billie, who always was Billie, has now become a biller, having moved to the billing department.

Edithe has taken Billie's old job and Ethel Carpenter has gone to the billing department in place of Edithe. Dick has taken a position in L. B. Jensen's office and his place has been filled by Albin Groth, formerly from Mason City, Iowa.

We have been reading in one of the other columns in the magazine about the wonderful ability of the party in the way of bowling and, in order to get the real facts, we sent out one of our first class reporters to investigate, and he has turned in the following: Quote. In a special match game, Harold J. (the All-American Boy) Montgomery, was severely beaten by none other than Hal (Goal Posts) Chandler. His puny attempts of 107, 117 and 147—371 for three games—surely were disheartening. But you should have seen how he was tapped! Oh, yes, after the game, he was found to be suffering from a stiff neck. End quote. Well, well, the truth is sure to get out in time.

Bernice says she hung up one of her stockings at Christmas and the next day all she could find in it was one of her legs. Evidently, you were not a good girl.

Walter Stark says Christmas is no different to him than any other day; he has candy every day.

The new lights, which have been installed in the drafting room and this office, are surely a great improvement over the former ones—just like daylight now.

Miss L. Deppe just could not wait until cold weather arrived in order that she might wear her new fur coat. She finally got her wish, and who wouldn't be anxious to wear a coat like that; it's the last word.

Wisconsin Valley Division Notes

Lillian

CHRISTMAS Greetings and Best Wishes for your Happiness throughout the New Year.

Mr. and Mrs. M. E. and P. D. Pond will leave, December 8th, for a three or four months' visit in the south. They will visit cities on the eastern and western coasts of Florida and may take a trip to California before returning home.

Mr. and Mrs. Bernard Enckhausen of Kinocqua spent the week-end in Wausau visiting friends.

The deer hunting season closed with a great many satisfied and proud hunters, who returned to their homes with their prizes.

Mrs. Frank Fredricks and daughter, Dona Mae, and Emily Ann McNew of Harshaw, Wis., spent Dec. 4th, Santa Claus Day, at Wausau.

Kansas City Division Items

K. M. Gohmann

WITH the publication of the following items, Christmas will have passed on again and the New Year will be with us. May 1937 bring much happiness, good health and the best of luck to all the members of the Milwaukee Road family.

If the numerous plans are carried out, many will have spent a happy Christmas with loved ones whom they do not frequently see. Engineer Thos. Kemp and wife plan to leave Ottumwa on December 21 for Los Angeles to be with the family of their son, Frank. Expect to be away for three weeks.

Mrs. C. H. McCrum and little daughter, Ann, of Kansas City will go to Atlanta, Ga., to visit Ruth, another daughter of Mrs. McCrum.

Mrs. W. G. Dingeman, who was confined to her home for two weeks in December, account illness, has recovered, and is planning to leave Ottumwa in time to be in St. Joseph, Mo., for the holiday season, where she plans to remain indefinitely as

a guest of the family of her daughter, Mrs. R. E. Hawkins.

Conductor Edw. Grayson and wife will spend the winter at Long Beach, Calif., which is the residence of their daughter, Mrs. Temple.

Engineer Geo. W. Kissinger will be joined at Ottumwa by his daughter, Mildred, of Chicago, who will accompany him to Tulsa, Okla., to spend the Christmas holidays with the Hugh Evans family.

Merwin Taylor of the engineering department will go to Perry to spend Christmas with his parents.

Section foreman F. R. Morrison of Chillicothe, and family, hope to leave Chillicothe on December 20 for Houston, to be with an uncle of Mr. Morrison, who lives near Houston, during the Christmas season, after which they will visit in Houston, Galveston and El Paso. Expect to return home in the early part of January.

On November 28, Lucille McBride, daughter of engineer R. E. McBride, was married to B. J. Jones, Long Beach, Calif. Lucille has been in California attending Southern California University. Mr. and Mrs. McBride attended the wedding; also visited in San Pedro, Los Angeles and Santa Anna, Calif.

Home-coming at Creighton University, Omaha, November 26, was attended by Mary Ryan, daughter of conductor J. H. Ryan. Her brother, Joe, is attending medical college.

On December 10, Earl Clark, locomotive fireman, received word of the death of his father, Wm. Clark, of Sigourney, who passed away on December 9. He had been in ill health for over three years.

Chester L. Johns, yard conductor, was elected to serve as State Representative from Wapello County at the last election; Ed. Love, son of roundhouse foreman, Ottumwa, was re-elected to the office of county auditor for Wapello County.

A. L. Towns, engineer, visited with his sister, Mrs. Geo. Bryan, of Kansas City the latter part of November.

The 82-year-old brother of engineer J. Cottrell passed away on November 16 at his home in Enid, Okla. Mr. Cottrell attended the funeral.

During the last week of November, roadmaster P. J. Weiland and family went to Bridgewater, S. D., to spend a vacation of one week with relatives of Mr. Weiland.

Mrs. W. G. Bowen and Virginia were in St. Louis for several days in the early part of December to visit with relatives.

The New Hub of the I. & D.

Wm. Lagan

MRS. ELSIE VOORHIES, cashier, Sioux City, Ia., has taken a three months' leave of absence. It is reported that part

of the time will be spent on a deer hunting trip in Canada.

Miss Lucile Johnson, bill clerk, Sioux City, attended the Pittsburgh-Nebraska football game at Lincoln, November 14th. Lucile said she got an awful kick out of the game although she was not in it at any time.

Round house foreman Pete Fosberg, Sioux Falls, is driving a new "Olds" and it is reported that switchman F. M. Henderson is also looking at the new 1937 models of the same make.

Billie Rands, former S. C. & D. conductor and now yardmaster at Bensonville, was in Sioux City November 5th attending the Shrine Ceremonial and visiting old friends at that place.

The employees of the Milwaukee Road wish to extend their sympathy to the family of Mr. H. W. Hurlbut, chief clerk of the division freight and passenger office, who passed away in Sioux City Saturday, December 5th. Mr. Hurlbut was born in Johnstown, Wis., April 10th, 1866. He entered the service of the Milwaukee Road in 1891 as stenographer at Sioux City and held the position of city solicitor, freight agent and in 1917 was appointed chief clerk in the traffic department at Sioux City. Mr. Hurlbut was a veteran of the Spanish-American war. He leaves a host of friends on the railroad and among the business men of Sioux City who will regret his passing.

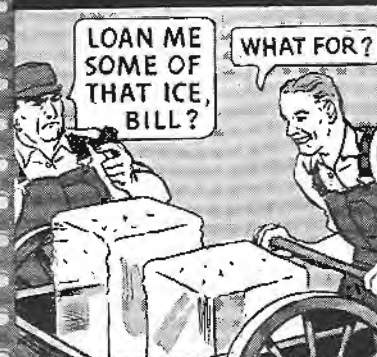
The Milwaukee bowling team of Sioux Falls is now in undisputed first place. The boys say a lot of credit must go to engineer Al. Main, who is a member of the team. At first Al. could not bend over far enough to really get good results, but since the team began to win consistently it has been discovered that Al. got up every morning and took reducing exercises until now he is in the pink of condition and his average has gone up with the downward trend of his weight.

We regret to report the passing of S. A. Boltz, operator, West Yard, Sioux City, who passed away in Sioux City, December 10th. Mr. Boltz had been an operator for the Milwaukee Road in Sioux City for the past 18 years. He was a member of the Order of Railroad Telegraphers and a veteran of the Spanish-American war. Employees of the Milwaukee wish to extend their sympathy to the bereaved members of his family.

Mrs. F. G. Myers and daughter Joyce of Sioux Falls are planning a trip to California over the holidays.

The writer of this column wants to extend his best wishes for a happy New Year to the employees of the S. C. & D. division and to thank the many employees who have sent in news items for the past year.

1937 RESOLUTION! R.R. MEN SWITCH TO COOL SMOKE

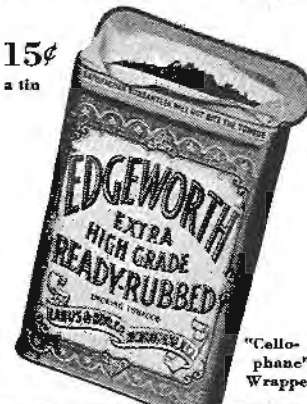


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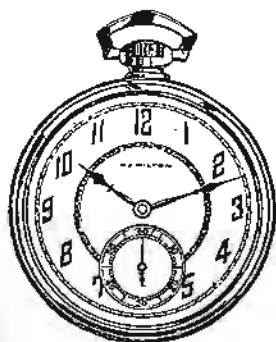
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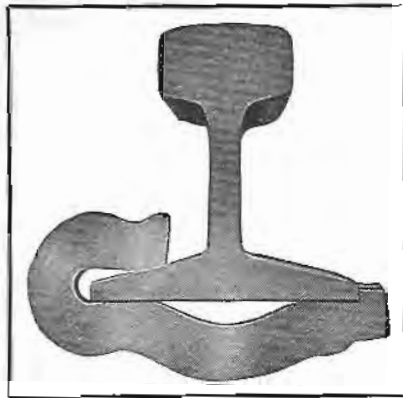


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CHICAGO, ILLINOIS

Northern District—Car Department

O. M. S.

AIR brake supervisor, George Kempf, from Milwaukee Shops, visited Minneapolis car shops Dec. 8.

Asst. foreman E. Borgeson is serving on the jury this week.

Mr. F. J. Swanson, GCDS, addressed Car Dept. employees at a meeting in the Wood Mill Building, Nov. 9, expressing his appreciation of fine cooperation given by the men. Mr. Swanson also remarked that he could see fifty or sixty faces of men not employed a year ago and hoped to see further increases. After Mr. Swanson's talk, a representative of the Minneapolis Community Fund spoke in behalf of contributions for this fund and the car department employees subscribed 100 per cent.

A rotary snow plow was recently overhauled at Minneapolis and forwarded to lines west for use.

Lead man Wm. Peck, on schedule car stripping track, has constructed two ladder stands—one on each track. When a worker is finished with a ladder he is to place it in an upright position against this stand, thus preventing anyone from becoming injured.

Car man Jack Penny assisted at the Minneapolis Coach Yard in keeping the new Hiawatha train in first class condition.

Acetylene cutter Ed. Johnson befriended a homeless springer spaniel dog, which wandered onto the stripping track by sharing his lunch at noon. After work, car man Andrew Anderson gave Ed. and the dog a ride to Mr. Johnson's home. The family named the stranger "Spike" and everyone is happy.

At a Safety First meeting of men in car shop, under foreman Washburn, one employee declared—"a box car truck apparently had legs; every time he looked at the truck, it was in a different place, and what could be done about it?" Mr. Washburn explained it was due to the various work done on the trucks by the men, which caused the trucks to be moved about.

Mrs. Wm. E. Raetz visited her mother at Ortonville, Minn.

Election of officers for The Minnehaha Carman's Lodge No. 299 was held Monday evening, Dec. 7, at the Gustavus Adolphus Hall. The following new officers were elected: Richard Anderson, chairman of Joint Protective Board; Henry Peterson,

vice-chairman of Joint Protective Board; Henry Myrtvedt, trustee of Joint Protective Board. All other officer members retained their previous office.

Wm. Raetz, Sr., visited his mother who is seriously ill at Wabasha, Minn.

Mrs. F. J. Tschohl, wife of car foreman at St. Paul, new yard, visited at the home of her son and his wife at Albuquerque, N. M., and at her daughter's home in Chicago, also.

Mr. and Mrs. Frank Taylor visited relatives at Bay City, Wis.

J. C. Weathrell and wife enjoyed visiting relatives at Ladd, Ill.

Mr. and Mrs. Jacob Henges and Marcella called on relatives at Winona, Minn.

Mrs. Charles Hageman returned home after a visit at Melrose, Minn.

We wish everyone a Merry Christmas and a Happy New Year at this time.

La Crosse River Division— First District

Scoop

WE HAD our first warning of winter recently when the mercury tumbled to 19 below at Tunnel City. John Goldwitzer promised he would shut the door on the tunnel and keep out some of the big snows, anyway.

E. Erickson, chief clerk, La Crosse, is trying to figure how come he was "taken" more frequently this year than other years in the baseball and football pools. Must be a new system the gang is working on him.

Assistant timekeeper Charlie Steinbach, La Crosse supt.'s office, is on the spot. In other words he is trying to figure which business will prove the most lucrative, drug store or candy kitchen. We understand either choice he makes is very good looking and he is thinking of asking ex-King Edward's advice in the matter.

Dewey Brown has moved bag and baggage to North La Crosse from the luxurious south side. He figures that the snow drifts are not quite so high on the north side and he will be closer to the house in case he has to hoof it home some night when it's 40 below.

C. A. Peters, agent, Tomah, is taking a short vacation. W. R. Smith is relieving him.

The grim reaper has again taken toll among the old-timers at La Crosse. Frank Chamberlain, chief clerk these many years for agent C. L. V. Craft, was taken with a sudden heart attack while at work in the freight depot and passed away in the hospital shortly after. He will be missed by his many friends in La Crosse and vicinity. The sympathy of the division is extended his bereaved ones.

We will also miss "Henny" Hahn, for many years proprietor of the railroad restaurant across from the old north side depot. He passed away in a Milwaukee hospital while taking treatment for a heart ailment.

The deer hunting season has come and gone and a large number of crack shots have their winter's meat supply. However, we know of one case where a feller went out one fine morning and flushed an animal out of the thick brush. Taking quick aim he brought the prize crashing to earth, and when the gang found the carcass there was an irate farmer standing over his best mule. Herman Manthey has a new nickname now, "Mulemeat!"

Herb Witt, his wife and son are in a Sparta hospital recovering from an auto accident which occurred as they were returning home from visiting Mrs. Witt's father, train dispatcher J. W. Blossingham, La Crosse. Latest reports are they are doing well. Mrs. Witt was cut and bruised and Mr. Witt suffered a concussion of the brain and his son has a broken leg.

Johnnie Wind claims that in the old days when he started railroading a callboy used to come up to the hotel and holler, "Wake up all you guys, roll out, one of you is called," and after he got them all out he would pick the man he wanted!

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Oil Treated Screenings and Stoker Coal

Low in Ash

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THE WONDER COAL

Friends of Ernie Oeltjendler, engineer of the Hiawatha, will be sorry to hear that he is in the hospital in Minneapolis recovering from injuries received in an auto collision at a street intersection where he had stopped for the traffic light and another car crashed into him, overturning his car and severely injuring him. He was taking his daughter home. She was in the back seat and was not seriously hurt. Last reports are that he is still in a semi-conscious condition.

Christmas Cheer is in the air, ask any father of a youngster who happens by a toy shop. Business continues to increase and if Old Man Winter leaves us alone during the holidays we will go over the top with passenger and freight movements.

Here's wishing you all a very Merry Christmas and a Happy New Year.

I&D Items

con

THE I&D Division extends sympathy to Mrs. R. E. Sizer and family in their bereavement on the death of Mrs. Sizer's sister who passed away at Madison, Wisconsin.

Mrs. A. Beiber of Clear Lake, mother of Mr. R. E. Sizer, recently passed away following a long illness. The I&D Division extends sympathy to Mr. Sizer and family.

Mr. C. W. Thoma, switchman at Mason City, underwent an operation for appendicitis the first part of December and at this time is at his home and recovering nicely. The doctor in charge states that the first thing Thomas said coming out from under the ether was "Blast 'em, Frank, blast 'em." Then the game warden appeared on the scene.

Mr. Ralph Joynt, switchman, Mason City, recently entered hospital at Mason City for treatment.

Our attention was recently called to a train and engine crew called for duty at Mason City to go out on an extra east. The line-up was as follows: Walter Strong, engineer; Walter Pramer, fireman; Walter Kerlin, conductor; Walter Davis, brakeman, and Walter Hendrickson, brakeman. Another oddity in the news and a pretty serious proposition if anyone yelled for "Walter."

Brakeman E. R. Lambert recently stopped train No. 60 at Castalia on account of a hot brake shoe on an oil tank in that train preventing a possible derailment and is commended for his good work.

The I&D has arranged for the usual Christmas tree at Mason City, also one at Algona, to celebrate the holiday season.

Rodmen J. H. Gumm and F. A. Quinnell of Mason City are making trip over the west I&D Division collecting information for the division engineer's office.

Rodman G. L. Muchow of Mason City is stationed at scenic, S. D., at the present time supervising work on a bridge in that vicinity.

Mr. A. J. Groth, stenographer in superintendent's office at Mason City, was recently appointed as stenographer to Mr. K. F. Nyström at Milwaukee Shops. Good luck and congratulations, Al.

Mr. Max Brager, formerly stenographer for trainmaster Sizer is now in the super-

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**THE TRAVELERS
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Hartford, Connecticut

intendent's office at Mason City vice Mr. Groth.

Mr. Ray Halbrook of Mason City is now employed as stenographer for trainmaster Sizer.

The I&D Correspondent takes this opportunity to wish everyone a very Merry Christmas and a Most Prosperous and Happy New Year.

Dub. Ill. Division, 2nd Dist.

E. L. S.

MR. W. O. WRIGHT, Dubuque dispatch-er's office, has been on the sick list account very heavy cold. He is improving rapidly and expects to return to work soon.

Ben Bothmer, opr., who transferred to the I&D Division several months ago, has helped out occasionally on this division also recently, and was at Bellevue for a few days relieving opr. H. Dohlin who went to Excelsior Springs fore part of December. Opr. Ben Bothmer called to I&D Division to relieve agent at Britt, Iowa, and his brother, Clyde H. Bothmer, is now working H. Dohlin's job. Clyde H. Bothmer has not worked for some time as an operator due to depression. We hope Mr. Dohlin's recovery is rapid so that he may return to his duties soon.

Condr. V. R. Lucas was on the sick list for a few days fore part of December.

Mrs. L. B. Beckwith, wife of yardmaster at Marquette, has been seriously ill, and is at the hospital at LaCrosse. We sincerely hope she may recover soon.

Dispr. E. J. Crawford and dtr. Mrs. E. W. (Ruth) Olson, attended the funeral of Mrs. Abigail Adams, aged 82, at Clayton on Dec. 11. Mrs. Adams was an aunt of Mr. Crawford and had lived at Clayton for a good many years.

Engr. Frank McKinney laid off latter part of November on account of his health. However, he is improving and hopes to return to service before long.

Condr. P. J. Handley is again on the passenger run on 25 and 38 for the winter months. With the holiday season approaching, the trains are quite crowded.

Engr. Geo. Wiegand called at Dubuque Shops' roundhouse one cold day fore part



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NO-OX-ID Aluminum Protective Coating combines protection against rust in a coat of lasting fine appearance.

Indoors—on machinery, tanks, steel uprights, walls and ceilings, it adds to safety by improving lighting and visibility.

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BINKLEY COAL COMPANY

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of December to visit his fellow employees, who are always glad to greet him. Engr. Bob Lange never fails to call for his copy of the Magazine each month and thus keeps in close touch with his old friends at the Shops.

New signals at 6th and 8th Sts., Dubuque, were installed recently, and placed in operation Dec. 8. This eliminates the stop at 8th St. for the four different roads, a costly operation for a great many years, and the trains now move as directed by the home signals located at 9th St., for east-bound trains, and at 7th St. for westbound trains.

Wishing each and every employee a Happy New Year, and hoping and praying for a continuance of our good safety record in 1937.

Iowa (East) Division

J. T. Raymond

EDITOR Carpenter Kendall of the Milwaukee Employees Magazine must derive a great deal of pleasure in witnessing the growth and development of the Milwaukee Veteran Employees Association; an organization which she started 21 years ago with just a few to begin with. Now with a fine record of past achievements we find a growing organization of more than 6,000 members well officered who are making a fine gesture of good will to all the eligible to join and co-operate.

We are told today of the pleasant experience of a veteran section man on the middle division receiving his new annual pass good on the entire railroad. He was showing it to a train man and expressing the great pleasure it gave him in receiving this recognition. Well, there are a lot more of us that feel the same way. This is one of the nice influences exerted by the Milwaukee Veteran Employees' Association.

Mrs. Joseph Luckiesh, 63, of Browns, died Sunday afternoon, Nov. 15, at her home at Browns. Surviving are her hus-

band, eight daughters and one son. She was the wife of section foreman Joe Luckiesh. The Milwaukee Magazine joins many employees in extending sympathy to the bereaved family.

Congratulations to engineer W. R. Barber of Marion who has just received his fifty year button as a veteran employee. The Iowa Division is getting to be an old railroad. The line was completed between Marion and Council Bluffs a little more than 56 years ago.

Lieut. Jennings Hotchkiss of Ft. Snelling, Minn., visited his parents, Mr. and Mrs. W. J. Hotchkiss at Marion over Thanksgiving Day.

Signal maintainer E. L. Williams of Perry did the work at Marion after Mr. Lawson's death until succeeded by O. W. McBride of Melbourne who now has the job permanently.

Master mechanic W. N. Foster and office force moved headquarters from Perry to Marion Dec. 15.

Agent H. J. Peterson of Anamosa was away several weeks early in December. W. D. Schesser relieving.

Lineman James Tobin of Marion was taken ill Saturday, Dec. 5, and was removed to Mercy Hospital, Cedar Rapids. W. L. Boyer of Elgin relieving.

Signal supervisor O. J. Foley of Marion was off duty early in December account of sickness, R. F. Tyler looking after the work.

Here is wishing everybody a Happy New Year.

Intense solicitation is the order of the day now, seeking to enroll all the Iowa Division 25 year employees 100 per cent in the Milwaukee Veteran Employees' Association. The committee is meeting with a fine response from those that are eligible. Veterans interested have selected as a committee to do this work, supt. W. C. Givens of Marion, asst. supt. J. A. Whalen of Perry, locomotive engineer W. R. Barber and the writer, of Marion, who have in turn enlisted a number of other veterans in the

100 per cent division effort. Anyone wishing to join that has not been personally solicited can obtain blank applications at supt. Givens office.

Conductor J. F. Briggie of Council Bluffs laid off Dec. 10 for a week or ten days. Conductor Frank Lafferty on this run between Council Bluffs and Marion.

Train master W. J. Hotchkiss of the East Division has had his territory extended to include the Middle Division up to and including Madrid.

Roadmaster O. Miller, with headquarters at Marion, left Friday, Dec. 18, to visit his birthplace at Harrisburg, Pa., after which he will visit in New York, Philadelphia and Washington, D. C. Mr. Miller's daughter, Mildred, accompanied him.

Mr. and Mrs. F. E. Sorg of Hawkeye went to California Dec. 7 for a few weeks visit. Mr. Sorg is a relief agent on this division.

In soliciting agent H. P. Thompson of Lyons to join the vets he said, "I've been a member 17 years." Now that's what we call co-operation. Will meet you at the next reunion, Henry.

Mr. and Mrs. W. R. Barber of Marion went to Halstead, Kans., to visit their daughter and family for a week or so.

A. M. Bollinger has been appointed agent at Preston.

The Milwaukee Women's Club is making their usual thorough preparations at Marion to entertain Santa Claus and the children from Milwaukee families just before Christmas.

H. & D. Notes

CHRISTMAS Greetings and best wishes for the New Year.

Miss Helen Lally, daughter of passenger conductor John J. Lally, and Niles A. Joseph, were united in marriage at Minneapolis, on Nov. 26. Following the ceremony, breakfast for the immediate families was served at the Curtis Hotel. Our best wishes are extended to the happy couple.

Miss Dorothy Westfall, daughter of our train director at Montevideo, who attends the Winona State Teachers College, visited with her parents on Dec. 5.

Mr. Jack Mace, son of engineer Mace, who attends the University of Minnesota, visited with his parents at Montevideo the week-end of Dec. 5.

Conductor Chas. Nelson was recently called to Duluth by the sudden death of his brother.

We are sorry to report that Pat Welsh, brakeman on the Fargo Line, is in the hospital at Montevideo.

Agent George Fauss of Granite Falls and agent Kiesler of Hutchinson were successful in obtaining deer during their stay in the North Woods.

Stanley Luce, traveling passenger agent, is back on the H&D territory and at present is accompanying the Vocafilm production over the division.

W. C. Scott, traveling freight agent, and J. T. Hayes, traveling car agent, were recent visitors on the division.

Mr. Arnold E. Jerde was recently promoted to position of extra train dispatcher at Montevideo, Minn.

Conductors J. H. Barret and Pat Lawler, switchmen Harry Renbarger and J. Fisher are among those who are preparing to spend the winter months in California. Word reaches us that Mr. and Mrs. J. Murphy will spend the Christmas holidays in Vancouver, B. C.

Bill Wallace, city passenger agent, Chicago, former Aberdeen resident, has been on the division the past two weeks operating the Vocafilm production. Mr. J. E. Hills accompanied him over the East and Middle Divisions.

Conductor Ben Bishop arranged the Christmas party sponsored by the Associated Brotherhoods in Montevideo. This annual affair has been very successful in bringing joy and gladness to hundreds of children in and around Montevideo.

At Aberdeen the Christmas celebration was sponsored by the local chapter of the Milwaukee Railroad Women's Club. In addition to the large Christmas tree located on the lawn in front of the station, the

lobby of the station was beautifully decorated. In one corner there was a large Christmas tree brightly lighted and beautifully trimmed. The ticket office window was also nicely decorated with lights and trimmings and presented a very pleasing holiday appearance.

Rumor has it that Ben Bishop has been appointed caretaker of a couple buffalo which have been shipped to Montevideo for the city park at that point. What next, Ben?

Mr. M. E. Gillson has been appointed agent at Hillsview, S. D., and W. J. Vanderhoof has taken the position of second trick levorman at Tower E-122.

The regular monthly Staff Meeting was held at Aberdeen on Nov. 30, and all division officials were present. Safety First, Claim Prevention, Fire Prevention and Operating Department statistics were discussed.

D&I Divn.—First Dist.

E. S.

CONDUCTOR David Speck's many friends on the D. & I. Divn., are glad to know that he has returned to his home in Savanna, after being confined to Washington Boulevard Hospital for the past six months.

Brakeman Luther Lynn, who sustained a fractured left leg near Fairdale on Nov. 2nd, was removed from the Swedish American Hospital at Rockford to Washington Boulevard Hospital, for further treatment.

Mr. R. D. Fields, operator in the dispatcher's office at Savanna, was elected Worshipful Master of the Mississippi Lodge, A. F. & A. M., at the regular meeting Dec. 3.

In the news items of "Thirty-Nine Years Ago" appearing weekly in the Savanna Times-Journal, we note the following: "Work on the new cob house near the Milwaukee roundhouse was started Thursday—the place to be used for the storing of cobs secured from the elevators. The cobs are used for firing engines."

Mr. E. H. Johnson, division engineer of the D&I Division, who was appointed to a similar position on the Trans-Mo. Division with headquarters in Miles City, Mont., effective Dec. 1st, was honored at a farewell dinner, Dec. 3, in St. Paul's Parish House, Savanna, Ill. Forty persons attended the dinner. Supt. Elder acted as toastmaster and following talks by various persons present, Mr. Johnson was presented with a Gladstone bag and brief case. Mr. Johnson will be succeeded by Mr. C. E. Crippen, formerly assistant engineer at Savanna. We are sorry to lose the Johnson family, but hope they will like their new home in the West and wish Mr. Johnson the best of luck. We welcome Mr. and Mrs. Crippen and daughter, Mary, back to the Milwaukee family at Savanna.

Mr. J. J. O'Toole, who has been special representative to the superintendent of the D&I Division since July 1st was appointed to the position of trainmaster at Twin City Terminals December 1st and left the division on that date. We wish him all kinds of success.

Superintendent and Mrs. A. J. Elder and daughter, Janet, spent Sunday, Dec. 13, in Sioux City at the home of Mr. Elder's brother and helped celebrate their mother's birthday anniversary.

Engineer Frank L. Heldon, who for many years handled one of the pusher engines at Savanna, died at his home in Chicago on October 31st. He entered the service as a fireman in 1892 and was promoted to an engineer in 1902 in which service he acted until his retirement May 5, 1933.

Another one of our well-known D&I Division conductors passed away on Nov. 17—Mr. A. V. Sophy, whose death occurred in Washington Boulevard Hospital, Chicago, following a brief illness. Mr. Sophy entered the employ of the Milwaukee Railroad as a brakeman on Aug. 9, 1896, and was promoted to a conductor on Dec. 17, 1906, and had been in active service up until the time of his death. We extend our sincere sympathy to Messrs. James L.

and John C. Sophy and other relatives of the deceased.

With the closing of the old year—we extend to all D&I Division employees and their families the Seasons' Greetings and hope that the New Year will be a happy, prosperous and safe one for all.

West End T. M. Division

P. R. H.

MR. J. E. BJORKHOLM, Asst. Supt. Motive Power, at Milwaukee, Wis., was a caller in Miles City and on the Trans-Missouri Division the first week of December.

Mr. P. H. Nee, superintendent at Miles City, accompanied by Mrs. Nee, returned December 6th after spending two weeks vacation with Mr. Nee's son in Laurel, Miss. Harold Nee is connected with the Masonite Company of Laurel, Miss. They report a very enjoyable vacation.

Jas. McCormick, asst. to R. W. Anderson of Milwaukee, has been spending a few days in Miles City on company business.

W. J. Doherty, wire chief at Miles City, left the forepart of December for a short vacation trip to LaCrosse, Wis., and other eastern points. A. F. Maible is working first shift, relieving Mr. Doherty, and W. J. Mowry is working second shift.

E. Lyman, store helper at Miles City, is confined in the hospital at Miles City. His many friends hope he will soon be able to be out again.

F. L. Denson, son Leon and daughter Thebna of Miles City are planning on spending the Holidays visiting relatives in Savanna, Ga., Miss Mary Haggerty, daughter of W. H. Haggerty, machinist at Miles City, plans on making the trip to Savanna, Ga., with the Densons to visit relatives.

Mrs. Ann Anderson, stenographer in the superintendents' office at Miles City, has been released from the hospital and reports are that she is feeling fine again and will soon be back at her desk again. We will all be glad to see you, Ann.

Mr. and Mrs. Martin Walsh, of Miles City spent their vacation visiting with friends and relatives in Harlowton and Butte. Mr. Walsh is asst. roundhouse foreman at Miles City.

V. E. Glossup and family spent their va-

cation last month in Dallas, Tex., and other points in the east. Mr. Glossup is instrument man in the division engineer's office at Miles City. They report a fine trip.

W. D. Swanson, instrumentman at Miles City, accompanied by his wife and son, left December 7th for two weeks' vacation to be spent in Des Moines, Webster City and Chicago.

H. B. Christianson, left Miles City the first of December for LaCrosse, Wis., where he has been appointed to the position as division engineer. His family will leave Miles City after the holidays to make their home in that city. Their many friends regret their departure from Miles City, but wish them much luck and happiness in their new location. The local officials and office force at Miles City presented Mr. Christianson with a wrist watch prior to his departure from our midst.

Mr. E. H. Johnson, arrived in Miles City the fore part of December to take up his duties as division engineer on the Trans-Missouri Division. Welcome to our city, Mr. Johnson.

The second bunch of dispatchers have been taken off at Mobridge. Neil Grogan has gone back to Lewistown; Earl Farr, working again at Miles City; Dave Haggerty has gone to Kalispell where he holds a responsible position with the state. Walter Horn has gone to the Idaho Division.

Word has reached us that Mrs. J. J. Foley, wife of D. F. & P. Agent, at Miles City, is critically ill in the hospital in Denver. Mr. Foley just recently returned from that city where he was called due to the serious illness of Mrs. Foley. We hope before this goes to press, she will be much improved.

Martin Bardell, asst. instrumentman in the division engnr.'s office at Miles City is planning on leaving Miles City soon for Dubuque. We understand "Bud" is planning on bringing a young lady back with him. Best wishes, Bud, for a happy future.

Mrs. H. E. Riccius, wife of division master mechanic, spent several days in November visiting her aged mother in Wellston, Okla.

Chris Berg, Car Repairer at Miles City passed away November 21st, the result of



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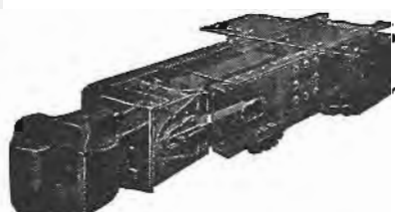
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a criminal assault the night of November 20th. We extend our sincere sympathy to the members of his bereaved family at this time.

J. J. Foley, Div. F. & P. Agent at Miles City is confined in the local hospital again. His many friends hope he will soon be able to leave the hospital.

Joe Peschi, time reviser at Miles City, plans to spend the holidays with his parents in Janesville, Minn.

Season's Greetings to everyone with a Happy and Prosperous New Year.

Tacoma District

A. M. R.

DURING the past month the retirement of two veterans of the passenger service, living in Tacoma, took place. Mr. A. P. Chapman, C. P. & T. A., and Mr. F. A. Valentine, C. P. A. Mr. Chapman has had many years of service on Lines East and the Coast Line. Mr. Valentine has long been identified with The Milwaukee Road at Tacoma, and regarded as one of the most popular passenger agents in the northwest.

Mr. Valentine is in the hospital at Tacoma, a very sick man.

The past month or so has seen a good deal of sickness among Milwaukee folk: George Freestone, depot ticket agent, but now back on the job; dispatcher T. E. Corbett, off sick about a month, now O. K. again; Wm. Waldie, section foreman, still on the sick list. The young daughter of agent Germain, Elk River, has returned home after an appendicitis operation performed October 20th in Spokane. Roadmaster Davis and lumber agent Warren Hale were in St. Joseph's Hospital at Tacoma, for operations recently, but one of them got away with something new. You know it gets lonesome lying in bed day after day with not much to do, so this was the idea that worked for four days straight: one of the two advised the nurse that his neck gave him so much pain he could not sleep and wanted to know if the nurse couldn't massage it and relieve the soreness. Sure, nurse was willing, and what makes it good is that the nurse had to hold him up with one arm and use the other to apply the treatment. Try it yourself some time and maybe you can get away with more than four days.

Operator J. B. Ellinger, formerly of this division passed away November 20th, at Kingston, N. Y.

Mrs. Al Pentecost passed away October 7th, service being held in Tacoma on the 10th.

Mr. E. A. Meyer of the Safety Department, Chicago, was a welcome visitor recently.

Here's a Tacoma fog instance, and let's see any town match it: recently during a heavy fog, the rear end of a street car

caught fire, but the fog was so thick the motorman could not see it from the front of his car, and it was necessary for a motorist to pull up and stop the car to advise the motorman of the fire. You understand, in Tacoma, during our heavy fog season, the only way to get any place, is to get behind a street car and follow it. Of course we don't have the street car on fire at the rear end as a usual thing, but this is a very accommodating burg. Come out and get lost some day. If you fall in the Bay, you will know you are headed wrong.

Milwaukee R. R. Women's Club

(Continued from page 15)

Miss Babcock, accompanist; piano solo, Mary True; piano solo, Ruth Daniels; Spanish dance by Melba Ruth Wagner; tap dance by Louise Loscy; military dance by Pattie Anne and Billy Lones. Mrs. Frank Mullen was accompanist for the dancers. Verla Jean Hickey gave a dramatic reading, "Scratch," and Mary Julia Moran gave a humorous reading, "Gossip."

A short business session followed, with reports from the chairmen of all committees.

Our November meeting was a birthday party and election of officers for 1937. Officers-elect are:

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

Birthday celebrators of the various months were seated at twelve beautifully appointed tables, decorated with a motif in keeping with each month of the year, and refreshments were served. Mrs. M. J. Flanagan and Mrs. Roy W. Chapman were guests, the former from Chicago, Ill., and the latter from Big Valley, Alberta, Canada.

The December 4 meeting was held at the club house, and well attended. During the business session the club voted to donate ten dollars to the Community Welfare Drive in Perry and to give two dollars to the Christmas Seal fund. Mrs. Fred Wagner, in charge of the program, gave a beautiful reading, "The Christ Child," and arranged two contests, in which all took part, with Mrs. D. F. Sullivan and Mrs. F. F. Hedrick the winners. At the close of the meeting, we had an exchange of gifts from a grab bag, which gave much pleasure and merriment. The mothers of Mrs. J. B. Bryant and Mrs. Carl Shannon were guests.

Card of Thanks

I wish to thank the Mobridge Hospital for saving my life when I hardly thought it worth saving. Also I wish to thank the nurses who took such good care of me. If there are any better women on earth, I have not yet met them.

John Shields, Bowman, S. D.

Somebody's Little Boy

SOMEBODY'S boy was crossing the street
Innocent, young and fair.
He hadn't the judgement of older folks
He didn't see danger there.

Somebody's boy had a song on his lips,
But it died, in an instant, away.
For a motorist ran the little boy down,
And he died at the close of the day.

Somebody kneels by an empty bed,
And fondles a little shoe.
Somebody looks through the empty years,
Suppose this somebody were you?

Will you watch out for little boys.
Drivers in the city and town?
Really, it's one of the most terrible crimes
To run a little boy down.

—E. and O. Magazine

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Our Business Getters

The following named have interested themselves in securing business for our line. Their interest and assistance is appreciated:

Lytle O. James.....	Clerk.....	Chicago
A. W. Parker.....	Roundhouse Foreman.....	Mitchell, S. D.
Rollin J. Chinn.....	303 Welch Street.....	Ames, Iowa
O. H. Timm.....	General Freight Dept.....	Chicago
John Guzy.....	Traveling Pass. Agent.....	St. Paul
J. A. Macdonald.....	Superintendent.....	Madison
Miss Vallis Lietz.....	1105 Erin Street.....	Madison
Wesley Nehf.....	General Freight Dept.....	Chicago
P. L. Nays.....	Chief Dispatcher.....	Spokane
Wm. Cummins.....	Conductor.....	Seattle
W. J. Moriarty.....	Storekeeping Dept.....	Aberdeen
Miss Hazel Adams.....	Car Clerk.....	Butte
V. J. Williams.....	Perishable Frl. Insp.....	Austin
Tony Schmirer.....	Conductor, Superior Divn.....	Green Bay
Wm. Joachim.....	Engine Hostler Helper.....	Green Bay
Wm. Dolphin.....	While Asst. Supt. Sleeping & Dining Car Dept.....	Tacoma
Ed. Seanlon.....	Call Boy.....	La Crosse
J. Downey.....	Conductor.....	Spokane
Wm. Cummins.....	Conductor.....	Spokane
E. Slater.....	Conductor.....	Spokane
Mary Elser.....	District Accountant's Office, Milwaukee Shops.....	Milwaukee
John Ehr.....	Engineer.....	Horicon, Wis.
Emil Landry.....	Conductor, Superior Divn.....	Green Bay
Mary McDonald.....	Telephone Operator, Union Station.....	Chicago
Lieu. McMahon.....	Police Department.....	Green Bay
J. Gengler.....	Chief Clerk to Master Mechanic.....	Spokane
Mrs. Cecil Johnson.....	Stenographer, Local Freight Office.....	Spokane
Nick Garloff.....	Section Foreman.....	Butte
W. J. Moriarty.....	Storekeeping Dept.....	Aberdeen, S. D.
James Pate.....	Central Station Accounting Bureau.....	Chicago
W. H. Woodhouse.....	Baggageman.....	Mason City
Mary Buhlman.....	Stenographer, Commissary Dept.....	Chicago
Chas. Wociffer.....	Accounting Dept., Fullerton Avenue.....	Chicago
W. E. Beck.....	Agent.....	Geddes, S. D.
J. E. Kearnes.....	% District Accountant Clarke.....	Seattle
John Pletz.....	Foreman, Division St. Station.....	Chicago
H. Dombrow.....	Percentage Clerk, Interline Bureau, Freight Auditor's Office.....	Chicago
Harry Beason.....	Train Director.....	Galewood, Ill.

Mrs. W. S. Burroughs, wife of cashier at local freight office, Tacoma, was instrumental in securing sale of one-way ticket, Tacoma to Chicago, en route to Washington, D. C.; and another, Tacoma to Sioux City. Mrs. Burroughs is always active in the interests of Milwaukee Road business, and never misses an opportunity to get a passenger or a carload of freight.

Mrs. G. M. DeMars, wife of dining car steward, solicited and secured three cars of cement from Metairie Falls to Walla

Walla, Wash. Mrs. DeMars has been active in securing shipments of less carload freight for our line. It is much appreciated.

Iowa Division engineer F. E. Millard secured movement of one car of furniture from High Point, S. C., to Cedar Rapids; and one car of feed from Minneapolis to Cedar Rapids.

D. Jaeger, stower, Dubuque freight house secured movement of two cars of coal into Dubuque.

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Nora B. Decco

WELL, at least we all know now if Santy brought us any of the things we wrote him about and all the rest of it and it's about time to take out the Christmas tree and sweep up the trash and gather up the Christmas cards and get ready to do it all over again next year.

Having lost track of all the new brakemen, I still understand there are more to arrive. Well, if business picks up this spring at the same rate it did last summer, some of the boys are not going to get a chance to finish school; no, sir! Get a lantern, and a switch key and a book of rules and get over on the right-away.

If I overlooked wishing everyone a Merry Christmas (sending in a snow story in July is something like it), I will now square myself with the folks on the RM by wishing them all a Happy New Year and may it surely be a real happy one.

Fireman C. C. Laughery has returned to Cook City for the winter, where he has a store. Fireman Switzer has returned to Lewistown and Engineer C. P. Warner from Lewistown to the Rocky Mountain division for work.

Engineer and Mrs. A. E. Barnes have returned from a trip to Glasgow, Montana, where they visited Dr. and Mrs. Larson, sister and brother-in-law of Mrs. Barnes. Next time they go up there, they are going to look for the dam...well, maybe, I heard Eddie Townsley was working there three weeks and hadn't found out where it was yet, but then he was working in a tunnel, days.

Fireman Sam Haffner had the misfortune to fall and break his arm during a snow storm last of November. He has returned from Seattle, where he went for medical attention. Expects to be back to work

soon, we hear. He was not the only one who felt that same morning, either.

Miss Katherine Cramer, cousin of Fireman Chester Markel, is here for a short visit with the Markel family. Her home is in Elgin, Ill., and understand she is an employee of our railroad.

Condr. Harold and wife have gone to California for a few weeks' vacation. Mr. Hudson got the pile driver for a few months and when they pulled the job off he beat it before he got called for the ditcher, I hear. This may or may not be one hundred per cent true, nothing guaranteed in this column.

A well known visitor here last of November with the Lieb family was Mrs. Matheison, who is now living in Spokane. A friend, Mrs. Gus Hoglund, accompanied her here.

Condr. Spayde, who was injured in November while switching near Butte Yard, is back to work again. He was blinded by a motor head light, we understand, and fell down an embankment while doing some switching. As luck would have it, he was not badly hurt and was taken to Deer Lodge.

Condr. Rice, who has been taking quite a vacation, has returned to work. Condr. Coffin is back again in his turn on the east end in freight service.

December second at Fort Mead, Penn., Ralph Smeltzer was killed. The details were not learned here in time for this issue of the magazine, but this man was a brother to Engineer John Smeltzer and Fireman Eddie Smeltzer. We extend our sympathy to this family.

The death of H. L. Porter, traveling freight and passenger agent of the Butte district for many years, occurred of heart trouble November 11th at his home at Butte. Mr. Porter was 51 years of age and had been ill but a short time. His wife, one son and three daughters survive. He came here in 1920 and was promoted to the position of traveling freight and passenger agent in 1925. Mr. Porter was well known

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J. A. ROESCH, JR.
President Steel Sales Corporation
E. A. RUSSELL
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and liked by everyone and we extend to this family our most sincere sympathy in their loss.

Mr. Harold Collingwood from Spokane has been placed in Mr. Porter's position as traveling freight and passenger agent, with headquarters at Butte. Mr. Collingwood went from Great Falls a few years ago to Spokane.

Thomas Weir, sub-station operator at Morel for many years, while hunting near there November 18th was accidentally killed by a man who thought he was a deer or something he was hunting. Mr. Weir left a wife, two sons, mother, father, two brothers, two sisters. He was born in Los Angeles and was a war veteran. We extend our sympathy to this family in their great loss.

The man who killed Mr. Weir did not report the accident until sometime later. He was arrested and brought to trial immediately and sentenced to several years in the state penitentiary for this deed.

With the death at his home in Butte November 10th of Henry R. Clemens, passed one of the division's most popular employees. Mr. Clemens was special agent for many years and known and liked by everyone. His wife and one son remain, as well as his mother, five brothers and a sister. Our sympathy is extended to his family in this loss.

"Did you have a nice long talk with Mr. Goldberg?"

"Did I? When I left, his voice was so tired he could hardly lift his arms!"

The Judge's Epigram

"Dat wasn't a bad epigram of de judge's," said Plodding Pete.

"What did he say?"

"Thoity days."

"Dat ain't no epigram, is it?"

"Sure it is. I asked a fellow what an epigram is, an' he says it's a short sentence dat sounds light, but gives you considerable to think about."

Striving to Please

A sample of British humor:

A young subaltern joined a guards' depot, his upper lip as yet unadorned with even the suspicion of down. The adjutant sent for him.

"You must grow a moustache."

"Yes, sir."

"And not one of those Chaplin affairs—a proper moustache."

"Yes, sir."

The interview was finished, but the subaltern did not move, so the adjutant asked: "Well, what more do you want?"

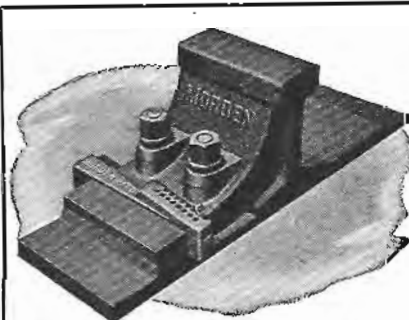
"Any particular color, sir?"

Spiritual Correspondence

At a social gathering a guest approached the host and said—"Excuse my asking, but what's in that bottle in the corner over there? Is it ink?"

"No!" was the reply. "Whisky! Why do you ask?"

"Oh," said the other, "a man went there and filled his fountain pen before he left."



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FOR SALE—Four Lots Nos. 359-360-445-446 in Midland Heights Addition, Mason City, Iowa. Good Location. Close to School, Stores, etc. Also Small House, acre of land, shade trees, paved street, 3 blocks from Milw. Depot. For further information, write Lock Box 7, Sanborn, Iowa.

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"—that these cars will be marshaled in trains, and tonight will be hauled

all over this continent for delivery to their hundred thousand consignees;

"—that all this is done without further thought or anxiety on the part of the shipper;

"—that the coordination between railroads is so nearly perfect that each of these cars moves under constant supervision and control from origin to destination, moving freely and interchangeably in any train, pulled by any engine, or if necessary repaired anywhere en route with standard parts at standard cost!

"A moment's consideration of that free flow of continent-wide commerce demonstrates it is no overstatement to say that it is a daily and hourly miracle of effective coordination, not planned out all at once in any grand scheme, but worked out, bit by bit, by practical railroad men in the carrying out of their daily task."

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