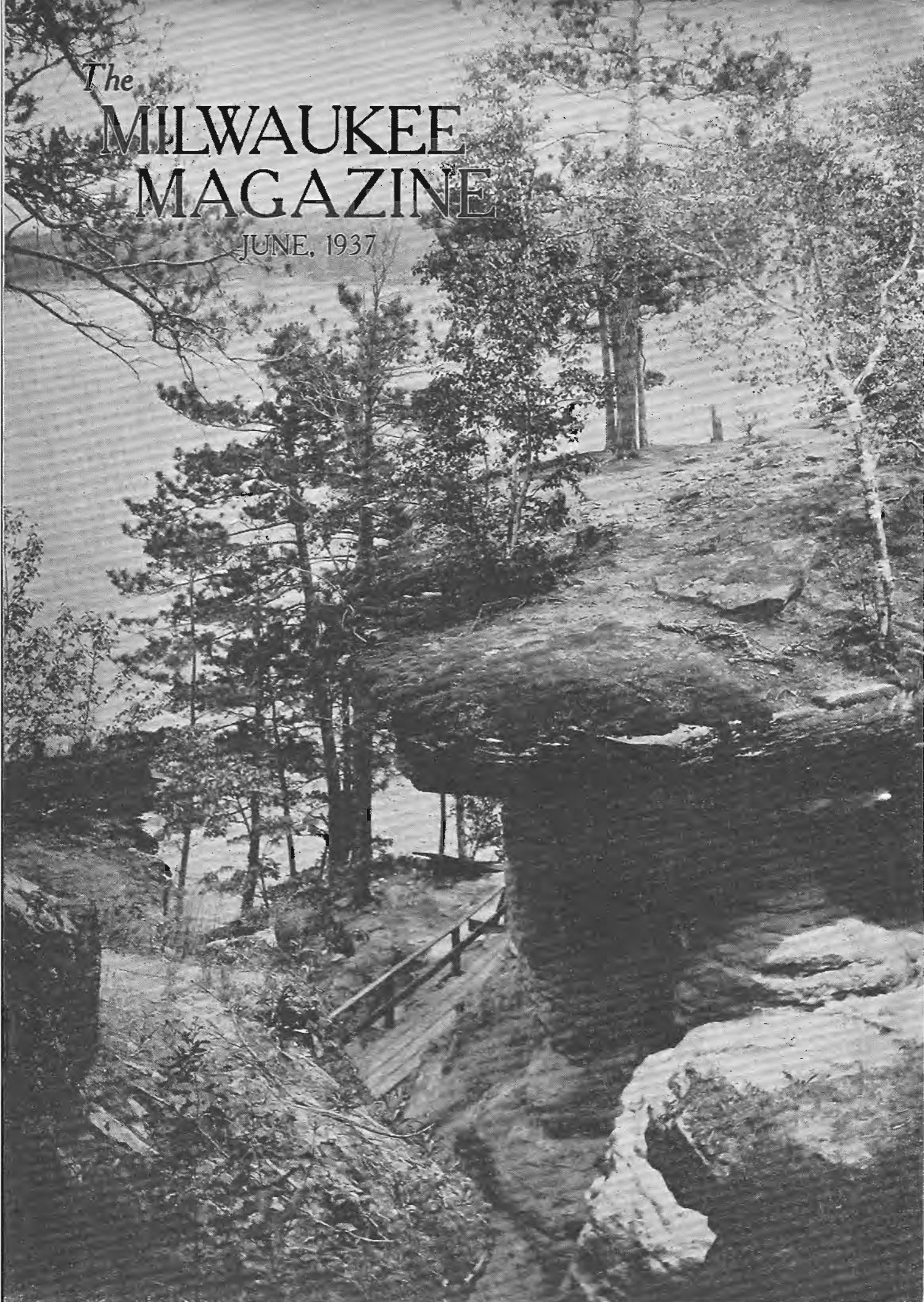
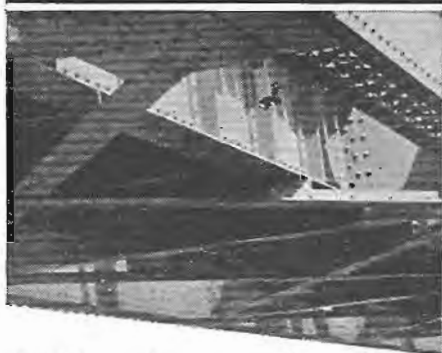


The
**MILWAUKEE
MAGAZINE**

JUNE, 1937



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The Original Rust Preventive



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CHICAGO

Chicago's Museum of Science and Industry

The Dream That Julius Rosenwald Made Come True

IT WAS a boy's dream that gave to Chicago an outstanding monument to science and industry—a building that houses mechanics in action, where working models of machinery and of science operate by a push of a button or the turn of a lever, telling their own story before your eyes.

The boy was the young son of the late Julius Rosenwald, philanthropist and public spirited citizen of Chicago. The boy, with his father, was doing art-galleries and museums in the city of Munich, Bavaria, when Rosenwald, pere, discovered that his son evinced but little interest in the masterpieces of Munich's famous art galleries, but his imagination was fired in the halls of the Deutsches Museum where engines, wireless apparatus, X-ray machines and gadgets innumerable would all start into demonstration just by the turn of a hand; and that hand could be his very own. Not for him, the great paintings and art treasures of the galleries, he was all for the museum where without let or hindrance he could walk right up to any of the models, start the machinery going and watch the operation just as it would do in the big factories, laboratories and shops of industry and science.

Mr. Rosenwald came home with an idea in the back of his head, which soon germinated into a magnificent project. Down in Jackson Park there still stood the crumbling ruin of the Old Fine Arts Building which was the architectural masterpiece of the World's Columbian Exposition of 1893. Its classic beauty was slowly giving way to the battering of the elements and Chicago was taking steps to reconstruct the building in permanent form. This gave Mr. Rosenwald his inspiration, and eventually the project went forward with the purpose of using the reconstructed building for an industrial museum aided by several millions of dollars contributed by himself.

The noble exterior now reproduced in limestone is exact in every detail to the beautiful original, and in its permanent form it is one of the most splendid public buildings in this country.

The floor space when eventually it is all occupied, will compare favorably with the largest and most complete institutions devoted to industry and industrial science in the world. Its evolution, according to the planning of its sponsors, is to be a gradual one so that "what the museum presents today is a cross-section of what it will ultimately become—something which reveals the principle of letting operative mechanism teach the facts of science, engineering and industry in the only

way in which they can be taught vividly and interestingly."

The Museum stands in Jackson Park, facing its north entrance, and before you enter, pause and let the beauty of its classic outlines, its columns and carvings with all their intricate detail produced in enduring stone, impress itself on your mind. According to John Ruskin, "architecture is frozen music" and this wonderful building is a majestic symphony within a worthy setting on the shores of Lake Michigan in lovely Jackson Park. In the interior the central court is already well filled and at your entrance you are greeted by the sound of moving wheels, the whir of motors, of gushing water, of musical notes,—action and animation everywhere. Visitors congregate about the exhibits,—someone pushes a button or moves a lever and the wheels turn. You do not wait for an attendant to start the operation—you do it yourself, and get your own thrill. If you want explanations about this or that, an attendant is easily found, ready to expound or demonstrate.

If you set out to "see everything" you, perhaps, start with inspection of modern milking machines, and cream sep-

arators; a model of a threshing outfit with wheels spinning and actual threshing going on; a model demonstrating a printing press in operation; underwater metal cutting is shown by a diver cutting steel under water, electric torch and all. A model of a sugar refinery shows the full process. An airplane pilot trainer is a model airplane mounted vertically so that it is free to ascend and descend, to turn right or left and to execute other maneuvers. The controls are operated by the visitor himself.

There is an exact replica of the old "Rocket" locomotive of George and Robert Stephenson. There are highway signal crossings with flashing red lights, which come on at the push of a button.

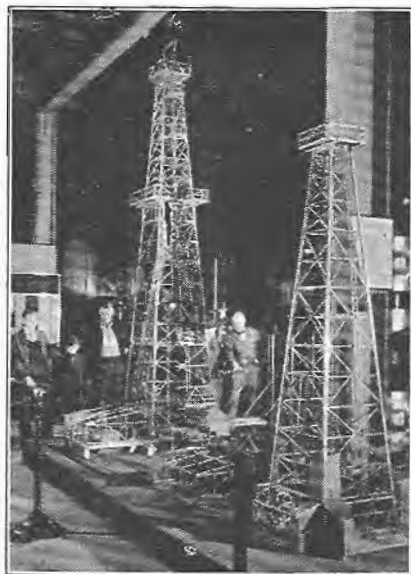
A torpedo with all the gadgets for action, except the explosive and projectiles themselves. The working, however, is demonstrable.

A gyro model is mounted and ready for action, showing how large steamers are automatically steered in mid-ocean; and heavy ships are stabilized against rolling. This exhibit demonstrates in a simple way what is meant by gyroscopic torque. Three or four visitors and an attendant mount a circular platform which is free to rotate about a vertical axis. Supported upon the platform and spinning around a horizontal axis is an automobile wheel. When the axis of the spin is moved up or down by a lever attached to the supporting structure of the spinning wheel, the entire platform rotates in one direction or the other and there you see how a ship rolls in a heavy sea and how it is stabilized by the gyroscope.

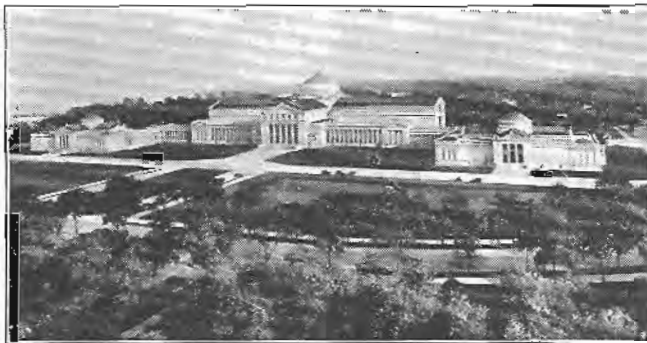
A device shows how sound travels, another how music is made, the transfer of momentum and numberless other models and devices, all of which are made to operate by the visitor at his own pleasure. No guards stand about to prevent you from making your own music, turning on or off this or that; nor are there forbidding signs to warn you away.

There are full displays of oil wells and well machinery; a most alluring model of a modern steel rolling plant that is demonstrated at request, by an attendant who willingly starts up the machinery while you follow the process of steel rolling from ingot to spun wire.

Of course, right now, the center of attraction is the working model of a coal mine. The head frame towers up into the rafters, and a genuine mine-hoist hauls up and lowers a cage counter-balanced by a coal skip. These are not imitations but originals, and they work here just as they once did at the top of a shaft. There is also a real fan to supply air to the miners below. Part of the metal housing of the fan has been cut away and enclosed in glass so that everything within may be seen and the process of ventilating a mine studied. If you are going for a trip



Rotary and Cable Type Rigs in Petroleum Exhibit.



Museum of Science and Industry



Diorama of Boulder Dam

through the mine, you climb the stairs around the head frame and step into the elevator. The cage seemingly drops a distance of 500 feet—the length of the cable. At the bottom of the shaft you step out at a pump room. Water trickles in through the ditches. See the pump suck it up and realize what it has always meant to keep a mine dry. . . . Farther on is a rotary dump. It turns a full-sized car upside down and rights it empty. Up a short ramp then to a mine train, an electric locomotive and two cars. Take your seat in one of the cars, and away, now for a trip through the mine. Three



Gyroscope Stabilizer Model

minutes in semi darkness and the train stops at a working face of coal. A miner is on hand to demonstrate a short-wall cutter and a coal-getter in a low seam. Moving on through into a room that has been already mined. It is a so-called room-and-pillar mine, because of the pillars of coal left standing to hold up the roof overhead. Here is another type of coal-cutter that makes cuts ten feet wide and a loader stretches out its arms to gather up the coal and convey it to a car. A post-drill here also shows how the holes are prepared for the explosives. You continue through all the "rooms" and tunnels and see the different methods of coal mining, to finally emerge at the surface in an apartment where miners lamps and the protection afforded against explosion, "damp," etc., are on exhibition. This is the only exhibit, at the present time, for which there is a charge. It costs 25 cents to make this interesting and instructive "trip."

Another exhibit of more than usual attraction is a large diorama of the great Boulder Dam. Visitors can operate this by an electric switch—the water raises and lowers, the spillways fill and empty, the turbines whir, the lights in the towers gleam and all the workings of this gigantic project move on just as they do in the reality.

One article could not begin to enumerate even a small part of the unique sights and interesting things already in place in this remarkable museum; and steadily new exhibits are coming in. This season the great west wing is being made ready for installation of interesting material.

The Museum has an important special



Working Model of Oil Refinery

library of books pertaining to the sciences and industries, many of the volumes of which are not to be duplicated in the country.

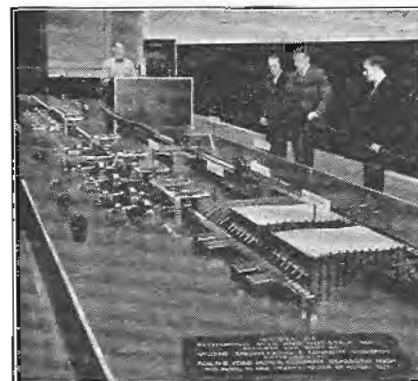
The Museum is open to the public without charge, except for the coal mine trip; and students and school children are always welcome. The children flock in daily and spend all the time they



Undercutting Coal in Museum Mine

wish to, experimenting with the various push buttons and other devices that make "the wheels go 'round," or manipulating the levers that produce music from pipes and keyboards. They gather about the rolling mill model and eagerly follow the constantly flattening ingot on its way through the entire process; and their joy is boundless over the trip through the coal mine.

Visitors reach the Museum most easily by bus No. 2 that runs from Michigan Avenue direct to the doors. From Union Station, a transfer from bus No. 26 at Michigan Avenue to No. 2 is a direct route.



Rolling Mill Model

The Chippewa Chicago-Iron Mountain New Streamlined Train

THE Milwaukee Road goes Indian in a big way. Its new streamlined train is named The CHIPPEWA because of the Indian lore and ancient associations with the country the new train will traverse.

The train consists of a brightly-hued steam locomotive built and housed on the stream-line idea; new luxury lounge coaches, parlor and dining car, all air-conditioned.

The CHIPPEWA leaves Chicago at 1:15 p. m., arrives at Milwaukee, 2:35 p. m.; leaves Milwaukee at 2:40 p. m. and arrives at Green Bay at 5:04 p. m.; leaves Green Bay at 5:09 p. m. and arrives at Iron Mountain at 7:30 p. m.—a comfortable half day's ride from Chicago in a modern, luxurious train.

The name CHIPPEWA for the new train was suggested by Elmer H. Moll,

secretary to Mr. George B. Haynes, Passenger Traffic Manager; and also was contained in a list offered by Mr. H. J. Mulligan, conductor, Milwaukee Division.

The CHIPPEWA was on exhibition May 26th at Plymouth, Elkhart Lake, Hilbert, Green Bay, Wisconsin; and on May 27th, at Coleman, Crivitz, Wausau, Pembine, Wis., and Iron Mountain, Mich. It was visited by virtually the entire communities where it was exhibited and received general admiration and praise.

Representatives of the railroad were in attendance to assist visitors on the inspection. School children were special guests at all the towns where the stops were made. The youngsters were "vocal" in their expressions of admiration and thanks for the opportunity to see the new train.

A "Travel Vagabond" On The Hiawatha

A Pennsylvania Railroad Dispatcher Tells About a Trip on The Milwaukee's Noted Train

MR. LEE R. YOUNG, train dispatcher of the Pennsylvania Railroad, as a "Travel Vagabond" writes about our famous train and what is to be seen on its route.

Commenting on his experiences and thrills, Mr. Young says: "I have dared to be sentimental because a vagabond is supposed to have a right to be different from the ordinary run of people. In fact, if he isn't different, he isn't a vagabond. He's just a *person*. That might be a subject for debate—whether you can accomplish more with a cold, dry style in which facts are stated, or whether you can be less mechanical and get a lot of humanness in your writing and speaking."

The story, written as letters to the Fort Wayne (Ind.) News-Sentinel, starts as an "effort to awaken interest in the train; then to 'describe the train' and so on, to telling 'what you can see on a trip to Minneapolis on the HIAWATHA.'"

Letter No. 1 says in part: "The Milwaukee Railroad operates a streamlined train which is advertised as the world's most popular train, 'Nothing faster on rails between Chicago and the Twin Cities.' The name of that train is the HIAWATHA. Every car of Cor-ten steel and brand new. Superlative, silent, smooth-riding. A handsome train, streamlined without and strikingly beautiful within."

"Tomorrow, I shall ride the HIAWATHA into Minneapolis. I shall think of Indians—brave and handsome bronze chiefs. Lovely and shy maidens with raven-black hair and silvery voices. I shall think of Hiawatha of the Iroquois and try to discover the relation between their Hiawatha and that of The Milwaukee Road."

Going on in a following letter, "Railroad Vagabond" writes about "Indian Country." "Beautiful HIAWATHA of the Milwaukee Road has just flashed through Wyocena in central Wisconsin. You have come up through Wauwatosa, Pewaukee, Nagawicka, Nashotah, Okauchee and Oconomowoc; and now here, speeding into Portage, the first stop out of Milwaukee, are the ruins of Fort Winnebago. You are definitely aware that you have entered Indian country, headed for the land of Hiawatha—Minneapolis—"where the Falls of Minnehaha flash and gleam among the oak trees, laugh and leap into the valley," as described by Longfellow. "You have been in the dining car, you have tasted the food and declared it very good. And you have discovered another secret of this train's popularity—fifty cent luncheons and sixty-five cent dinners served in the most beautiful and smooth-riding diner you have ever seen and served with all the courtesy and carefulness you have known without any feeling of stiff formality, or the need of

haste. You cease to wonder that the diner said to be the largest single unit diner in service, is always filled at meal time.

"And now the Dells of the Wisconsin River. I have just turned to ask a passenger about these startlingly different rock formations so evident everywhere. Here is Arizona brought to the very doors of Indiana without the aridness, the deadness, the lack-lusterness of those rock strewn wastes of the far west. Here are hills and vales and sparkling streams and wooded sections, too, but rearing up out of them, great piles of sandstone in grotesque and picturesque formation—some of them maybe, 100 feet high straight up, and beautifully covered at their crests with trees and vegetation . . . back out of sight among those same Wisconsin Dells are bewitching caves and glens and dark ravines where the restless spirits of departed Indian chiefs meet and live again the days of long ago. . . ."

"HIAWATHA, dream train of The Milwaukee, has been 165 minutes racing over the 196-mile pathway from Lake

Michigan at Milwaukee to the shores of the Mississippi at La Crosse. And there, in coquettish mood and deeply in love with her lakes and rivers, it dashed across to the Minnesota side. It has been a thrilling ride along the Mississippi shores. River's edge for miles and miles—140 of them—and scenic beauty you can't forget, even when you've grown too old to dream. You've come down through the Winona Hills, so beautiful you catch your breath when the HIAWATHA swings around a bend. And now Red Wing with the sun going down in purple and gold and crimson and red, so perfectly lovely the river itself grows jealous and tries to steal the color to himself—so you'll watch him instead. And he'll fool you, too. The deception is so nearly perfect you forget which is the river and which is the sky. . . ."

"Again you're nestled in your deep, wide seat in the parlor car. Conversation is hushed. WCCO is broadcasting through the custombuilt radio in your car. Perfect reception, modern entertainment in a modern train. You feel a slight click and a rumble. You are again gliding over the Father of Waters. Minneapolis is straight ahead. And the HIAWATHA is home."

Railroad Vagabond's journey is ended, too, and HIAWATHA Train is grateful for the tribute he pays to it and its route of travel.



Nearly One Hundred Years of Service on One Division

THESE are the brothers Finnium of the Des Moines Division: Conductor W. L. Finnium and engineer George E. Finnium, brothers, who have been employed on the Des Moines Division. Both were first employed in 1882, helping build the roadbed of the present Des Moines Division, which was later known as the Des Moines Northern & Western Railroad and acquired by The Milwaukee Road on July 1st, 1899.

Conductor W. L. Finnium was born August 31st, 1861, entered the service as brakeman July 1885; promoted to conductor, November, 1886; promoted to passenger conductor, January, 1892. He is still in service and very active.

Engineer George E. Finnium was born July 26th, 1863, entered the service as fireman, August, 1885; promoted to

engineer, October, 1891; promoted to passenger engineer in 1896; retired from active service and applied for the Railroad Retirement Pension, April 22nd, 1937. He is still in good health and very active.

The combined service of these two men is approximately 104 years, all of which has been on the Des Moines Division, and much of this time they were on the same train as engineer and conductor. Neither of these men have a single mark against their record, which, to say the least, is outstanding.

No Veterans' Meeting This Year

At a meeting of the executive committee of the Veteran Employees' Association it was decided to hold no meeting in 1937, but tentative plans were made for a "rousing" meeting in 1938. Time and place will be announced in due time.

The Puget Sound Pioneers

THE Milwaukee Puget Sound Pioneer Club will hold its 1937 meeting in Spokane, Wash., on June 21st and 22nd.

President Barrett has appointed W. E. Cummins; J. P. Downey and F. F. Fiebelkorn, on the Entertainment Committee. This Committee assures a good time and extend an invitation to all Pioneers to attend.

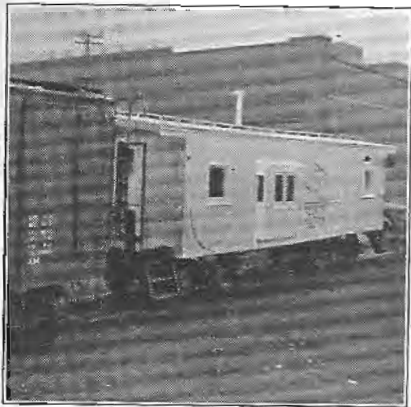
J. E. BRADY,
Secretary and Treasurer.

Wife—I hear you've started gambling.
Husband—Um—cr—yes, dear; but only for small stakes.
Wife—Oh, well, as long as it's for something to eat, I don't mind.

Remodeled Cabooses

IF anything in railroading could be considered permanent, it probably would be the age old freight caboose with its tiny cupola perched on top.

The caboose, you know, is where the freight train-crew travels. Its cupola was created for two brakemen, one on



Exterior New Type Caboose

each side, to see that the long line of swaying cars functions properly. Higher box cars have lately obstructed the view, forcing brakemen to crane far out.

On the Milwaukee Road the caboose has yielded to the progressive redesigning which is revolutionizing U. S. trains. The road is rebuilding, in its shops in Milwaukee its fleet of 900 cabooses, removing the cupolas and in their stead installing side bays.

Here are some of the innovations:

Trainmen seated in a remodeled caboose more easily inspect a train for brake beams or truck parts dragging. Also they readily detect hot journals since the odor arising from burning oil-soaked waste, usually hangs close to the ground.

There is an added safety feature since trainmen no longer are required to climb in and out of a cupola.

Removal of the cupola has permitted removal of partitions inside the car, making a roomier, more airy and more readily heated caboose.

The cabooses are equipped with the

latest type of stove, for heating and to enable trainmen to prepare meals while away from home. The stove has safety features to prevent upsetting or doors opening accidentally.

Side seats six feet long, upholstered in leather, are built in and used by trainmen to make into beds during the time they are at terminals away from their home stations.

Standard type coach seats are provided in the side bays so that trainmen may get into a comfortable position while watching the operation of the train.

Exceptionally efficient oil lamps have been installed.

Three clothes lockers allow trainmen to hang their street clothes up or, when off duty, their working clothes.

Toilet facilities are provided, as well



Interior View, New Caboose

as washstand with water supply. There is a built-in refrigerator for storage of food and also a tool locker.

Ceilings, finished with plywood to further provide warmth in winter, as well as a cooler caboose in summer, are painted with aluminum paint, presenting a light and cheerful interior.

The exterior is also finished with aluminum paint; the running gear, platforms, handles and ladders being finished in black. Goodbye to the little red caboose.

The contrast of black against aluminum at the ends of the cars is an added safety feature, since it tends to set off the caboose against the headlight rays of an oncoming locomotive.

eye-opener to 'Mr. and Mrs. America' and should be shown frequently so that more and more people will become railroad conscious."

(Signed) MISS JULIA SACHEN

"My reaction when the Vocafilm was first flashed upon the screen was one of disappointment, as for some unknown reason I had expected to see a motion picture.

After having viewed the entire picture, however, disappointment changed to enthusiasm and I came away proud of the fact that I was a part of this progressive industry and with the determination to transmit all the facts and the figures that I had learned to my non-railroad friends.

While I appreciate that the primary purpose of the film was to depict that progress of the railroads, it is my humble opinion that it would have been more impressive if some figures had been furnished as to the amount of salaries paid with its tremendous buying power that has its effect directly or indirectly on every individual in the nation.

I feel that this method of education will benefit the railroads and bring about a better understanding on the part of the general public and am looking forward with pleasure to another film that will furnish us with more ammunition."

(Signed) D. B. RAMSEY

Benefits of "All Aboard" Film

"I believe the film 'All Aboard' was the best piece of educational matter so far presented to railroad employees.

Pictures tell stories in a clearer light and are retained far longer than words, no matter how eloquently spoken.

The comparison of old time coaches with the new air-conditioned cars and the old locomotives with the new streamliners was enough to provide material for railroad employees to talk to their friends about for many hours.

The pictures also helped me to visualize the hundreds of thousands of people who are dependent on unhampered railroads for their livelihood and the thousands of school children who otherwise would be deprived of the opportunity for education.

The millions of dollars annually spent for fuel, steel, wood and other items produced in every state in the Union, was impressed on my mind through the pictures and can be recalled many many times when necessary to remind people what the railroads mean to the country.

Pictures and photographs should be used in every story the railroads wish to bring before the public and by keeping everlastingly at it the public will become aware of the dangers the railroads face through regulations of no benefit to the public or the railroad employees."

(Signed) W. T. AHERN

That Arrow Train

In the midnight air there's a distant hum,
Like the rolling beat of the desert drum,
That glittering train speeds on her way,
And carries safe her cargo, day by day.

That streak of steel on through the land,
Obeys command of the human hand;
Those mighty drivers bite the steel,
And side roads pose the rival's reel.

Those rolling wheels beneath that train
Carry their load, but not in vain;
Those Pullman cars on Timken bearing
rings.

Inside, the breath of air like a day in
Spring.

A warning blast—that grayhound's cry,
That glittering "Arrow" goes rushing by.
She slackens her speed, her work is done;
She halts at the terminal end of her run.

Those varnished cars, all wet with dew,
Praised by the passengers, loved by the
crew;

A voice calls, plain, loud and clear:
"All out, Chicago here."

—Charles Westfall Deaton,
Des Moines, Iowa.

Vocafilm Prize Letters

Award of Milwaukee Road Booster Club of Chicago

FOLLOWING the showing of the Vocafilm, "All Aboard," to the employees at all offices and shops in the Chicago Terminal, the Booster Club offered a prize of ten dollars to the employee writing the best letter of not over two hundred words on how the picture and lecture impressed him.

The letters were submitted to the Public Relations Committee who acted as judges and awarded the prize to David Ramsay of the car accountant's office. Miss Julia Sachen of the comptroller's office while Wm. T. Ahern of the executive assistant's office received honorable mention. Following are the letters:

"I thought I was completely aware of what our railroad means to travelers and shippers until I saw the Vocafilm 'All Aboard.'"

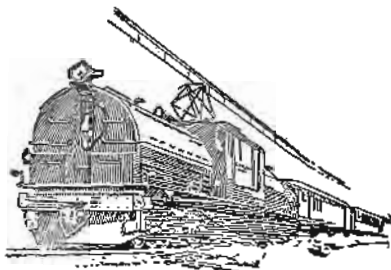
The film made me realize as never before the great forward stride the railroad has made since its beginning and the indispensable place it holds in passenger and freight service.

"All Aboard" depicts the luxurious comfort, the safety and speed offered to patrons of our road; it shows the details of shipping service—complete from the time freight is placed on the train until it reaches its destination.

As a means of bringing this important information to the public most impressively I can think of no more efficient means than the Vocafilm I viewed.

I believe films of this type would be an

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



COURTESY

The slogan, "Safety First-Friendliness too", was adopted last year by the Association of American Railroads as expressive of the service rendered by the railroads of this country.

This slogan is used in magazine advertisements, on posters and bulletins, correspondence enclosures, stickers, and in other ways.

Of course, this heavy emphasis on friendliness will cause the public to expect courtesy when dealing with railroad people, and to be particularly resentful when treated in an unfriendly or indifferent manner.

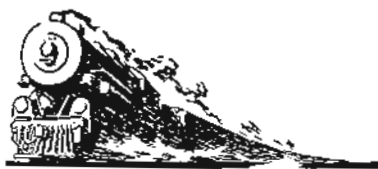
Therefore, we who represent The Milwaukee Road have added reason to do the utmost to make our patrons feel that they are doing us a favor when they ship or travel over our line and that we appreciate it.

A realization of the importance of courtesy is the first requirement, and then a willingness to do our part to make The Milwaukee Road an outstanding example of the influence of friendliness in building railroad patronage and prestige.

Submitted by S. M. Berg, Clerk, Advertising Department.

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

Chief Operating Officer





THE MILWAUKEE MAGAZINE

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CARPENTER KENDALL, Editor

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

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Things to Think About, and— Talk About

It should be remembered that where a railroad and a truck line serve two communities, a hundred or more miles apart, that the railway pays taxes to every community through which it passes; its employees reside all along the line and scatter their money all along the line so that every community through which the line passes is directly benefited by the service. Moreover, the employees of the railroad are much better paid than are those of the truck owners, and have more money to spend. The railroad maintains its own track so that it must have men working, at some time during the year, on every mile of its line. This is in no sense of the word true of the truck. The railroad leaves a large share of its revenue in the communities from which it is collected; the truck does nothing of the kind. After considering all these facts it ought not to be difficult for the shipper to decide which service to employ.

The Interstate Commerce Commission this year celebrates the 50th anniversary of its establishment. There is still pending in Congress the subject matter of one of the Commission's recommendations in its first annual report. Common carriers by water are still as free, despite practically complete agreement that immunity from regulations applying to railroads affords them unfair competitive advantage, as they were when the Interstate Commission in its first annual report, nearly a half century ago, made the following comment: "But some of the railroad practices which the act undertakes to bring to an end have been common among water carriers also, and if wrong in themselves might justly be forbidden in their case as well. The carriers by water discriminate between their customers on grounds not sanctioned by equity when interest seems to require it; they make rates at pleasure; they put up and put down rates suddenly without public notification; they make secret rebates to secure the business of large dealers; they charge less in some cases for a longer than for a short transportation over the same line in the same direction, the shorter being included in the longer distance."

In its first annual report the Interstate Commerce Commission also commented as follows concerning inland waterways: "The experience of the coun-

try has demonstrated that the artificial waterways cannot be successful competitors with the railroads on equal terms," adding that "the Erie Canal is only maintained as a great channel of trade by the liberality of the state of New York in maintaining its free use." The situation is unchanged. The Erie Canal still is maintained as "a channel of trade" at the expense of the taxpayers, instead of sustaining itself. Experience everywhere in this country has demonstrated that, all costs considered, transportation by means of artificial inland waterways is not as economic as transportation by rail. Indeed, there have been developments indicating that transportation via natural waterways may not always be more economic than either rail or truck competition. In any event, an important steamship line operating on the Great Lakes has announced withdrawal of its service to and from Milwaukee and Chicago. Declining freight rates and rising operating costs are assigned by the general freight agent of this line, The Great Lakes Transit Corporation, for its withdrawal of service from Milwaukee and Chicago. "Rates charged by the trucks and railroads



Fifty-Year Service Record

FIFTY years of continuous service with the Milwaukee Road was marked April 29 by W. C. Sievert, center.

At a ceremony in the Fullerton Ave. office building, Mr. Sievert was presented with a testimonial scroll by Carroll A. Peterson (right) assistant comptroller. At the left is W. P. Huel, auditor of overcharge claims.

Mr. Sievert, a native of Milwaukee, entered the service of the railroad there and was transferred to Chicago in 1890.

were getting so low that those we had to put into effect to meet this competition were not sufficiently large to allow us a profit," he said. The volume of business handled to and from Chicago had doubled since 1922, it was also stated, with the added comment that "it is a strange situation in which nature has provided the nation with a great waterway, without cost, which cannot be used on a profitable basis, while at the same time the government is going ahead with artificial waterways which can be used only by a few barges."

Those interested in air transport are continually pointing to the number of persons injured or killed in railway accidents, presumably in an effort to show how much safer it is to fly than to travel by train. They seem to have no regard for the truth or fairness in their publicity. Recently a spokesman for the aviation companies declared that more than 5000 persons were killed in rail accidents in 1935. The Railway Age recently published some statistics with reference to both rail and air line accidents that are illuminating. For instance: The airplanes carried 360,569,431 passengers one mile in 1935 and 15 passengers were killed, or one passenger killed for every 24,038,000 passenger miles. The railroads during the same year carried 18,509,497,000 passengers one mile with but one killed, or one for every 18,509,497,000 passenger miles. In 1936 there were 46 passengers killed while flying. The railroads killed 7 passengers during the same year. Passenger airplanes flew 10,690,000 miles for each person killed while passengers or trains traveled an average of 3,208,699,000 miles. In the seven years ending with 1936 the airlines killed one passenger for every 9,930,000 passenger miles while the railroads killed one passenger for every 2,567,518,000 passenger miles. Presuming that flying is safe, what can be said about the safety in traveling in passenger cars.

Taxes paid by American railroads amount to 7 cents out of every dollar of their revenues, while their competitors on the highways pay but 3 cents out of each dollar of their revenues. This fact affords an opportunity to do something toward equalizing conditions in the field of commercial transport. It is certainly unfair to compel one agency of transport to pay more than another for doing the same thing and it is the multitude of small things like this that renders competition between agencies of transport so cruelly unfair and that is doing irreparable injury to the railroads.

Milwaukee Employees Pension Association

Chicago, Illinois,
April 30, 1937.

To Members of the Milwaukee Employees Pension Association:

FOR the information of members and in answer to a number of inquiries received, Liquidating Dividend No. 1, for which checks were distributed to members in the month of February 1936, was 8% of the amount a member contributed to the Pension Fund of this Association; therefore, if a member wishes to ascertain the total amount of his contributions to the Pension Fund, multiply the amount of liquidating dividend check received by 12½ and the product will be the total amount of the member's contributions; for example, if liquidating dividend checks was for \$7.88, multiply this by 12½ and the product, \$98.50, is the

amount of the member's total contributions.

The annual report of the Association for the year 1936, published in the April 1937 issue of the Milwaukee Magazine, shows cash on hand as at December 31, 1936, a little better than \$120,000.00. In order to make a 10% distribution to members, approximately double this amount will be required.

The vast amount of clerical labor necessary in issuing approximately 20,000 liquidating dividend checks and the expense involved does not justify making a distribution of less than 10%. Every effort is being made to convert the investments of the Association into cash whenever this can be done on a reasonable basis and a 10% distribution will be made to members as soon as sufficient cash to do so can be accumulated.

M. J. LARSON,
Secretary-Treasurer.



Miles City Home of Daniel Carlstrom

Received 50-Year Service Button

DANIEL CARLSTROM of Miles City was born in Sweden, March 6, 1860, and first entered the service of the C. M. St. P. & P. R. R. in the B. & B. Dept., River Division between Wabasha and Eau Claire, Wis., and also worked on the narrow gauge between Wabasha and Zumbrota. Started work for the car department in Minneapolis, in 1883, working there until March, 1909, when he was transferred to Miles City as wrecker foreman. He worked as wrecker foreman, machine operator and carman up until the time of his retirement in December, 1936. He received his 50 year service button January 1, 1934, and in this length of service Mr. Carlstrom has never suffered a personal injury.

Rudy Gertz Shows 'Em How to Sell Tickets

AT a get-together meeting of all railroad passenger and traffic department representatives held at the Knickerbocker Hotel, Chicago, the evening of April 26, it was with some surprise and considerable pride that assistant city ticket agent, Rudy Gertz, was found in

the leading role in a ticket office "skit."

Before approximately 900 members of the railroad fraternity gathered together on this evening, Rudy took the part of the ideal ticket agent in a ticket office skit presented as a clinical study of what a ticket agent ought to do to be of service to prospective customers. Rudy's mellow voice answered many questions typical of those coming into the ticket office every day on the telephone. He outlined vacation trips for customers at the counter, made itineraries, sold tickets, made reservations; and while those in the audience who knew him, realized that although this skit was being presented to show how a ticket agent should conduct his relationship with customers, the manner was nothing other than that exhibited by Rudy Gertz at all times across the counter in the city ticket office at Chicago.



Sivert Hole, Miles City Veteran

His 40-Year Service Button

SIVERT HOLE, of Miles City, was born in Norway March 6, 1860, and came to the United States in 1884, settling first in Iowa from there he went to Minneapolis in 1896 and entered the service of the Milwaukee Railroad as a carpenter coming to Miles City in

1924 where he is still employed as a carman. Mr. Hole received his 40 year service button in March, 1937—much to his delight.

JUDITH BASIN FOLDER

A NEW folder describing farm and ranch opportunities in the Judith Basin, Montana, is now ready for distribution. It is very brief though sufficiently long to accurately tell of the crop, livestock, climatic, and other factors that determine this area's suitability for farming and livestock production.

A feature of the folder is the fact that every word in it has been approved by the Central Montana Chamber of Commerce and the County Agricultural Agents of Fergus and Judith Basin counties.

The folder is illustrated, having one cut of a bird's eye view of the basin. This view comprises an area 100 by 70 miles. It will be sent free to anyone interested in owning a Judith Basin farm or ranch.

The Cheerful Caller

He dropped into my office with a grin upon his face;
He talked about the weather and the college football race.
He asked about the family and told the latest joke,
But never mentioned anyone who'd suddenly gone broke.

He talked of books and pictures and the play he'd been to see;
A clever quip his boy had made, he passed along to me.
He praised the suit of clothes I wore and asked me what it cost,
But he never said a word about the money he had lost.

He was with me twenty minutes, chuckling gaily while he stayed
O'er the memory of some silly blunder he had made.
He reminded me that tulips must be planted in the fall,
But calamity and tragedy he mentioned not at all.

I thought it rather curious, when he had come and gone,
He must have had some tales of woe, but didn't pass 'em on,
For nowadays it seems to me that every man I meet
Has something new in misery and moaning to repeat.

So I write these lines to him who had his share of woe,
But still could talk of other things and let his troubles go.
I was happier with his visit—in a world that's sick with doubt
'Twas good to meet a man who wasn't spreading gloom about.

—Acipco News

Known by His Handiwork

In a Scotch village, a cobbler, a strict teetotaler, was passing a local saloon just as the saloonkeeper was assisting a customer off the premises.

"Here, John," called the grog dispenser, "ye might gie this chap an airm tae his boose."

"Na, na!" replied the cobbler. "Ye should dae as I dae when I've feenished a gude job—put it in the show window."

The Agricultural and Colonization Department

FARMERS' MEETINGS Arranged to Benefit Industries as a Whole

"I HAVE been surprised and so have the county agents, in every case where the special soy bean meetings have been held, with the interest there seems to be in soy beans," is the statement of an agricultural specialist who for many years has worked with farmers in Iowa.

There are apparently several reasons why these meetings have been so surprising, many of them similar to the reasons why farmers were so keenly interested in the malting barley meetings that were held following repeal of the eighteenth amendment. Farmers attending these barley meetings have expressed appreciation of the opportunity and privilege of attending. Many of them have complimented the conductors of the meetings stating that they were the most efficient and productive of information they ever attended.

The malting barley meetings have been carefully arranged as to location and program by thorough consultation, in advance of each meeting, with leaders in every branch of the industry. They have been conducted for the benefit of the industry as a whole. No individual, no processing plant, no one local territory, no one person in the research field has attempted to be all important during the course of the meetings. The meetings have been most successful because of the splendid and unselfish cooperation of all.

In the meetings the farmers have heard the very best authorities available tell what varieties of barley were best for malting purposes regardless of where or who may have been "father" of the variety; they have heard practical growers discuss best practices of production; they have heard men who are responsible for determining the market grade of the barley sold tell why and show why some barleys reaching the markets did not meet requirements of the malting grades; they saw how impossible it was to fool the man who buys; and they heard from the lips of men, who actually malt barley, just what kind of grain was required and why. The meetings have been, "the testimony of men of experience" as one farmer put it.

The Iowa soy bean meetings have been patterned along the same general plan. They are interesting and productive because experience directed that they should be. They are attracting thinking farmers for those farmers know they will get factful material from experienced men who know how to produce, market and merchandise soy beans and soy bean products.

Our railroad has actively co-operated in arranging these meetings on invitation of the farmers, representatives of the agricultural colleges and the processors. Our part has been that of coordinating the several interests represented that the most effective and lasting benefits might accrue to those we serve.

BUFFALO RAPIDS IRRIGATION DISTRICT Plan for Rehabilitation Approved

THE land owners within the Buffalo Rapids Irrigation District, Kinsey, Montana, have petitioned the Montana State Water Conservation Board for aid in rehabilitating and otherwise improving their irrigation appurtenances. In the land owners petition, among other things, they stated that they would convey to the Water Conservation Board free of all encumbrances, their water rights, canals and all property for the distribution of water; that they would dissolve the Buffalo Rapids Irrigation District and organize a Water Users' Association; and, further, that the land owners and Water Users' Association, if organized, would enter into contracts with the Water Conservation Board for the purchase of water from said system at such prices as will repay to the State Water Conservation Board, over a period of years to be determined upon, all expenses incurred by the State Water Conservation Board with interest at four per cent per annum. All outstanding bonds and warrants of the irrigation district are to be cancelled if the foregoing conditions among others are acceptable to the State Water Conservation Board.

At a recent meeting of the State

Water Conservation Board resolution No. 282 was passed. Briefly, the Board agrees to rehabilitate and otherwise improve the Buffalo Rapids Irrigation District upon fulfillment of the proposals made by the organization of the said Water Users' Association, cancellation of the outstanding bonds and warrants, proof that no individual or corporation owns more than 1300 acres of land in the project, and transfer of water rights, canals and other irrigation facilities to the Board. The State Water Conservation Board agrees to rehabilitate the project, the costs of which will be repaid by the water users at the rate of \$1.00 per year per acre plus necessary operation and maintenance charges, said payments to commence December 1, 1939.

It now appears certain that this irrigation district will be rehabilitated by installation of a pumping plant, electric line and necessary repairs to ditches and structures to the end that the land owners and water users will be able to plant and sow full acreages with assurance of adequate irrigation water. It is hoped that the 1937 crop will benefit from the above proposal.

ORGANIZE WATER USERS In Rapid Valley, South Dakota

THE water users of Rapid Valley, in cooperation with the Pennington County, South Dakota, Farm Bureau, have perfected an organization, "The Water Users of Rapid Valley," for the purpose of adjusting local distribution problems and the judicial decreeing of water supplies between the different irrigation ditches. Such an organization has long been one of the needs of the Valley for just the purposes indicated.

During the past year the United States Bureau of Reclamation engineers made a survey of the drainage area of Rapid Creek to determine the amount of water that might be stored for rural and urban use, how and where it could best be stored, cost of storage reservoirs and distribution system from the reservoirs and other features that would lead to an accurate estimate of the feasibility of adequately irrigating Rapid Valley as well as supplying the city of Rapid City. That report is now being written and will be released soon.

The organization of The Water Users of Rapid Valley will greatly aid the community in uniting its citizens to the end that they will cooperate in putting into effect the recommendations of the government engineers.

Our railroad has long sought to secure both the government survey of the Valley and organization of the water users.



Miss Gene Wright and her friend, holding a bunch of Tokay grapes weighing seven pounds. The grapes were grown and picture taken at White Bluffs, Washington. Photo courtesy Lon Cook.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The District Meetings

Kansas City, April 22nd

Minneapolis, May 13th

THIS being the year of the District meetings, the Governing Board is happy to announce that at those held in April and May, the attendance has been good and the interest unabated.

The meetings, as arranged for this year, have not been all work, the order of business, reports, and discussions have been taken care of in one session and after the luncheon, drives about the different cities where the meetings were held with an informal tea following, at the club rooms, has provided very enjoyable social periods.

The social feature is one of importance, for the more and better the membership is acquainted the greater the co-operation, and the more stimulating the zeal to carry on.

The Kansas City meeting was an unqualified success, equally in attendance, in good reports, in beautiful surroundings and the cordial hospitality of Kansas City Chapter. The meeting was held in the Blue Room of Hotel Baltimore.

The meeting was called to order at 9:45 a. m. by the president general. After extending greetings to the out-of-town members in that district, Mrs. Kendall spoke of this being the first district meeting ever to have been held in Kansas City and expressed her pleasure at seeing so many present.

The roll call was responded to by seven members of the General Executive Committee: Mrs. Kendall, president general; Mrs. Bannan, 2nd vice president general; Mrs. Morrison, general director, Kansas City; Mrs. Wiedner, general director, Dubuque; Miss Lindskog, secretary general; Mrs. Dolan, recording secretary general; Mrs. Soergel, general luncheon chairman; the last three, all of Chicago.

The eight chapters in the district were all represented by their presidents: Mrs. Smith, Council Bluffs; Mrs. Salzer, Davenport; Mrs. Hamilton, Des Moines; Mrs. Wiedner, Dubuque; Mrs. Woodward, Kansas City; Mrs. Stewart, Ottumwa; Mrs. Bryant, Perry; Mrs. Buswell, Savanna.

Council Bluffs representation as a whole was two; Davenport, 7; Des Moines, 8; Dubuque, 9; Kansas City, 35; Ottumwa, 30; Perry, 2, Savanna, 2.

Three chapters outside of the district coming as guests were represented as follows: Chicago-Fullerton avenue, Mrs. Frandsen, president and 10 members; Milwaukee, Mrs. Carey, president and 12 members; Portage, Wisconsin, Mrs. Hamels, president, and 12 members; Chicago Union Station, 1 member.

Miss Lindskog presented a comprehensive report of the work of the club, gave the total membership at the close of the year 1936, as 15,427 including voting and contributing membership. The total increase over the preceding year was, 1,264. The membership for 1937, as of March 31st, was 5,112 and several of the chapters had already gone over the top and were eligible for the special membership prize. This was considered an encouraging outlook, for with favorable weather, the chapters all expected to equal at least their total of the previous year.

The activities and welfare work of the club as a whole was given including amounts spent, returns on ways and means, etc.

The balance in the Governing Board treasury as of March 31st was \$13,376.40. At this point, Miss Lindskog took occasion to explain the mode of handling the percentages received from the vending machines. These candy machines are installed at a number of places on the railroad, the care and supply is taken care of by the manufacturers and a certain percentage is allowed the Women's Club. This percentage constitutes a means of revenue for the general fund, which does not in any way interfere with the ways and means activities of the various chapters, nor does it require any attention or care from those chapters. The commissions from the source amounted last year to \$1,824.71.

Reports from the chapter presidents followed, which included the 1937 membership to date; amounts spent on welfare, the methods of obtaining revenue, with any novel and interesting suggestions and ideas for entertainment, etc.

General discussion on problems followed bringing up many questions on which information and light was desired.

Mrs. Kendall called on three visiting presidents who each spoke a few words and expressed their pleasure at being privileged to attend this very interesting meeting. The general officers present had no reports to offer.

Luncheon was served in the beautiful Francis First Room at Hotel Baltimore with 138 present. Spring flowers and bright sunshine gladdened the occasion. Two vocal solos were rendered by Mrs. Zimmerman, and were much enjoyed. Mrs. Zimmerman dedicated the first of her selections to Mrs. Morrison, general director and the second to Mrs. Woodward, president of Kansas City Chapter. At the close of the luncheon and program, Mrs. Kendall called on the assembly for a vote of thanks to Mrs. Morrison and Kansas City Chapter for the delightful entertainment, which had been so thoroughly enjoyed.

The afternoon was devoted to a drive by

autos about Kansas City. One large bus full and twenty-five private cars were furnished by the members of Kansas City Chapter while the city Chamber of Commerce furnished a motor-cycle escort, and a very wonderful ride through the beautiful city and its environs marked "the end of a perfect day."

The thanks of the club are extended to the Chamber of Commerce of Kansas City for many favors extended, one of these being the registration of the visiting members and furnishing each one with a name and location badge.

The Milwaukee Meeting

The meeting held May 1st, at Hotel Schroeder, Milwaukee, convened at 10:15 a. m. in the English Room.

Greetings were extended by Mrs. Kendall who also gave a short review of district meeting held in Kansas City.

Roll Call was responded to by six members of the general official staff: Mrs. Kendall; Mrs. Bannan, Milwaukee; Mrs. Weidner, Dubuque; Mrs. Holbrook, Minneapolis; Miss Lindskog and Mrs. Dolan, Chicago.

Presidents of the following chapters were present: Mrs. George Carey, Channing, Alch.; Mrs. Grebe, Green Bay, Wis.; Mrs. Shields, Iron Mountain, Mich.; Mrs. Speckner, Madison, Wis.; Mrs. O. J. Carey Milwaukee; Mrs. Shraake, New Lisbon, Wis.; Mrs. Hamels, Portage, Wis.; Mrs. Kohl, Tomah, Wis.; Mrs. Slomske, Wausau, Wis.

Report of the treasurer-general was read by Miss Lindskog, giving the amount in the general fund as of March 31st, 1937. Miss Lindskog then read her report, giving the general condition of the club as a whole, the membership of last year which was the largest in the history of the club; the membership for the three months of the present year, and the number of chapters already over the top in membership and qualified for the special prize. Thanks were extended to the chapters for their untiring labors and the great amount of good work done.

Mrs. Bannan, who was in charge of the arrangements for this meeting made several announcements. Mrs. Holbrook gave a short report on the condition of the chapters in her district and invited all present to attend the district meeting to be held in Minneapolis on May 13th. Other general officers present had no reports to make.

Chapter reports followed, bringing out many interesting details on manner of carrying on their work and the results thereof. All anticipated that the membership in their chapters would equal if not exceed that of the previous year.

Many interesting methods of raising money were related, and one special detail seemed to be very worth while, being an attention extended by Tomah Chapter to families of deceased Milwaukee Road employees. On the day of the funeral, a committee from this chapter go to the house of mourning and prepare the dinner for the household; taking in the food, also and relieving the sorrowing family of that responsibility.

Wausau Chapter reported that their membership quota was exceeded and they had qualified for all three prizes. This was greeted with applause, it being up to that time the only chapter to have achieved this success. Portage and Madison chapters also reported "over the top" qualifying for the special prize.

Luncheon was served in the Crystal Ballroom of the hotel, with 156 members present. Representation as follows: General Executive Committee, 6; Channing Chapter, 1; Green Bay, 17; Iron Mountain, 3; Madison, Wis., 29; New Lisbon, 3; Portage, 4; Tomah, 29; Milwaukee, 54;



Luncheon at Hotel Baltimore, Kansas City, April 22nd

Wausau, 8; Minneapolis, a visiting chapter, 2. Through the courtesy of Milwaukee Chapter we were favored with two vocal solos.

Also by courtesy of Milwaukee Road employees in Milwaukee, the visitors were treated to a drive about the city and environs, returning to the club rooms of Milwaukee Chapter where tea was served by the Chapter, which was a charming climax to a most interesting and enjoyable day. A hearty vote of thanks was extended to Mrs. Bannon and Milwaukee Chapter for their hospitality and their untiring efforts to make the occasion a memorable one.

Miles City Chapter

Mrs. A. S. Caudel, Historian

THE chapter met at the clubhouse on April 5 with president Mrs. Moss, presiding and an attendance of 50 members. After repeating the club motto the following reports were given:

Treasurer, Anne Davis, a balance of \$57.81; good cheer—Mrs. James, 298 personal, 68 telephone calls, 19 messages sent and 42 families reached; welfare—Mrs. Nimbar, \$10.35 spent, 12 personal and 18 telephone calls and 5 families reached; membership—Mrs. Walters, 56 voting, 17 contributing and 3 Junior members; housing—Mrs. Spear reports that when the floor has been varnished and waxed the spring housecleaning will be over.

Our program consisted of two piano duets by Donald and James McGuire; two readings by Gladys Grills; tap dancing by Colleen King and Dorothy Hardesty, accompanied by Dorothy Bradford. Only one collar and cuff set was drawn and the winner was president, Mrs. Moss. The \$2.00 bank pot was given to Mrs. C. D. Tarbox. Refreshments were served by Mesdames Helm, Cain and Caudel.

Miles City Chapter

Mrs. A. S. Caudel, Historian

The May meeting was held on the 3rd with president Mrs. Moss, presiding with an attendance of 60 members. After repeating the club motto the following reports were given: Treasurer Anne Davis reports a balance of \$147.96; good cheer, Mrs. James reports 312 personal, 40 telephone calls, 27 messages of good cheer and 48 families reached; welfare, Mrs. Nimbar reports \$3.44 spent and one family reached; membership, Mrs. Walters reports 130 voting, 131 contributing members; ways and means, Mrs. Johnson, \$22.50 for hall rent.

The welfare chairman and her committee will be hostesses on May 21 to the crippled children and their parents attending the Free Clinic conducted on that day by Dr. Allard of Billings, Mont.

The program of the evening was: A reading by James McGuire, a reading by Helen Hamre, 2 tap dances by Arlene Mundry, accompanied by Bessie Elzea and 4 charcoal drawings by Earl Zuelke who showed us how easy it is to draw when you know how.

The second collar and cuff set was given to Mrs. Wickersham and the "Bank" was given to Mrs. James. Refreshments were served by Mesdames Corbett, McMahan, Maxness and Numerador.

Seattle Chapter

Mrs. B. W. Zilley, Historian

ON March 11th members of the Chapter and their friends gathered at the club rooms to hear Mrs. A. J. McCarthy, a talented member of Seattle Chapter, present the play review "Victoria Regina" by Laurence Housman. Mrs. McCarthy was formerly on the stage and her charming personality and delightful rendition of this play held her audience at rapt attention for more than two hours. Mrs. McCarthy has on previous occasions given of her talent for the benefit of the Chapter, which we very much appreciate, and having once heard her one does not miss another opportunity.

The presentation was interspersed with

instrumental music by Miss Barbara Barkley, daughter of Mrs. A. H. Barkley, and two selections by Mrs. W. W. Waters, accompanied by Miss Barkley. After this enjoyable entertainment, tea, sandwiches and cookies were served. Hostesses for the afternoon were Mesdames Clyde Medley, C. F. Goodman, A. H. Barkley and O. O. Mercer. The chapter cleared \$20.00.

On March 25th the regular luncheon was held, Mrs. J. M. Axelson, hostess, followed by a short business session and cards. On April 8th a card party was given in the club rooms at 1:30 p. m., and prizes were awarded.

Mason City Chapter

Mrs. W. L. Gaffney, Historian

THE March meeting of the Mason City Chapter was held in the club rooms with the president, Mrs. Rae Sizer, presiding. Mrs. W. F. Ingraham led in community singing after which we repeated our club motto.

Our welfare chairman, Mrs. R. Goltz, reported \$5.64 expended; 2 personal calls, 8 telephone calls and one family given aid. Mrs. C. Tusler, sunshine chairman, reported 6 cards sent, 9 telephone calls and 2 social calls. Mrs. C. S. Pack, treasurer, reported a balance of \$362.40 in the treasury. Mrs. C. H. Kirsch reported 128 paid memberships to date.

Mention was made of the desire to have a goodly crowd go to Minneapolis, May 12th to our District meeting. We voted to have our April meeting in the evening to which the office employees and men members were invited.

Mrs. Eddie Adams, program chairman, presented the following program: Miss Mabel Joy Prusia presented the Garfield Kindergarten Rhythm Band composed of 26 tiny tots, playing bells, cymbals, tambourines, and triangles. They played two numbers. Next Miss Corrine Montem, one of our Milwaukee girls who is majoring in music at Morningside College, sang three numbers. She was accompanied by Mrs. Ingraham. We are very proud of Corrine.

Bridge and five hundred followed with high score in bridge going to Mrs. Jim Love and low to Mrs. R. K. Ferris. In five hundred, high went to Mrs. Carl Donovan and low to Mrs. Jess Dennis. The door prize went to Mrs. Jim Love.

The luncheon was in honor of Mrs. Rae Sizer, Mrs. C. Butler, Mrs. E. J. Patton, Mrs. Louis Walters and Mrs. A. M. Glander, who were celebrating their birthdays. Table decorations were tulips and snapdragons and green candles. A birthday cake, decorated in green and pink was cut by Mrs. Sizer.

Our May meeting was held the last Tuesday evening of the month for a get-together of all Milwaukee employees, wives, and members. Mrs. R. E. Sizer, president, presided in her usual gracious manner.

Mrs. C. H. Kirsch reported 364 paid memberships (14) voting, 207 contributing, and 10 junior) the most to be paid at such an early date in the eleven years since we organized. We made sufficient gain to get \$10, the prize offered by the head chapter. Mrs. C. S. Pack, treasurer, reported a balance of \$440 April 1. There were \$20.57 disbursements for the month.

Mrs. R. Goeltz, welfare chairman, reported \$11.42 expended during the month, 4 personal calls, and 1 telephone call.

Mrs. J. C. Tusler, good cheer chairman, reported 14 telephone calls, 8 personal calls, 3 cards sent, and 2 letters.

A total of \$13.10 was reported from our traveling food basket.

After our reports we were favored with two vocal solos by Grace Marie Ryan. We were delighted with both numbers.

Bridge and five hundred were played for the next hour. In bridge H. A. Zack received high prize for the men and low went to R. K. Ferris. High for the women went to Mrs. F. J. MacDonald and low to Mrs. Wm. Gross. High in five hundred went to Mrs. H. W. Ross and low to Mrs. L. H. Beyers.

Janesville Chapter

Mrs. George J. Ryan

OUR first meeting of the year was preceded by a delicious supper. Hostesses were Mrs. Jas. Fox, Mrs. Herman Dallman and Mrs. F. W. Bennett.

Reports for the year 1936 were given. We spent \$115.97 for welfare and \$27.16 for sunshine. Nearly 200 personal calls were made. After all the old business was taken care of, the officers for 1937 were installed. An original installation ceremony written by Mrs. J. A. Lovoas was used.

The following were installed for the year: President, Mrs. J. A. Lovoas; first vice-president, Mrs. J. J. McCarthy; second vice-president, Mrs. H. Dallman; treasurer, Mrs. M. Kelleher; recording secretary, Mrs. F. W. Bennett; corresponding secretary, Mrs. O. Wendland; historian, Mrs. Geo. J. Ryan.

Our outgoing president, Mrs. T. Kenough, was presented with an overnite bag. Flowers were presented to those who took part in the installation ceremony and also to our incoming president.

In the latter part of January a joint benefit card party was given by our chapter and the Northwestern Club in the Northwestern Club room. The sum of \$15.50 was cleared and donated to the Red Cross for the flood sufferers.

A George Washington birthday luncheon was given with Mrs. Chas. Gregory in charge. In March, Mrs. Chas. Krause was hostess to an afternoon card party.

A membership drive is in progress now. The losing team is to entertain the side getting the most members. Captains are Mrs. Jno. Davey and Mrs. Jas. Dowd. Mrs. Jas. Fox is general chairman.

We were very sorry to lose our oldest member, Mrs. Mary Jan Davey. Our sympathy is extended to the family.

Green Bay Chapter

Mrs. Arthur Carlson, Historian

GREEN BAY chapter met in the club-rooms for its regular meeting April 1st with a pot-luck supper at 6:30 with about 50 present and loads of good things to eat, all of which was much enjoyed by those present.

The business session followed, conducted by our president, Mrs. Otto Grehe, with the club motto repeated in unison for the opening. Reports from the various officers were read. Sunshine chairman reported 7 telephone calls, 7 personal calls, 1 basket of fruit and 1 spray sent.

Our ways and means chairman is very busy getting a couple of shirts patched, each are to sew on a patch with a silver coin under it. By all reports our membership drive is going over good.

We wish to welcome Mr. and Mrs. Ernie Nuister and Gordon, and Mr. and Mrs. Kiessle and family recently moved here.

The meeting was then turned over to the program chairman and the evening was spent in playing *beno*.

Marion Chapter

Mrs. F. G. Newlin, Historian

THIS chapter met in the New Hallwood with twenty-seven members present. Plans were made for a membership drive which closed May 13 with a breakfast at 9:30.

Mrs. W. C. Givens, membership drive chairman, named committees as follows: enginemen, Mrs. John Fosdick, Mrs. George Stark, Mrs. N. Harry, Mrs. J. C. Smith; trainmen, Mrs. Thomas Costello, Mrs. J. F. Coakley and Mrs. F. J. Hardenbrook; offices and maintenance of way, Mrs. George Barnoska, Jr., and Mrs. H. Wuerth; for Cedar Rapids, Mrs. W. E. Cooper; breakfast, Mrs. Guy Miller, Mrs. George Hennessey and Mrs. Earl Jefferson.

Following the business meeting bridge was played at seven tables with prizes awarded to Mrs. Stanley Thomas, and Mrs. Ed Ainley. Refreshments served by Mrs. L. R. Lange and her committee.

Spokane Chapter

Mrs. W. H. Hunter, Historian

THIS chapter held a card party in their clubrooms, Union Station, on March 18th. The ways and means chairman, Mrs. Bertha Bradley, had charge of this party. She was ably assisted by Mrs. F. J. McDowell and Mrs. Healey.

Pinochle and bridge were played. At pinochle prizes were won by Mrs. Mae Service, Mrs. Scanlon, Mrs. Hore and Mr. Lillwitz and Mr. Duncan. The first prize was a pair of lovely pillow cases. At bridge high honors went to Mrs. W. A. Harnack. Others receiving prizes were Miss Florence Welch, Mr. Watkins, Mr. Helmer and Mr. Saure, Mrs. D. Leming won a large cake baked by Mrs. Watkins. Decorations were in green, suggestive of St. Patrick's day. A fine lunch was served and a neat sum added to our treasury.

On March 23rd a board meeting was held at 1:30 p. m. The vice-president, Mrs. F. W. Watkins, presided in the absence of our president, Mrs. Chas. Lillwitz, who was called to Montana to the bedside of her sick mother.

The meeting opened by all repeating the club motto. We were asked to look at this motto particularly and think of the meaning in the words of this motto. Reports were given. Mrs. William Ashton, treasurer, ever faithful, comes in each meeting from Coeur d'Alene, Idaho. All reports were favorable. Mrs. Harnack read the Federation report in the absence of Mrs. Leaming, who is the delegate. Ways and means of earning money were discussed. A luncheon is to be given at the next meeting. In the nickel contest Mrs. Emerson won the dollar. Delegates to the City Federation were appointed, they are: Mrs. Chas. Lillwitz, Mrs. Geo. Hill, Mrs. F. W. Watkins, Mrs. Clem Shook, alternates; Mrs. P. L. Hays, Mrs. Harnack, Mrs. Harold Linnehan and Mrs. M. C. Helmer. These are to represent our club at the City Federation for 1937.

On April 27th the chapter gave a luncheon. The ladies began serving at 11:30. Mrs. Eva Palmund, social chairman, was in charge, assisted by Mrs. F. W. Watkins. Others aiding were Mrs. P. L. Hays, Mrs. Emerson, Mrs. H. Falscheer, Mrs. Clem Shook, Mrs. W. A. Shure and Mrs. Lawrence. After lunch a board meeting was held, presided over by our president, Mrs. Chas. Lillwitz. The regular meeting followed the board meeting. Reports showed an increase in members and in the treasury. This proves our activities are increasing also and our club's influence is reaching out to better work and greater service. Our very capable program chairman, Mrs. George Hill, prepared a most interesting educational program. Slides of a model kitchen were shown—this was under the Federal Housing Administration. Following this an instructive talk on Control of Cancer was given by Dr. J. M. Nelson. The president urged all to work for new members. A great deal of interest centered in the Tacoma convention in June. A number signified their intentions of being present. In the membership contest Mrs. Dennis Scanlon won the dollar. A great joy to all of us was to have Mrs. G. A. Rossbach with us again after having been shut-in for almost a year, from lameness.

Mrs. Geo. Hill, outgoing president has invited the entire club to her home for a dessert lunch on our next meeting day, May 25th.

Deer Lodge Chapter

Mrs. Philip Richardson, Historian

MEMBERS of Butte Chapter were guests of Deer Lodge Chapter at a 1:30 dessert luncheon at our April meeting. After the luncheon the regular meeting was called to order by the president, Mrs. Greetan, after repeating the club motto the regular reports were made. The welfare chairman reports three tons coal furnished needy families.

It was voted to send Mrs. Greetan, our president, to the convention at Tacoma

in June. Mrs. Kirkus was chosen as alternate.

After the business session bridge was enjoyed.

The May meeting was held on the 10th, with lunch served by Mesdames Kumrow and Ham.

Mrs. Greetan presided at the business session, at which time she announced the good news of our increase in membership and the winning of the thirty dollar prize.

The chapter owes Mrs. Greetan and Mrs. Brown, good cheer chairman, a rising vote of thanks for the winning of the prize, as they put over the drive our membership chairman being unable to do so due to ill health.

The club extends deepest sympathy to Mrs. Percy Harnack, our secretary, and family in the loss of their son and brother. Also to conductor Rice and sons in loss of their wife and mother.

After the meeting adjourned bridge keno was played with the prize going to Mrs. Ham.

Portage Chapter

Mrs. L. B. Smith, Historian

ON February 26th the Board met at the home of the president, Mrs. Louis Hamel, at which time plans were made for the March 1st meeting. After all business had been transacted keno was played and a very delicious lunch was served by the president.

On March 1st a regular meeting of the Chapter was held at the clubhouse, 65 members being present. A rug was raffled, Mrs. J. C. Davis holding the lucky number. Mrs. Wm. Smith presented the chapter with a beautiful pair of pillow cases on which tickets are to be sold. Miss Evelyn Connor, program chairman, put on a fine program using 24 members of the kindergarten band. Keno and cards were then enjoyed, followed by a 5:30 dinner served by Mrs. Ed Tessman and her committee.

The board again met on March 29th at the home of Mrs. L. B. Smith. Business was transacted and reports were given of coal and food sent to needy families and fruit to shut-ins. Keno was played and lunch served by the hostess.

On April 5th a regular meeting of the chapter was held at the club house with 78 members present. A program was arranged by Miss Connor. Cards were played and the usual 5:30 dinner served by Mrs. Robert E. Nugent and her committee.

On April 26th the board met with Mrs. Ed Tessman. Business was transacted and report made by the Sunshine committee. Keno was then played and refreshments served by the hostess.

Fourteen members of this chapter attended the district meeting of the Women's Club held in Kansas City, April 22. All reported an enjoyable time.

On May 3rd the regular meeting of the Chapter was held at the rooms with sixty members present. The president reported five members attending the meeting in Milwaukee on May 1st at the Schroeder Hotel. It was announced that a meeting will be held in Chicago May 10th. The Portage Chapter is invited to be guests of the Watertown Chapter at a one o'clock luncheon and cards May 25th. After the business meeting Miss Connor gave two vocal solo numbers, "Mother McCrea" and "Mother o' Mine." Cards and keno were then played, followed by the 5:30 dinner served by Mrs. Ralph Jarns and her committee.

Malden Chapter

Gladys B. House, Historian

ON April 23rd our club sponsored a 6 o'clock pot lunch dinner for the members and their families. About 150 were present. After dinner the program committee, Mrs. Pierson and Mrs. Gaynor, put on a delightful program. Those taking part were Ray Gaynor, Bob Webb; the high school girls' trio; tap dances by Petty Poole and June Garrison and readings by Hazel Donovan and Mona Derr. Accompan-

ists were Corley Pierson, Gladys Burns and Harold Spores. After the program bridge and pinochle were played. Mrs. John Vassey won the pinochle prize and Mrs. Frank Gaynor the bridge prize.

Our club as usual went over the top in our membership drive. Mrs. Guy Poole, membership chairman, in her energetic way saw that every available member joined again. Several new families have moved to our town and they also joined us. We are always glad to welcome new members.

At our April meeting Mrs. Harkins, treasurer, reported that we have a balance of \$166.96 in our treasury. Mrs. Poole, membership chairman, reported seventy-six voting members this May 1st and last year we had sixty-two voting members. We have seventy-seven contributing members and last year we had sixty-one.

Our good cheer committee, Mrs. Hale and Mrs. P. D. Wood, also had a fine report at our April meeting. Several plans were sent to sick members and many calls made.

Mrs. Robert Leyde recently underwent a serious operation at Spokane, but at last reports was recovering nicely.

The club voted to give Mrs. Linehan a dish towel shower. Mrs. Hale and Mrs. Wood made the presentation of towels to her. Mrs. Linehan said it made her feel like a bride again, having a shower.

Mrs. House is to represent Malden chapter at the district meeting in June, at Tacoma. Mrs. Poole was chosen alternate.

Perry Chapter

Mrs. John Heinzelman
Historian

ON Friday, March 6th, about thirty-five members of Perry Chapter were entertained with a 1 o'clock luncheon at the clubhouse. Mrs. Skulie Einerson, assisted by Mrs. A. A. Brown and Mrs. Everett Evans, were in charge of the dining room and Mrs. J. M. Shirley in charge of the kitchen.

Following the luncheon, our president, Mrs. J. B. Bryant, called the meeting to order and after the usual opening ceremonies the regular order of business was taken up.

The reports from standing committees were very good and show much interest, especially the membership and sunshine committees.

The program arranged for the day was community singing led by Mrs. Ralph Hartman with Mrs. J. A. Cheriwinkler at the piano. Two piano solos by Miss Carmen Erickson of Bouton and several piano numbers by Mrs. Cheriwinkler were greatly enjoyed. The second part of the program was given over to the members who were called upon to tell their most embarrassing moments. This created much fun and laughter and many would have qualified for prizes had they been given.

Mrs. W. J. Hotchkiss, who recently moved here from Marion, Iowa, joined us at this meeting and is a welcomed new member.

Our next regular assembly was a family party on April 1st. A large group of members and their families were present. Supper was served at 6 o'clock in cafeteria fashion. Coffee was served by Mrs. Einerson and her committee.

The president, Mrs. Bryant, conducted the business meeting and reports from all committees were read.

The program included a piano solo by Miss Marjory Bolander; reading by Miss Verla Jean Hickey; vocal solo by Mrs. Ralph Hartman; vocal solo by Miss Lois Barbar. Community singing and several games, in which all took part, were enjoyed.

We held our annual May breakfast at the Parks Tea Room on May 8th. Fifty-two members were present and a three course breakfast was served at 9 o'clock. Mrs. W. F. Thompson and Mrs. Thomas Connell served as dining room hostesses. Beautiful flowers and plants loaned from

(Continued on page 26)

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
John Curler, brakeman, Iowa Division.....	Discovered defective equipment, February 9th.....	W. C. Givens, superintendent
Earl Walls, brakeman, T. M. Division.....	Heard sound as of broken rail, went back and flagged passenger train	A. C. Kohlhasse, superintendent
W. H. Kirk, brakeman, T. M. Division.....	Discovered defective equipment, April 16th.....	A. C. Kohlhasse, superintendent
John F. Orcuse, brakeman, Illinois Division.....	Found parts of broken wheel along track, then discovered car with 2 feet of tread missing.....	A. J. Elder, superintendent
William Webber, Iowa Division.....	Found pieces of broken wheel on track and broken wheel in train, April 29th.....	A. J. Elder, superintendent
Fred Vodenick, brakeman, Iowa Division.....	Discovered defective equipment in train, April 21st.....	W. C. Givens, superintendent
Grant Young, K. C. Division.....	Discovered defective equipment in train, March 31st.....	W. G. Bowen, superintendent
C. K. Stahl, brakeman, K. C. Division.....	Found broken wheel on car in train, April 9th.....	W. G. Bowen, superintendent
Three children of Walter Wagy, living at Shields, N. D., discovered a broken rail on crossing near depot, and reported to Agent at Shields. These children averted a possible derailment.....		A. C. Kohlhasse, superintendent

Our Business Getters

The following named employees have interested themselves in securing revenue business for the company, and are commended for their efforts and their attention to the company's interests:

R. E. Tathwell	Chief Clerk, Freight Office	Davenport, Ia.
Miss Mary Elser.....	Acct. Dept.	Milwaukee
J. A. Mooney.....	Clerk, Dist. Accountant's Office.....	Chicago, Ill.
C. T. Bicknell.....	Rate Clerk, Freight Accountant's Office.....	Chicago, Ill.
Harry Hill	Clerk	Spokane, Wash.
H. E. Moody.....	Auditor's Office	Seattle, Wash.
T. C. Novotny	Switch Tender	Spokane, Wash.
J. Downey	Conductor	Spokane, Wash.
W. E. Cummins.....	Conductor	Spokane, Wash.
Tom Sands	Car Foreman	Butte, Mont.
M. M. Vicle	Div. Engineer's Office.....	Butte, Mont.
Wm. J. Grill.....	Division St. Station	Chicago
Miss Macreth	Fullerton Avenue	Chicago
T. Williams	Foreman of Inspectors	Chicago
W. C. Olson	Operator	Janesville, Wis.
Frank Voeltzke	Freighthouse Foreman	Wausau, Wis.
Ed. Knolle	Fullerton Ave	Chicago
W. J. Moriarty	Store Dept.	Aberdeen
Ed. Sears	Div. Master Mechanic	Deer Lodge, Mont.
Tom Sands	Car Foreman	Butte, Mont.
Hugo Spetz	Train Baggageman	Spokane
Mr. Helwig	Fullerton Ave	Chicago
W. H. Krohn	Warehouse Foreman	Sioux City
Miss Margaret Elser	District Accountant's Office	Milwaukee
A. Proctor	Yard Switchman	Green Bay, Wis.
Wm. H. Harper	Yard Clerk	Lewistown, Mont.
Mr. B. Melgaard.....	Purchasing Department	Chicago
J. A. Brothie	Police Department	
Leo Gribben	Rate Clerk.....	Mason City, Iowa
Miss Mary Elser.....	District Accounts Office.....	Milwaukee
H. B. Knowlton.....	Engineer, LaCrosse Division.....	Milwaukee
Frank Basil	Orient. Freight Department.....	Chicago
F. J. Swanson.....		St. Paul
G. H. Hill.....	Assistant Superintendent	Spokane
M. C. Helmer.....	Operator	Spokane
T. G. Novotny.....	Switch Tender	Spokane
J. Downey	Conductor	Spokane
Mrs. Dave Leaming.....	Wife, Conductor	Spokane
Fred Brothie	Special Agent	Spokane
W. E. Cummins.....	Conductor	Spokane
L. A. Geiger.....	Police Department	Aberdeen, S. D.
Louis Nimz	Freight Department.....	Green Bay, Wis.
W. H. Woodhouse.....	Baggageman.....	Mason City, Ia.
E. J. Smith.....	Warehouse Foreman	Great Falls, Mont.
Miss K. Brennan.....	Off. Commercial Agent.....	Davenport, Ia.

The following employees at Miles City have secured traffic through solicitation and tips:

Dola Wilson, Fireman, one ticket Miles City to Miami, Okla.
 James Kirwan, Brakeman, one ticket Miles City to Chicago.
 Norman Anderson, Trucker, one ticket Miles City to Los Angeles and return.
 Tom Kelly, Fireman, two tickets Miles City to San Francisco and return.
 Harold Oliver, Fireman, one ticket Miles City to Kansas City, Mo.
 W. L. Cain, Fireman, one ticket Forsyth to Chicago.
 Harry Thierfelder, Baggageman, one ticket Miles City to Ottawa, Ill.
 Hazel Soike, Steno Car Department, one car automobiles Duluth to Miles City.
 Paul Sather, Store Dept. Employee, one round trip ticket Butte to Minneapolis.
 Louis Seamen, Steno Store Dept., nine carloads bones from Miles City to Chicago.

Fourteen

Mrs. Grace DeMars, Seattle, wife of dining car steward, was instrumental in securing the following: car of cast iron pipe, Seattle to Raymond, Wash.; l.c.l. shipment, Rockville, Conn., to Seattle; l.c.l. shipment, Youngstown, Ohio, to Seattle; one car wire mesh fence, Joliet, Ill., to Walla Walla, Wash.; 3 cars cement Seattle to Aberdeen, Wash.

J. C. McDonald, district storekeeper, Tacoma, two carload shipments Tacoma to Auburn, N. Y.

C. E. Doran, cashier, Dubuque, twenty cars of lumber from west coast to Dubuque.

M. C. Helmer, telegrapher, Spokane, secured share of shipments by Transport Motor Company, to Spokane.

M. G. Helmer, telegrapher, Spokane, four cars automobiles, Detroit to Spokane.

Walter Jennings, truck driver, storekeeper's department, Tacoma, was instrumental in securing a three-ton shipment from Tacoma to St. Maries, Idaho.

T. G. Novotny, switch tender, Spokane, secured sale of two one-way tickets, Spokane to Utica, N. Y., our line to Chicago.

Herbert Moody, joint facility clerk, Seattle, secured for our line a long haul shipment from the east to Spokane.

Fred Brothie, special agent, Spokane, secured sale of one round trip ticket, Spokane to St. Peter, Minn., our line to St. Paul.

W. E. Cummins, conductor, Coast Division, secured sale of four round trip tickets, Spokane to Seattle and return.

Mrs. Dave Leaming, wife of conductor, Coast Division, secured sale of two one-way tickets, Spokane to Flint, Mich., our line to Chicago.

During the past three years the Milwaukee Road Handball Team has been participating in various tournaments throughout the city. The Messrs. G. A. Sarli, R. C. Sanders, Mike Shimkus and H. A. Sauter are the demon handballers.

That challenging bunch of golfers in the G. F. D. is made up of the following:

W. B. Fisher	R. C. Sanders
G. C. Brennan	E. W. Chesterman
J. A. Bushelle	L. S. Hamilton
J. F. O'Brien	Jos. T. Burke
R. H. Wilson	H. A. Wille

A very thin man met a very fat one in the hotel corridor. "From the look of you," said the latter, "there might have been a famine."

"Yes," was the reply, "and from the look of you, you might have caused it."

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....Care Trainmaster, Perry, Iowa.
John T. Raymond.....Dispatcher, Marion, Iowa
Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa
Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City
Mrs. C. E. Zimmerman.....Care Superintendent, Green Bay, Wis.
Miss E. Stevens.....Care Superintendent, Savanna, Ill.
Miss N. A. Hiddleson.....Care Mechanical Department, Minneapolis
Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
Ira G. Wallace.....Clerk, Red Wing, Minn.
W. J. Zahradka.....Care Superintendent, Aberdeen, S. D.
A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops
H. J. Swack.....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. Maxeiner.....Local Agent, Lewistown, Montana
Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
Miss Ann Weber.....Care Agricultural Department, Chicago
Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana
Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
Albert Roesch.....Care Superintendent, Tacoma
R. E. Thiele.....Local Freight Office, Spokane
E. D. Smith.....Operator, Portage, Wis.
H. J. Montgomery.....Mechanical Dept., Milwaukee Shops
Kenneth Alleman.....Seattle Local Freight Office
Howard Lawrence.....Care A. T. Berg, Bensenville, Ill.

Chicago Terminals

"Stout"

OUR correspondent enters upon his new duties with the one thought in mind and that is to give you the allotted space each month filled with items that will be of interest to all of you. However, no one individual could make a success of an assignment of this kind without one hundred per cent co-operation of every employee in the Terminals and it is hoped that when any of you learn of something that you feel warrants space in our column you will send it to your correspondent. In this way it is felt that we will have no difficulty in providing a column of interesting news each month. At any rate it is worth a try so let's all be on the alert for any items of interest to readers of the Milwaukee Magazine.

To you employees who hold pink annual passes with the word "Veteran" across the face. Are you a member of the Veteran Employees' Association? If not you should be and your correspondent will be more than glad to furnish you with the necessary application if you will get in touch with him.

A gardener to Henry Worthan, switchtender at the South Hump, Bensenville yard, for discovering a broken rail on track five west of the puzzles and immediately reporting it for repairs, thus possibly preventing a costly accident.

Yard clerk Charles Miller for discovering an injured man in an open-top car at Western avenue and reporting same immediately, which may have materially aided in saving the man's life.

Trainmaster and Mrs. J. M. Calligan of Bensenville celebrated their silver wedding anniversary on May 23, 1937. Heartiest congratulations to you both, together with the hope that there are at least twenty-five more years just as happy ahead of you.

May applications for the Veteran Employee's Association:

Henry Worthan, switchtender.
John Jenkinson, switchman.

A very interesting article appeared in the April issue of "Railway Signaling" entitled "Typewriting by Wire," and has to do with the use of teletype machines in the Chicago Terminals. This is a most interesting article, especially to those who are associated with these machines and if any of you would care to read it your correspondent will gladly loan you his copy of the issue in question.

The Bensenville yard was simply agog with excitement and anticipation the afternoon of May 5th when it was learned that Signor Enlital's private car "Pugh" was en route to their yards. Signor Enlital distinguished guest. His private car sailed majestically from Galewood under the personal supervision of the trainmaster and was quartered on the track directly north of number one in the North Hump Receiving Yard where proudly she reared her head above the surroundings. Signor informed us that the trip was so quiet and smooth that there wasn't a single move-

ment within the walls of his travelling palace.

The Signor is a very pleasing personality and entertained us with many a quip and experience of his while we were taking care of his car.

We hope that the Signor will favor us with another visit in the very near future; in fact, we are sure he will and he may rest assured that no stone will be left unturned to obey his slightest wish.

The Chicago Terminals' five man bowling team hereby issues a challenge to any five men in the Union Station, the match to be rolled any time, any place. As a matter of fact the Chicago Terminals' bowling team issues a challenge to any team on the Milwaukee rails and if the challenger is too far away for the match to be rolled tournament style, possibly arrangements can be made for it to be rolled by telegraph. This correspondent would like to hear from some team before the weather gets too warm for bowling this year. At any rate, you fellows, keep this challenge in mind for the season of 1937-38.

Information has reached us that the executives of class I railroads have approved provisions of the Doughton railroad retirement plan under which the workers and the railroads each would pay a tax on payrolls beginning at 2% per cent and ranging up to 3% per cent in 1949. The Doughton plan is now in Washington and when and if Congress decide to work on it, and it is passed, it will then go to the President for his signature after which it will become a law.

With the advent of warm weather there is bound to be a let up with regard to looking out for our personal welfare. With the snow and ice gone it is to be expected that the footing will be more secure but such is not always the case. It is just about as easy to slip and cause a serious injury by stepping on a round piece of iron as unexpectedly striking a strip of ice. Also coal and other obstacles between tracks easily cause sprained ankles. Personal injuries are not only unfair to your employer but to you and your family as well as they deprive you of your livelihood in many cases. So let's all be ever on the alert to avoid personal injuries of any kind.

Tacoma District

A. M. R.

SYMPATHY is being extended by the many friends of conductor I. S. Johnson in the passing of his wife recently. Mrs. Johnson had been ill quite some time. She left two sons in addition to her husband.

Mrs. Vera Regan, operator at Beverly, was badly injured in an auto accident and is in the hospital at Ellensburg, and while she is progressing nicely, will be there for a few months more, according to present indications.

The wife of Emmett Griffin, B. & B. 4 man, passed away in Seattle last February.

Several of the employees in this building

were on the sick list recently, but at this writing are all back to work again. At least they show up and guess are getting by O. K.

Wm. Garrez, former section 4 man at Doty, was brought to the Tacoma hospital March 22 and passed away April 2nd, interment being in Spokane.

Just learned the son of Thos. Hughes, time inspector, suffered a fractured skull in some manner and is in the Marine hospital, Honolulu. Sure hope he pulls through and that our next will advise condition O. K.

Sonja Hennic and Company came up from Hollywood and went up the mountain in an attempt to film a play, called "Thin Ice." The Tacoma representative, taking the director up to the location, pointed out a scene, and made a remark that the Alps couldn't show anything finer. The Hollywood director started looking in the direction pointed out, turned to ask the Tacoma man "where," when the snow got so thick between them they even lost sight of each other. After 10 days of trying to "shoot," they gave it up and went home. Too bad, as they were a nice bunch and came a long ways.

Billy Alleman, who has had one of these nice positions where you go to work in the middle of the afternoon and work till midnight, finally got a break and is now on a day shift in the depot here. After seven years, it must be a welcome change.

Freight Shops, Milwaukee

Robert Harris

OME disgusted soul once said: Life is just one darn thing after another. We may well take those words and apply them—not with a feeling of disgust but with delight—to our freight shop. No sooner had we completed 1500 freight cars than we commenced the construction of 33 new passenger cars. The termination of this program will see the beginning of another freight car building program which should carry us well into winter.

Now let us look behind the scenes and see what some of the players are doing themselves. Harry Grothe and his lieutenants have found it necessary to burn the midnight oil of late to put the program on a production basis. In between times, Harry is breaking in a new pipe and if anybody thinks that is child's play, let him try it!

Gus Reichart and his cohorts Armin Guschl and Charlie Klug have a good reason to be proud these days, for they have a newly decorated office at their disposal. The interior has been carried out in Old English with a little bit of Ye Olde Milwaukee Road thrown in.

Armin Guschl is, it seems, quite a dog fancier and at present he is busy training his spaniel. The other day he came in with a bandaged thumb and although Armin was loathe to admit it the sore had all the ear-marks of a dog bite!

When it comes to covering distance in nothing flat, we submit the name of Art Schroeder as our candidate. If you should

wake up one morning with that sinking feeling, just follow Art around the shop once or twice and you will feel as though you had just finished an Olympic final.

Well, the Greemans have returned from Florida and as we suspected they caught some big "uns." Garnet's stories all sounded plausible until he came to the one about the "Wahoo." Now Mrs. Webster says this is a Cascara buckthorn weed but we think it is just an old-fashioned southern drink. We must refer you to Garnet for further details.

On April 24th our good friend Tim Reidy celebrated his 45th year with the company and we gave him a nice wallet, accompanied by remarks suitable to the occasion. May we further extend, through these columns and on behalf of the entire freight shop, our heartiest congratulations to both these men. We cherish the hope that they may be with us for many years to come.

For the first time in a long while our one and only George Bilty seems to have lost that impish look in his eyes. George, with his happy-go-lucky air, is having his problems in the shop too these days but we know he will hurdle them and return to his former self. Incidentally, he is assisting his father in cultivating a section of virgin territory bordering on Lake La Bell—a short distance from Milwaukee. So far most of the trees and shrubbery have been planted and several bird houses have been cunningly located.

We spoke of Mr. Ford, the resident engineer, in our last issue. He has left us now and Mr. Vincent—George as we already know him, has taken his place. At present, George is house-hunting and every morning his assistant, LaVerne Tarrence, brings in the advertisements which the two scrutinize very closely. George is anxious to find a place where he can do a little home cooking should the occasion arise. Well, George, be prepared. A couple of the lads may drop over some night for one of your tasty morsels.

On May first the Milwaukee Road Women's Club held their district convention in town and in the afternoon a few of our boys took some of the delegates sight-seeing. Alex Kohnfahl was one of those elected to act as guide and we feel certain that he did a good job.

A few notes at random: Milton Haas has just recovered from an attack of pneumonia. Nice going, Milton, and we trust you will soon regain your old fitness. Anton Ellege went back onto the night shift this month after supervising the construction of a new paint booth in the freight shop. Peter Mitchell and Tony Kania are busy converting box cars to bunk cars, and truth be known, they are doing a worthy piece of work. Ed Krueger, who operates one of our big cranes, has been trying out a new "howler" but he encounters strong competition from the riveting hammers.

It is with deep regret that we announce the passing of William Leppien and Alfred Kaub. Both were sterling members of our railroad brotherhood in the blacksmith department. To the surviving members of their respective families we offer our sincere condolences.

Union Station, Chicago

Harriet

MRS. C. L. TAYLOR, social chairman of the Women's Club "did herself proud" at the May 3rd meeting by arranging to have Mrs. Anita Willets Burnham, artist, lecturer and author of "Round the World on a Penny," appear in full Mexican regalia and tell us in a most spell-binding way of her trip to Mexico—going down by way of the Dakotas, Yellowstone, the Grand Canyon, Los Angeles, taking in the San Diego Fair, El Paso, Laredo, Eagle Pass and into Mexico—land of flowers, floating gardens, canals, silver mining, etc., with diversified sights—that of a Parisian atmosphere in one spot, Egyptian in another with its pyramids; the entertaining experiences of the passing days and the trip back by way of New Orleans, with an ex-

penditure of about \$200.00. The talk together with many interesting articles brought back from such a wonderful trip, made all hope to one day be able to take a trip to Mexico.

Also in the congratulatory line are the following, who have taken new positions, and Union Station extends best wishes for their success!

To Miss Kathleen O'Neil who has filled the vacancy in the Police Department when Miss Elvera Passineau left the road.

We welcome to our family Miss Margaret Bishop, who has been employed in the capacity of file clerk in the General Superintendent of Transportation office.

Mr. Ray Webb who has been appointed General Adjuster of the entire system.

Since Francis McVay of the telegraph office left to become a farmer, we have Steven Mongelluzzo of the flashing smile and bright brown eyes to greet us daily with telegrams.

Mr. Henry Berry has filled the vacancy of file clerk in the General Manager's office left by Curtis Tonis, and Mrs. George Welch of the telegraph office has filled Mr. Berry's position.

We hope by the time this is in print, little Ann Ott will be off the sick list and back with us again.

Union Station, Chicago, extends most sincere sympathy to the family of Mr. W. J. Perkins (employed in the telegraph office), who died May 4th.

About Books

"Pattern of Three" by Mary Hastings Bradley. The story centers about three characters who face bravely and rationally two problems of modern marriage. The convincingly human aspect of the book will delight its readers.

"The Years" by Virginia Woolf. The author's inimitable command of English, her vivid style, and interesting manner in presenting the story, makes this a novel of unusual merit.

"Sleeping Beauty" by Berta Ruck. In spite of its disquieting subject, the book is the reverse of gloomy. It takes a varied course through modern settings of airport, smart clothes shop and snowy skiing slopes.

"Sacrifice to the Graces" by Arthur Meeker, Jr. The story of Mary Louisa Randall, the "New England Nightingale." A charming novel of Americans abroad in a little Chalet in the Swiss Alps.

In the mystery line we have "Death in the Back Seat" by Dorothy Cameron Disnew; "The Dumb Gods Speak" by E. Phillips Oppenheim; and "The Door Between" by Ellery Queen.

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

R. R. T.

MR. and Mrs. Earl Medley (Earl being the car foreman at Spokane) and their daughter, Virginia, went to Tacoma April 17th, to attend the funeral of Mr. Medley's oldest brother, Hayden Medley, who had passed away there after a long and painful illness. The funeral took place on April 19th, and the Medley family was back at Spokane on the 21st. We join with the many friends of the deceased in offering our sincere sympathy to all the sorrowing relatives.

Walter W. Ellis, night car clerk at Spokane freight office, and Mrs. Ellis recently had the pleasure of a three-day visit by Dr. and Mrs. F. M. Utley of Portland, Oregon, and their two little children—Mrs. Utley being the daughter of Mr. and Mrs. Ellis. To make the occasion even more pleasant, another daughter of Mr. and Mrs. Ellis, Mrs. G. S. McLaughlin, with her husband and the children, also came over from St. Marie's, Idaho, to meet with the rest of the family.

We regret to hear that Mr. F. G. Socwell, second trick operator at Manito, has been on sick leave for over a month; we hope that he may be well and back at work

long before this appears in print. He was relieved in the meanwhile by operator A. D. Grunow.

Joe James, the popular foreman of the second trick switch crew at Spokane, and Mrs. James were away from work and home for several days about the middle of April, visiting friends at various Idaho cities: Lewiston, Orofino, Moscow, and Clarkston in this state. They had a very pleasant time and returned quite enchanted with the valley around Lewiston. Joe's youngest son, Don, by the way, is now on his way to learn the hotel business from the ground up, having gone to work for the Davenport Hotel of Spokane. Being a bright friendly and handsome young man, he should prove a success in that line.

C. M. Pease, agent at Clarkia, who had been absent in the usually balmy climate of California for several months returned to work at Clarkia, April 28th. Operator A. J. Noreen, who had been relieving him, returned to the extra board, which seems to keep him busy, at that.

First trick wire chief F. E. Dahl at Plummer Junction was on a brief vacation recently. He was relieved by J. A. Schmirler, wire chief on the second trick; Mr. Schmirler, in turn, was relieved by G. D. Thornton, third trick wire chief, and finally Mr. Thornton was relieved by A. J. Noreen.

Mike Quinn, of Spokane freight house force, took advantage of the Retirement Act and ceased his railroad work on April 15th. All his many friends and associates here were sorry to see him go and will miss his friendly smile and quiet efficiency around here, but all wish and hope that he may enjoy his pension for many years to come. Doubtless he will now devote himself to growing even better strawberries than ever before.

J. H. Vassey, agent at Malden, was away from his post for several days in April while he attended to some official duties for the O. R. T. at Spokane. He was relieved by operator J. C. Maddox.

The position which Ray C. Falck occupied for some time as special representative at Spokane having again been abolished, he has returned to his former work and is now running Nos. 63 and 64 between St. Marie's and Spokane. Conductor Mike Shaughnessy, who had been on that run for quite a while, is laying off at present, but hopes that with increasing logging activities on the Elk River line he may soon be up there among the big timber.

E. M. Young, third trick operator at St. Marie's, was relieved May 9th by A. J. Noreen, so that he could go to Ellensburg and spend Mother's Day with his mother, living there. We trust that mother and son had a joyous reunion.

The numerous friends of Frank J. Kratschmer, storekeeper at Spokane, are justly proud of the magnificent showing which he has made in bowling circles during the past winter. Frank and his partner Henry Peterson (who is credit manager for Montgomery Ward & Co. at Spokane) captured the doubles championship in the recent Spokane City bowling tournament with the splendid score of 1237; their admirable work brought them a gold medal and a substantial cash prize. But not satisfied with this, Frank also collected high honors in the five man event and in the singles, and he barely missed the all events prize by a mere margin of 23 pins. More power to his good right arm and may he be even more successful next time. As a loyal Tacoman, we are of course particularly proud that a fellow Tacoman like Frank came over here to make such a showing.

Claim clerk McIlmoyle of the Spokane local freight office, who had been very sick indeed, recovered sufficiently to go back on the job again, but we are sorry to learn that he overtaxed his strength and had a relapse. He is well enough again to do light work but cannot undertake the more strenuous work of his regular position as yet. We hope that he may soon improve sufficiently to do so.

La Crosse River Division— First District

Scoop

OPERATOR Earl Bergeron has moved to Oconomowoc from Mauston. Earl drew the second trick at Oconomowoc vacated by W. S. Wright. J. B. Spratt has taken Earl's place at Mauston. Agent J. P. Gibson, New Lisbon, has retired, which leaves that station open for bids.

Engineer Pat Mulcahy is on the sick list. Last reports he is at Rochester, Minn., where he will go through the Mayo clinic.

Lester Lord has taken agency at Cash-ton and J. E. Ostrom has taken Morrisonville in his place.

Agent Arthur Finnegan, Wisconsin Dells, is on the sick list. J. W. Hilliker is relieving him.

Condr. R. C. Curtis is on the sick list. Condr. James McDonald is relieving him on the "little Hiawatha" M&P line passenger.

Condr. Charles Jacobs and station bag-gageman, Portage, Charles Holmes, have retired on pension.

The entire division was shocked to hear of the sudden passing of passenger conduc-tor Otto Zodtner at his home in Milwau-kee. Death was due to an infection. Otto was a veteran in the service, 57 years of age, and had a host of friends. He was buried in Milwaukee under Masonic auspices.

Recently a lady passenger came to the ticket window and laid down the law in no uncertain terms regarding the pronounci-ation of Hiawatha. Said her brother had an Ojibway Indian dictionary and that Hiawatha was an Ojibway and that she had taught school for thirty years and always pronounced Hiawatha Highwatha not Heawatha. Wanted to know how we got the Heawatha. I tried to explain to her the dictionary version but she said she was going to call it Highwatha neverthe-less. Was my face red! Next time I see Johnny Standing-bear or some other In-dians I'll ask them how they pronounce it.

Recently at Watertown time freight 263 was pulling out and due to the alertness of our trainmaster H. C. Munson, a broken arch bar was discovered by him and the train stopped preventing no doubt a seri-ous derailment.

Conductor John G. Pate and wife will leave in June for the west where they will attend the Rose Festival at Portland and John will take a look at the salmon in-dustry to see if they grow any bigger ones than he can catch in Wisconsin.

Work on the new drawbridge at Portage Junction under supervision of foreman Meyer is progressing rapidly.

T. M. Division—West

P. R. H.

MESSRS. C. H. Buford, W. C. Ennis, W. Shea and party were business callers in Miles City April 21st, on an inspection trip over the division.

Mrs. Arnold Running and Mrs. Verne Tarbox, spent a few days on business in Butte the latter part of April.

Mrs. Barry Glen, wife of rounhouse fore-man at Miles City, is recuperating nicely at her home following a major operation performed in the Holy Rosary Hospital April 19th, which her many friends will be glad to know.

Mr. and Mrs. Norman Anderson, Mr. and Mrs. Arnold Running, of Miles City, and Mr. and Mrs. H. P. Schultz of Har-lowton, motored to Billings the week of April 17th, and spent a very enjoyable time over the week end.

Mrs. Frank Pirk, wife of machinist at Miles City, is reported recovering nicely following a sojourn in the Holy Rosary Hospital at Miles City. Her many friends wish her a speedy recovery.

Mr. H. P. Schultz and wife of Harlow-ton spent a couple of days in Miles City the middle of April, visiting friends and at-tending business matters.

Mrs. Lee Pemberton, wife of rounhouse foreman at Moberg, was released from the Holy Rosary Hospital at Miles City,

May 7th, following a major operation, per-formed April 20th. She is convalescing rap-idly and will soon be out again.

Mr. R. W. Anderson and Mr. Walter Marshall of Milwaukee were business call-ers at Miles City May 5th on an inspec-tion trip west.

Mrs. W. H. Timberman, wife of B&B carpenter at Miles City, is confined in the Holy Rosary Hospital, following a major operation. She is reported doing as well as can be expected, and her many friends hope she will soon be able to leave the hospital fully restored to health.

Leland Richey, perishable freight in-spector at Miles City, is spending two weeks' vacation in San Diego, Calif., and other points of interest.

Among those retiring from active ser-vice with the railroad to accept the ben-efits of the Railroad Retirement Act are: A. J. Brooks, section foreman at Lemmon, S. D.; R. A. Chase, agent and operator at McIntosh, S. D.; R. S. Lewis, agent at Glencross, S. D.; F. C. Mills, section foreman, at Ridgeview, S. D.; Ole Grothe, laborer, Marmarth; Even E. Miller, ma-chinist helper, Moberg, S. D. And the following from Miles City: John A. France, boilermaker helper; Edward E. Manage, laborer; S. A. Mayo, boardman; W. K. Eaton, yard conductor; E. B. Smith, con-ductor; W. H. Earling, conductor; Thos. Brown, engineer; Tony Nashoff, section laborer; J. G. Kressell, engineer; E. J. Masterson, engineer; W. F. Chappell, cross-ing watchman; J. B. Wyman, conductor; J. L. Caldwell, yard conductor, and J. M. Taylor, engineer, both of Moberg, S. D.

Mrs. H. D. Patten, wife of engr. at Moberg, is visiting for a few days with her sister, Mrs. Leland Richey, at Miles City.

Mrs. Jas. Corbett, wife of agent and Mrs. H. J. McMahon, wife of chief clerk to superintendent, Miles City, spent a couple of weeks during the month of April visit-ing friends and relatives in California and western part of Montana. They report a very enjoyable trip.

At a meeting of the National Honor So-ciety held April 26th at Custer County High School at Miles City the following members of Milwaukee families were ini-tiated into the Society:

Seniors—Maurice Hilleman, son of con-ductor Robt. Hilleman; Betty Lou McCoy, daughter of engineer H. E. McCoy; Gayne Moxness, son of roadmaster A. E. Mox-ness.

Juniors—Norman Gilchrist, son of Sta-tionary engineer; Lois Nelson, daughter of yardmaster Swan Nelson.

Seniors assisting in the initiation were Barbara McMahon, daughter of chief clerk, H. J. McMahon, and Earl Zuelke, son of conductor H. E. Zuelke. We con-gratulate these young people for being elected to this Society. The qualifications for admission include—character, scholar-ship, leadership, and service, and all of them must rank in the upper third of their class.

Mrs. V. E. Glosup, wife of instrument man at Miles City, spent a couple of weeks' vacation, in April, visiting her par-ents in Chicago.

J. U. Duvall, agent at McIntosh, S. D., who has been ill for a couple of weeks, is reported much improved in health. He is being relieved by C. H. Richards.

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

A. T. B.

THE movie scouts better look over the baseball team of the S. C. D. office for new material in case the Ritz or Marx Bros. need replacing.

After passing the hat for funds to out-fit the team with bat and balls they put on an exhibition game one day after work which still has the natives holding their sides. Just some of the high lights: Her-man after hitting the ball on his way to first stepped into a hole which spilled him over the lot and he was out in more ways than one. Dick will be interested in the study of the stars as he saw plenty dur-

ing the game (not ball players). In place of catching the fly ball which Steve hit he let the ball hit him in the eye. Better wear a pair of goggles with the shatter-proof glass lens the next time, Dickie. Well a good time was had by all and the drug-gists around the neighborhood report an increase in the sale of rubbing alcohol and all kinds of liniments.

Flash: The team won a double header. After getting some "ringers" into the team they met a team from the Davis Repair Track and beat them two games. Wil-lard put on a great acrobatic act once at first base and once at home plate with the assistance of Fred the catcher of the other side. A hit ball almost took Steve off his feet and he was the most sur-prised person when he held onto the ball. Well, send in your challenges you ball teams.

Al Gothe went fishing and did he have luck. He broke his fishing rod but he did get a nice mess of fish at that.

And talking about fishing any one want-ing some bait for fishing should get in touch with Velma. She is digging a piece of ground for a flower garden and has been turning up the nice fat angle worms.

Before reporting a thing lost it is al-ways a good idea to make an extra search for the lost article you may find it at home somewhere. Ethel and J. E. M. please take notice. Anyway we are glad you both found your lost articles.

"Are you going to take a trip?" "I guess I will stay at home this year." "I want to go to Yellowstone Park." "We are going to New York." These are just a few of the expressions heard around the office these days as the vacation sea-son is at hand.

Fifteen dollars is fifteen dollars in any-body's money. How about it, Ralph?

Bill says that one of these times the horse that he holds a ticket on will come in first and will make up for all of the times that the horses on which he held tickets didn't finish. We hope so.

Later glad news: New baby arrives. The proud and happy parents are Mr. and Mrs. Karl T. Nystrom. On May 10th a baby boy weighing seven pounds one and one-half ounces arrived to bless their home. Karl T. Nystrom is Production En-gineer at Milwaukee Shops. Best of luck and happiness to all of you.

The shops grounds have taken on a metropolitan appearance. All the road-ways have been named and neat signs placed at various points designating the street. The East and West roads are let-tered while the North and South ones bear numbers. This office is located on 5th street and "E" and "D" streets. Some class.

F. H. C. had to "batch" it for a time recently while Mrs. Campbell went to Washington, D. C., as a delegate to the D. A. R. convention.

Iowa (Middle and West)

Division

Ruby Eckman

MRS. J. B. Higman, mother of Mrs. Frank Keith, passed away at the home of a daughter in Cedar Rapids the latter part of April following a long illness. En-gineer and Mrs. Keith were with her when she passed away and accompanied the fu-neral party to Manchester, Iowa, where burial took place.

Harold Brown, who worked for some time in the Perry shops, left the latter part of April for Los Angeles to take a position with the Southern Pacific, as a machinist.

Tony Gosse and family came down from Waubasha to spend Mother's Day at the parental Johnson home in Perry.

Engineer Wesley Leonard was the first of the Iowa division engineers to make the drive to the Minnesota lakes for the spring fishing season.

Operator Herman Krasche was called to Belmont, Wis., the fore part of May by the death of his aged father, August Krasche.

Cashier Hugh Jones' wife was in the hospital in Perry during May for an emergency operation for appendicitis.

Conductor M. G. Dixon went back to work in May after a six weeks' enforced lay off on account of sickness.

A wedding of interest to Iowa division employees took place on April 10th at Princeton, Mo., when Marjorie Merkle, only daughter of operator H. E. Merkle of Manilla, was married to J. Clyde Knight of Des Moines. The young people will make their home in Des Moines.

Assistant superintendent W. J. Hotchkiss and wife spent a few days in April with their son, Lieutenant Jennings Hotchkiss, who was in the hospital at Fort Snelling following an auto accident.

Mrs. H. Rankin, mother of fireman Charles Rankin, died at the family home in Perry in April, following a long illness. Burial took place at Bloomfield, Ia. Mrs. Rankin was an active worker in the Milwaukee Women's club before her health failed.

Mrs. Henry Hall, wife of one of the Perry yard switchmen, died at the hospital in Perry, April 25th. Early in March Mrs. Hall submitted to an operation for the relief of gall stone trouble. A few days before her death she suffered a relapse and failed rapidly. Burial took place in Perry. Beside the husband she is survived by two sons and ten brothers and sisters. Her death was the first of a family of eleven children.

William Moberly, completed his rail laying program on the Iowa division April 29th and moved to Sturtevant, Wisconsin. Work had progressed so well on the Iowa division that Mr. Moberly moved to Wisconsin several days ahead of his schedule.

Conductor William Rehbock of the East Iowa division list, who retired recently, visited in Perry the fore part of May at the J. M. Reel home. Conductor Rehbock and his wife were on the way to Tacoma, Wash., where they plan to make their home in the future.

Engineer Frank Keith, doesn't make any brags about his ability as a gardener but he did tell about the ripe tomatoes he had from one of his plants on April 30th. Frank planted some bulbs and other house plants in the fall and in some of the flower pots tomatoe plants sprouted, apparently from seeds which had fallen in the garden where he got the dirt for the winter plants. He allowed a few of them to grow in the house with the plants and as a result had ripe tomatoes from his own plants in April.

Mrs. George W. Lacey, mother of operator Floyd Lacey of the Iowa division list, died at her home in Des Moines in April. Mrs. Lacey was eighty five years of age and had raised nine children.

Engineer Thomas Wilcox was off duty in April following an operation for the removal of his tonsils.

Conductor A. J. Gregg, J. M. Reel, C. M. Craig and engineers Charles Hunt and Earl Towney who are members of a pinochle club, with the three other men of the club put on a real party for their ladies in April. The men had the Western Union deliver messages inviting the ladies to meet at the Tea Room where the dinner party was held and carried out all the details of the party without any assistance from the ladies. They did such a good job that they have been invited to play hosts again.

May 1st, 1937, marked an important mile stone in the railroad career of Fred A. Warner, the agent at Cambridge. That was the date that the agent started on his fifty-first year of service for the company. His work has all been done on the Iowa division and for many years he has served the company and the patrons at Cambridge where he is held in high esteem. Mr. Warner's friends hope to see him on the job for some time, as he has always been a very accommodating agent.

Assistant yard master V. L. Hilburn of the Council Bluffs yard force took a few days off in April and went visiting. He made a trip to Perry to get acquainted

with some of the office people he had never met.

Harry Wooders, and Charles Salzgeber, machinist helpers, and George Orbin, a round house carpenter, retired from active service in May and will enjoy the pension when their claims have been allowed. Engineer Henry Nichols has also signified his intention of retiring.

"\$200"

By Kib

"Hello, line—hello, line—"

May 1st has passed and although the weather man does not seem to agree, one's thoughts are turning to spring. Some of the native signs of spring are—

Along the line of Cornwall and way—which is just four miles out of Bellingham one notices the trees are green, the river is getting higher and muddier, and the streams and creeks are beginning to be the haunts of week-end trips.

Bill Terry is again giving his annual dissertation to John Gillin, and anyone else who will listen, on the art of trolling for Puget Sound salmon. This is one of the finest of sports—fishing, I mean.

Robbie Robinson was seen in church last Sunday—and it was such a nice day too. With a temperature of about 75 or 80 and a perfect day for a picnic.

Joe Kibble and his family took one of their usual Sunday trips to Glacier—the opposite end of the line from Bellingham.

Other signs of spring are—the weed burner being brought to Bellingham. This is as good a sign as the moulting of the neighbors dogs and cats on your best Persian rug. The B&B gang is repairing the bridge at Maple Falls and will be doing other work on the right of way.

And speaking of Maple Falls—there is a stretch of track just east of there that gives one of the most awe-inspiring view of "the Alps of North America." Mount Baker, the Twin Sisters, and Skyline Ridge, of the Cascades, is Gods gifts of beauty to man. I remember as a child riding on the old observation car on one of the Sunday excursion trips and hearing a conversation between conductor Bert Woody and an elderly lady. She asked how the nice brakeman lost his finger, and Bert, being very friendly replied, "Well mam, the view is so pretty right along here, that he just naturally wore his finger out pointing at the mountains."

In the last issue I made the statement that C. R. Lanphear was solicitor. I wish to correct this statement. C. R. Lanphear is division freight and passenger agent.

Bill Squires is back from Montana and is the passenger agent here. Gladly to see you back again, Bill

Milwaukee Terminals

G. W. B.

YARDMAN John W. Casat died April 18th, after several weeks of illness. He had been employed on every division out of Milwaukee for the past 35 years, the last twenty-five in Milwaukee Terminals. He is survived by a widow, son and daughter. Funeral at 1:30 p. m., April 20th, under auspices of Walker Lodge 123, Knights of Pythias, Interment Valhalla.

Mrs. Ella Braun, wife of yardman Frank Braun and mother of yardman Chester Braun died April 22d. The funeral was April 26th. Interment Calvary.

The Milwaukee Road has lost by death three veteran conductors in the passing of George M. Higgins, April 18. Jean W. Hare, April 21st, and Edward W. Deards, May 2nd. All were veterans in the service and popular with the traveling public, and held in high esteem by their fellow employees.

Engineer James H. Connell died April 20th. He retired several years ago and was one of the sleekest engineers ever employed by the Milwaukee road. He had been employed on every division out of Milwaukee and was held in high esteem by his fellow employees. Gentleman Jim was his nickname and he was always worthy of the name. Funeral April 23rd and interment at Holy Cross cemetery.

Shopman Michael Polacheck died April 12th, at the home of his son-in-law, machinist George J. Keely, 3423 West Highland Blvd. He had been employed by the Milwaukee road 46 years. Funeral April 15th, and interment St. Adalbert's cemetery.

After being employed in the roundhouse for forty years Vincent Brandt died April 29th, and boilermaker John France with fifty years of service died April 29th.

Dispatcher John Johnson and his brother, engineer Henry Johnson and wife are starting soon for a trip to Norway where they will spend the summer.

Engineer Guy W. Rhoda visited his sister at Fulha, Minnesota, the last week in April. Guy says it was so cold in Minnesota he had to wear his overshoes all the time he was there.

Yardman Maurice Hennessey has a new Austin car which he claims is equal to any other car on the market. He says when he goes on pension he will have a trailer coupled on behind and he and his family will see America first.

The office section of the Chateau just east of the coal shed at Milwaukee Shops is being remodeled. Chief dispatcher Roy E. Daly has a dandy new desk and the interior is being made sound proof account chief dispatcher Wm. R. (Oklahoma Bill) Roberts.

Engineer John H. (Alderman) McKane has been off sick for two weeks and we are glad to see him back on the job.

Former yardman Ira P. Noel died at his home in Fort Atkinson April 9th. He was employed at Fowler St. Yds. 25 years ago, and was previously employed by the C. & N. W. Ry., as conductor. He was a member of the Spanish War Veterans and they conducted the funeral services at Koshkonong cemetery April 13th.

Pipefitter James Rogers and boilermaker William Barry had intended to see the coronation of King George VI in London May 12th, but Barry who has never been away from home was fearful that he would get sea-sick and refused to go at the last minute.

Dispatcher Chas. S. Winn writes that he will be in good old Wisconsin before June 1st, and show the boys some of the pictures he took in California.

Yardman William Webb, wife and daughter, took a trip of three weeks on the lines west. They visited Seattle, Tacoma, Portland and Los Angeles, and arrived home May, 7th, from a nice trip.

It is reported that engineer G. R. Funke will open a school of physical culture and gymnasium near his home on North 26th St. This should be the opportune time for fireman Joseph Petrie to get some business for that ambulance he drives to work every day.

La Crosse River Division, Second District

Ira G. Wallace

AGENT W. F. Hanson of Lake City, who was seriously ill with an infection in his arm, has now left the hospital. He is expected to be back on the job very soon.

Operator Aaron Walters of Red Wing and son Robert spent two weeks touring the east, stopping at New York, Washington, and Pittsburgh. While in Washington, they were the guests of Congressman Anderson of Red Wing.

J. T. Brandt, agent at Winona, is now sporting a new Dodge car.

Julius Stai, one of the oldest veterans on the C. V. Division, has been placed on the pension roll. For many years he was section foreman on the old Chippewa Falls line and for the past fifteen years has served as crossing flagman at Eau Claire. The boys around the depot will certainly miss Julius. Nick Ott has been assigned as the new crossing flagman.

Operator L. C. Tackaberry is on a short leave due to a foot ailment but will soon be able to resume his duties. Operator Mansfield is relieving him.

Yard foreman Archie Donaldson of Eau Claire plans on going after the big fish this year as he has purchased a car for just that purpose.

Two veteran passenger brakemen, R. J. Whitlock and T. H. Moriarity, each with more than twenty years of service on this division have retired under the Pension Act.

The annual shippers-traffic bowling party was held at Winona May 21st. A chicken supper was served to over a hundred and fifty northwest shippers and traffic representatives.

Elmer Wall and conductor Stanley Ostrom are both driving new cars to the depot.

L. J. Russell, ticket clerk at Winona, will enter the hospital May 15th for a major operation.

The building of the new depot at Eau Claire is expected to be started about July 15th.

Engineer Winjum of the Cannon Falls line and Mrs. Winjum have left for a two weeks' visit with their daughter in Washington, D. C.

Emil Bender, veteran signal maintainer at Hastings, has also retired under the Retirement Act.

Twin City Terminals F. A. M.

THE Women's Club gave their annual dance at the Curtis Hotel May 8th. The report is one grand time.

Mr. C. H. Crouse has returned from a two months' visit to California. He enjoyed his stay there and the many points of interest along the coast.

Mrs. Mattie O'Malley, wife of the late Edward O'Malley, conductor on the Coast Line out of Spokane, passed away at her home in Spokane from pneumonia after a few days' illness. Burial was at St. Mary's cemetery, Minneapolis on Tuesday, May 4.

Mrs. O'Malley was a sister of Mrs. W. T. Stackpole. Deepest sympathy is extended to the family.

Fred Gerke, Don Stevens and Gene Cutts spent a pleasant week in the Engineering Dept. office working nights on the Mississippi dams.

Beeler boys—Smokey and Baldy, are discouraged with their score in the cribbage game—they are now 24 games behind, which is a poor representation for the Operating Dept.

The Accounting Dept. golf links started their 3rd season playing golf. We are still all out to beat P. A. Nicky, but he goes right on winning.

Frank Quirk supt's office moved into his new home last month on Hiawatha Blvd. How about house warming, Frank?

How about your new home, Ed Knoke? Gene Jacobsen, local freight office, spent her vacation visiting Los Angeles and other points of interest in that vicinity. She returned via San Francisco and spent a few days there. She was delighted with her trip and enjoyed every minute of her stay there.

Mr. Jack Brandt, agent at Winona, Minnesota, paid a visit at the local freight office last month. He always remembers his old friends at the local when in the city.

Harvey Rosen, messenger, is leaving the local freight office to accept another position. Sorry to see you go Harvey. Wish you success in your new work.

Wisconsin Valley Division Lillian

MR. and Mrs. Charles Carmen have returned to Minocqua after having spent the past few months touring the southern states. They left this week for a short trip to the Dakotas.

Mrs. I. Livernash has returned from St. Mary's hospital where she has been receiving treatments.

Mr. W. L. Ennis and Mrs. W. C. Scott visited our office at Wausau on Friday, May 7th.

The Memorial Day Fisherman's Special operated between Chicago and Star Lake, leaving Chicago Friday, May 28, and return from Star Lake May 31st.

Mr. and Mrs. J. W. Held have returned from Tulsa, Okla., where they went as delegates for the White Shrine convention. On their return trip they stopped at several cities in Missouri to visit with friends. They were absent from the city for about a week.

The angle bar gang is working between Necedah and Sprague.

The grounds around the new station at Star Lake are being beautified, considerable grading is being done and some work on landscaping is being planned.

Another Year Gone By!

and the 8th Annual Reunion of 13th Veterans of the ENGINEERS

Will Be Held
in MILWAUKEE, WIS.
at the Hotel Plankinton
June 18, 19 and 20, 1937
Let's all get together again and make
this a real anniversary convention.

Be Sure to Bring the Ladies!

Your 1937 dues of \$1.00 are due and
may be remitted to: J. A. Elliott—
Secretary-Treasurer 1316 Cumberland
St., Little Rock, Arkansas

I. & S. M. Divn.—East H. J. S.

OUR sincere sympathy is extended to the bereaved family of H. A. Wunderlich, chief clerk in superintendent's office, who passed away at 4:00 a. m., May 15, 1937, at the age of 53. Herman had been chief clerk here for the past 18 years and was well liked by all who knew him, and he will be greatly missed by his fellow employees. Funeral services May 18th—burial was in Oakwood cemetery.

Fred Edwards, agent, Albert Lea, Minn., left on May 2nd by auto with his family. The boys received a card stating he arrived OK the following Sunday. Fred is on a 90-day leave of absence account ill health. R. G. Laugen, agent, Spring Valley, is relieving, while Harry Wilson is taking RGL's place.

Deepest sympathy is extended to train baggageman E. J. Anderson, account the death of his mother Sunday morning, April 25th—burial was in Lakewood Cemetery, Minneapolis, on Wednesday. Mrs. Anderson, who was born in Sweden, was 82 years of age at time of death. Ernest was the only child.

Our sympathy is also extended to agent S. B. McGinn of Faribault, Minn., whose brother was fatally injured in an automobile accident on the morning of May 2nd.

Here's a memory test for some of you old timers. Do you remember when? I&M Nuggets from employees' Magazine dated April, 1913!

"The new motor car that is to be installed on the Faribault-Wabasha Line will be of the most modern type; 75 ft. long, consisting of baggage, express and mail and a seating capacity of 80 or 70 people. In addition, an extra coach or trailer will be used to accommodate the ever-growing business on this line.

"Spring colonist business from this vicinity bids fair to be the heaviest in many years. Many emigrants are moving to

points in North Dakota and eastern Montana; over 40 cars on this division during the first week of March.

"The new freight station recently opened at Faribault has proven a great convenience to patrons and is doing much towards securing the business from our several manufacturing plants.

"Opr. H. G. Farley will move his family from Lylo, Minn., to Faribault in a few days, having accepted the position of 3rd truck operator.

"Roadmaster T. V. Robinson and his men are busily engaged putting in the new wye just south of the passenger station at Faribault, to be used in turning the motor cars on the Faribo-Wabasha Line."

Just in case you didn't attend, the party given at the Isaac Walton cabin on the night of May 1st, in honor of Fred Nockleby, "Billy" Williams and "Dick" Cullen, was a well-attended, successful party.

What's the nickname Dave Westover hung on Pete Williams? Believe it was gummy, but can't say for sure. Don't let 'em kid you, Pete, the proof of the pudding isn't always in the eating.

Clyde Peed and wife left for the East for their vacation the night of May 15th. Bon voyage, folks.

Soon it will be fish stories we'll have to listen to, but right now it seems to be how many strokes they took on a certain hole. Yes, sir, the golf bug will get you if you don't watch out.

Our sincere sympathy is extended to Charles Hartsock and family account the death of Mrs. Hartsock, which occurred on May 16th.

Mr. W. L. Ennis, manager of Frt. Claim Prevention, was in Austin to attend a claim prevention meeting held the evening of May 17th.

See that big smile on Dick Hogan's face these days—there's a reason for it, he's the proud father of a new '37 Chev. coupe. It's a honey.

Lest we forget—have you joined the Credit Union yet? If not, here's an invitation. Whether they join to borrow, or join to save, new members always welcome.

D&I Divn.—First Dist. E. S.

AN Illinois Divn. claim prevention meeting was held at Davis Jct., Ill., Monday, April 19, at 8 p. m., with about fifty employees present. The meeting was interesting and instructive and following the meeting Mrs. S. B. Wickler, wife of the agent at Davis Jct., and Mr. Wickler's mother, served delicious doughnuts and coffee to the gathering. This treat was thoroughly enjoyed and greatly appreciated.

Mr. and Mrs. Fred Smith, Sr., returned May 14th from Excelsior Springs, Mo., where they have been spending the past two weeks in the interest of their health.

Harry L. Hodgdon, former Savanna resident and for a number of years passenger conductor for the Milwaukee Railroad between Davenport and Dubuque, died at his home in Rockford, May 11. Burial was made in the cemetery at Savanna. He is survived by his wife and three sons, all of Rockford, Ill.

Sympathy is extended to cond. and Mrs. Harry Davis and Mr. and Mrs. W. R. Johnson, of Savanna, account the death of their father, Wm. J. Johnson, which occurred in a hospital in Detroit, Mich., Wednesday, May 12.

Sixty-one members of Savanna Chapter Milwaukee Women's Club were present at the annual May luncheon in the Radke Hotel, Savanna, Monday noon, May 10. Following the luncheon a short musical program was given, followed by the business meeting.

Engr. and Mrs. Geo. McKay, of Savanna, who were married 25 years on May 10, observed their silver wedding anniversary, Sunday, May 9, with a wedding dinner served in their honor at Baker House, Mt. Vernon, Ia. Their son, James, and daughter, Miss Ruth, who are attending Cornell College, were present. Congratulations are extended.

SEVENTY-FIVE MILLION MESSAGES TO THE PUBLIC SAYING *"Travel by Rail"*

225 Million Possible Readers

In the first 6 months of 1937, The Pullman Company broadcast 75 million advertising messages promoting rail travel. These messages had a possible total of 225 million readers. Itself in no way a rail carrier, but furnishing sleeping car service to rail passengers, Pullman is affected by and profits from the same kind of things that affect or profit railroads. That is why The Pullman Company, in its current nationwide advertising, is boosting "travel by rail."

And since rail travel includes Pullman service—a thing the public finds indispensable—it becomes a part of the business

which all rail employes seek to promote and expand. It is a boost for rail business to get more people to ride Pullman. And it is a credit to rail employes when Pullman patrons receive the same high standard of service common in all varieties of rail travel.

The Pullman Company will be glad to supply to any rail employe an illustrated booklet describing in complete detail the several types of Pullman accommodations. In this way, every interested employe will be informed and able to render real service to the public, our mutual customer, to his own railroad, and to The Pullman Company.

THE PULLMAN COMPANY, CHICAGO



So You're Going By Pullman!

"There's nothing like it anywhere else in the world"

By CLARA LAUGHLIN
Famous Travel Authority

"I travel 2 years and have not changed my opinion. And I can say that about the world's greatest travel agency is 'Pullman'. There's nothing like it anywhere else in the world. I have traveled in Pullman cars and I can say that they are the most comfortable and safe in the world. For millions of people, Pullman is the only way to travel."

Clara Laughlin
Author of "How to Travel"



ALL THE COMFORTS OF HOME

Lived 3 Weeks in Pullman Cars

"It is impossible to say how much a Pullman car has done for me. I have traveled in them for years and I can say that they are the most comfortable and safe in the world. For millions of people, Pullman is the only way to travel."



ALL THE COMFORTS OF HOME

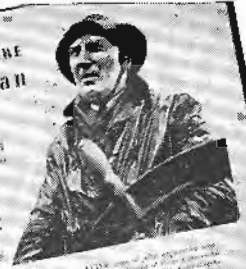
Vacation

Go this year in PULLMAN Safety and Comfort



FOR SAFE ADVENTURE GIVE ME PULLMAN ANY TIME 1935

CAPTAIN BOB BARRELL
Naval Captain, London, England



"I have traveled in Pullman cars for years and I can say that they are the most comfortable and safe in the world. For millions of people, Pullman is the only way to travel."

Bob Barrell
Naval Captain, London, England

"There's Sure a Heap o' Livin' in a Pullman Car..."

By EUGENE A. ROSE, Famous Traveler



World Art Treasures Travel In Pullman Safety...



And Pullman's the Safest Way for You to Travel, Too!



With ROBERT B. BARRELL
Naval Captain, London, England

"I have traveled in Pullman cars for years and I can say that they are the most comfortable and safe in the world. For millions of people, Pullman is the only way to travel."

Robert B. Barrell
Naval Captain, London, England

See America - AT YOUR BEST IN Pullman

COMFORT and SAFETY



Pullman Makes The Job Easier



"I have traveled in Pullman cars for years and I can say that they are the most comfortable and safe in the world. For millions of people, Pullman is the only way to travel."

Ernest E. Weir
Chairman, Board of Directors

They're going where the business is... By Pullman

By EUGENE A. ROSE, Famous Traveler

"I have traveled in Pullman cars for years and I can say that they are the most comfortable and safe in the world. For millions of people, Pullman is the only way to travel."

Eugene A. Rose
Famous Traveler

No Pullman Cars in the Malay Jungle

By EUGENE A. ROSE, Famous Traveler

"I have traveled in Pullman cars for years and I can say that they are the most comfortable and safe in the world. For millions of people, Pullman is the only way to travel."

Eugene A. Rose
Famous Traveler

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Eugene A. Rose
Famous Traveler

I Cannot Imagine Modern Business Without Pullman

By ERNEST E. WEIR
Chairman, Board of Directors

"I have traveled in Pullman cars for years and I can say that they are the most comfortable and safe in the world. For millions of people, Pullman is the only way to travel."

Ernest E. Weir
Chairman, Board of Directors

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Ernest E. Weir
Chairman, Board of Directors

Push as her Orchids

By EUGENE A. ROSE, Famous Traveler

"I have traveled in Pullman cars for years and I can say that they are the most comfortable and safe in the world. For millions of people, Pullman is the only way to travel."

Eugene A. Rose
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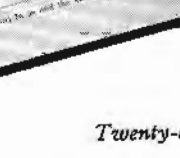
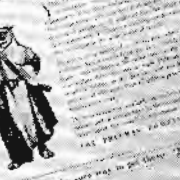
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"I have traveled in Pullman cars for years and I can say that they are the most comfortable and safe in the world. For millions of people, Pullman is the only way to travel."

Eugene A. Rose
Famous Traveler



ICE — THE PERFECT REFRIGERANT FOR AIR CONDITIONING

VITALAIRE Portable Room Coolers

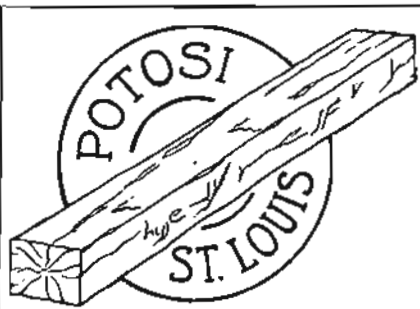
(A NEW DEVELOPMENT)

BRING SUMMER COMFORT TO HOSPITAL ROOMS,
HOMES, OFFICES, SMALL SHOPS

SAVANNA

THE CITY ICE & FUEL COMPANY

CHICAGO



TREATED AND UNTREATED
CROSS TIES
SWITCH TIES
PINE POLES

Potosi Tile & Lumber Co.
ST. LOUIS DALLAS

Serving the Milwaukee
Road's urgent needs for

STEEL

has been our privilege
for many years

A. M. CASTLE & CO.

Makers of "The Milwaukee" Lite
Cote Welding Wire.

CHICAGO

Miss Nadine Hall and Mr. Kenneth McCall, of Savanna, were united in marriage Friday, May 7, at Savanna, with Mr. and Mrs. Spencer Nesbitt attendants. The bride is the youngest daughter of the late Mr. and Mrs. Jay Hall, and is a sister of Miss Lorene, of Savanna frt. house, and Miss Gladys, of Savanna car dept. Mr. McCall is the son of Mr. and Mrs. W. J. McCall of Savanna and is employed with the Milwaukee Road. Best wishes are extended to the young couple.

Jack Fennie, of Savanna, son of cond. and Mrs. H. Fennie, was one of 33 seniors at the University of Illinois whose name was inscribed on a bronze tablet following ceremonies at the 131th Annual Honors Day Convocation of the University, April 30. Inscription on the tablet of one's name is the highest scholastic honor awarded by the University. The tablet is placed along with tablets of other years, in the University Library.

Announcement has been made of the marriage of Miss Mildred Lund, of Savanna, eldest daughter of Mrs. Clara Lund, Dubuque, and Forest J. Stiles, only son of Mrs. Etta B. Stiles of Savanna. The ceremony was performed on Aug. 8, 1936, in Grand Rapids, Minn., with Mr. and Mrs. Russell Swift of Savanna the attendants. Mildred has been stenographer in the office of the district storekeeper at Savanna for the past six years. Mr. Stiles is a partner in the Nesbitt-Stiles filling station in Savanna. Congratulations and best wishes are extended.

Miss Mildred Nutt, daughter of round-house employe Ben Nutt, Savanna, has accepted the position of stenographer in the district storekeeper's office, made vacant by the resignation of Mrs. Stiles.

Sympathy is extended to Miss Nelle Murphy of the Savanna district storekeepers' office, account the death of her father, who died suddenly May 1st at the family home in Belmont, Ia.

Miss Ramona Powers, of Perry, Ia., who makes her home with her uncle, master mechanic P. L. Mullen, and aunt, Miss Sadie Mullen, Savanna, took the part of Prince Charming in the pantomime ballet "Cinderella," which was a feature of the May fete held on the college campus at Frances Shimer Junior College, Mt. Carroll, Saturday, May 15.

J. H. Mulder, chief clerk to the master mechanic at Savanna, together with a number of other "great fishermen," departed May 13 on a week's fishing trip at Leach Lake, Minn.

F. A. Natt, express agent at Savanna for the past sixteen years, has been promoted to express agent in Dubuque and assumed his new duties on May 10. James Rush, of Savanna, who has been agent of the Express Co. in Geneva, Ill., succeeds Mr. Natt at Savanna. We extend congratulations to both Mr. Natt and Mr. Rush on their promotions.

It was with deep regret that the friends of the Wunderlich family in Savanna learned of the death of Herman Wunderlich in St. Olaf's hospital in Austin, May

15. Mr. Wunderlich was employed as chief clerk in the superintendent's office at Savanna a number of years ago. Sincere sympathy is extended to Mrs. Wunderlich and daughters and Mr. and Mrs. Herman Wunderlich, parents. Agent and Mrs. A. J. Reinher of Savanna attended the funeral services.

Good Old Dubuque Shops

Lucille Miller

THERE are quite a few signs of activity around the old place these days, brought about by the negotiations made with the General Insulating & Mfg. Co. of Alexandria, Ind., who are opening a plant at this point for the manufacture of their insulating products.

The old machine shop is being fixed up for their use and Dubuque welcomes them with open arms. We are glad to have such good neighbors move in on the premises. Stanley Lange has a new Chevy car—

It shines just like a torch.
Stan brings it in the house at night
And sleeps out on the porch.

The vacation bug is beginning to sneak up on "yours truly"; so Nora B. Decco—you better put on your best bib and tucker (am giving you warning this year) for I may be "comin' round the mountain pretty soon."

Mr. Prevay, out of Mr. Pourie's office, is superintending the drilling of the well for the new industry at this point. He is especially thrilled with the weather we are dishing out to him—says our Mississippi Valley produces the none-such variety of a Wintery Summer. We're glad you "like" it!

Clarence Brophy, from the Mechanical Engineer's office, visited his Alma Mater recently. Always glad to see members of the old "varsity" crew.

Albert Neuman, who served as chief clerk and timekeeper at Dubuque Shops for a period of over fifty years, dropped in to chat with us last week. "Al" is looking fit and says he is 'ale and 'earty!

Charles A. threatened to let the "love-bug" get him this month, but it seems he has to wait a couple more months before his first million is amassed.

But speaking of "love-bugs," it seems the Savanna storekeeper's office had one in full bloom, and held out on us; Mildred Lund had changed her name and we knew nothing of it, but here's wishing you the best of everything, Mildred!

We hear that there are other threats being made along the love-bug-line down there; must be a nice place to be—perhaps some of us should ask for a transfer.

Several of the "old-timers" in the Dismantling and Reclamation Department are retiring. Recently "Al" Voggenthaler, "Bob" Sommer and John Roehl have made known their intentions. Probably, in many other departments, veteran employes will be taking the pension, and of them we say: They feel the job which was theirs to do has been finished, and to make the world hum, are ready to step from the active line

THE CAREFUL INVESTOR JUDGES A SECURITY
BY THE HISTORY OF ITS PERFORMANCE

KERITE

IN THREE-QUARTERS OF A CENTURY OF
CONTINUOUS PRODUCTION HAS ESTABLISHED

A RECORD OF PERFORMANCE

THAT IS UNEQUALLED IN THE HISTORY OF
INSULATED WIRES AND CABLES

THE KERITE INSULATED WIRE & CABLE COMPANY INC.
NEW YORK CHICAGO SAN FRANCISCO

Let's Blaze the Way to Prosperity BY BURNING **GLENDORA COAL**

ORIGINATING ON THE MILWAUKEE ROAD

Oil Treated Screenings and Stoker Coal

Low in Ash

Low Volatile

Free from Sulphur

THE WONDER COAL

to permit some younger one to take up the burden, where they have left off—GOD BLESS THEM—EVERY ONE!

I. & S. M. (West)

AT the April 13th meeting of the Milwaukee Women's Club more than 60 guests, Milwaukee employes and their families, shared a pot-luck supper. Older members of the group remained for an evening of whist.

Trainmen's lanterns were used to light the clubroom of the Milwaukee Women's Club when light wires were found broken after the severe storm preceding the April 27th meeting. Light service was resumed, however, before the meeting ended. Plans were discussed for attending the biennial district in the Nicholas Hotel in Minneapolis May 12. Mrs. A. D. Smith, president of the local group and possibly others will attend.

A social meeting of the Milwaukee Women's Club was held in the clubrooms on the evening of May 11th. Whist furnished the entertainment for the evening and a lunch was served by Mrs. Maurice Hennrich, chairman; Mrs. Thomas McGee, Mrs. Faye Crabbs, Mrs. John Kaiserzath and Mrs. A. Melnecke.

Mr. and Mrs. H. G. Gregorson returned home last evening from St. Paul, where they were guests at the Minnesota Eastern Star grand chapter meeting. Mr. Gregorson is a past grand patron of the South Dakota A. E. S.

Kansas City Division

K. M. G.

GEORGE H. PARKER and wife departed on April 23 for New York to spend some time with their two daughters, then will go to Colorado Springs to make their home. Mr. Parker retired on April 1, having completed forty-nine years January 6 of this year, forty-seven years of which time he was in the service of the Kansas City Division.

Engineer S. E. Yeomans and Mrs. Yeomans drove a new Plymouth coach from Ottumwa to their home in Cedar Rapids in the early part of May.

Headquarters of signal maintainer D. L. Carbaugh have been moved from Washington to Ottumwa and he is now occupying an office in the Sherman street station. Recently purchased a house at 620 West Fourth, Ottumwa, and is moving his residence this week. Mrs. Carbaugh having joined him in Ottumwa several weeks ago.

Mrs. Robert Fulton, wife of brakeman, left Ottumwa on April 17 to spend two weeks with her mother in Waterloo.

Several weeks ago engineer R. F. McBride suffered a heart attack after arriving at Nahant, was taken to a hospital in Davenport, where he remained for about two weeks. Is now confined to his home in Ottumwa.

On April 20 Mary Savage became the bride of Donald D. Gallagher of Ottumwa. The young couple will make their home in Ottumwa. Mrs. Gallagher is the daughter of former veteran employe Patrick Savage, conductor.

The wedding of Gwendolyn Hammond, daughter of chief clerk E. R. Hammond,

freight house, Ottumwa, to Richard Ramsell, Jr., of Des Moines, took place April 24. Mr. and Mrs. Ramsell will reside in Des Moines.

Mrs. H. G. Johnson and son departed from Ottumwa on April 25 for St. Paul, Minn., where they will remain indefinitely visiting relatives.

One of the participants in the World Bridge Olympic late in March was Mrs. A. J. Love, wife of roundhouse foreman at West Yard, who had a high score and as a reward will have a complimentary trip to a Minnesota lake resort to play in a summer bridge tournament.

J. H. Wilson, chief dispatcher, was a patient in the St. Joseph Hospital for two weeks, departed on May 3 for Excelsior Springs to spend a week and recuperate from an attack of pleurisy.

On April 24 Mrs. J. R. Kendrick of Ottumwa received word of the serious illness of her mother, Mrs. J. S. Lockard, Lawhon, Mo., and left on that day to spend an indefinite period of time in the home of her mother.

Recently received word that two other Milwaukee children were recipients of the American Legion certificate of school award, Laura Kizer, daughter of Lester Kizer, employe in the roundhouse, Ottumwa; Alicia Reed, daughter of engineer John Reed. Both children attended the Douglas School and were transferred to the Washington High School in January.

Iowa (East) Division and Calmar Line

J. T. Raymond

MISS Beulah Davis and Owen Sellers, Jr., of Savanna were married Sunday, on March 14th, in the home of the bride's parents, conductor and Mrs. Harry Davis. The young couple, both natives of Savanna, will reside at Rock Island. The Magazine extends them best wishes.

The Iowa Division men that are entitled to belong to the Milwaukee Veteran Employes Ass'n, have responded in a fine way, in becoming members and thus helping to enlarge and maintain a worthy organization. A move that a reasonable and thoughtful man will never regret.

Mr. and Mrs. L. G. Hewitt of Marion left April 17th for a trip South, including San Antonio, Texas, and New Orleans, La., returning home May 1st and reporting a very enjoyable trip.

A well attended claim prevention meeting was held at Cedar Rapids, 7:30 p. m., Tuesday, April 27th, presided over by Supt. W. C. Givens, who after a few preliminary remarks introduced C. R. Dougherty who addressed the meeting at length, citing some concrete cases, when serious damage had been done through carelessness or oversight. He emphasized increased alertness on the part of all concerned if we are to reduce claims, and thus better our record. The chairman then called on the other members of the audience for suggestions that might be of value in reducing or avoiding damage.

Besides the division officers there were present station agents from Olin, Morley,

LOCOMOTIVE:

FEED WATER HEATERS
(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS

**CENTRIFUGAL BLOW-OFF
MUFFLERS**

TIRES (TAYLOR FORGE)

**WILSON ENGINEERING
CORPORATION**

122 So. Michigan Ave., Chicago

ESTABLISHED 1856 BROADWAY 5560

LOEFFELHOLZ CO.

RAILROAD CAR HARDWARE
CAR LIGHTING FIXTURES

**GIBBS Electric Lighting
CONNECTORS**

300 South First St.
MILWAUKEE, WISCONSIN

Still Greater PROTECTION for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb horizontal shocks

CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical shocks

CARDWELL WESTINGHOUSE CO.
CHICAGO

CANADIAN CARDWELL CO., LTD.
MONTREAL

For Safety and Convenience

**PAY
BY
CHECK**

Open a Checking Account for Your
Personal Requirements

AT

**MERCANTILE TRUST
& SAVINGS BANK
OF CHICAGO**

Est. 1912

OPPOSITE THE UNION STATION

Jackson Boulevard and Clinton Street

Schedule of our Moderate Requirements and Con-
venient "Bank-By-Mail" Envelope will be forwarded
on request.

Member, Federal Deposit Insurance Corp.

DIRECTORS

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President, The Florsheim Shoe Co.

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Executive Vice-President,
Chicago, Burlington & Quincy
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DAVID S. GANN
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Attorneys

N. L. HOWARD

NEIL C. HURLEY
President, Independent Pneumatic
Tool Company

BENTLEY G. McCLLOUD
Vice-President, First National
Bank of Chicago

J. A. ROESCH, JR.
President, Steel Sales Corporation

E. A. RUSSELL
Oils Elevator Company

W. W. K. SPARROW
Vice-President, Chicago, Mil-
waukee, St. Paul and Pacific
Railroad Company

HENRY X. STRAUSS

First National Bank

OF

Everett, Washington

on the Chicago, Milwaukee, St. Paul and
Pacific Railroad, on Puget Sound
Established more than forty years ago.
1892-1987
Member of Federal Deposit Insurance
Corporation.

some time. T. J. Allen and E. T. Claus-
sen have been acting as relief agent.

Agent H. P. Thompson of Lyons is off
account sickness, W. D. Schesser acting as
relief.

April 14th Mr. and Mrs. F. J. Cleveland
of Marion returned from a visit with their
daughter at La Guana Beach, Calif. Frank
has greatly improved in health and has
resumed work in the supt's office.

W. K. Lothian of Marion who has been
relieving Mr. Hewitt all winter has only
one job claiming his attention now, that
of city clerk, which gives "Kell" more
time to say "Good Morning."

Oliver E. Torrence, retired Milwaukee
passenger conductor, died Wednesday,
April 21st, at Marion. Mr. Torrence en-
tered the service as a freight brakeman
February 1, 1886, made a freight conductor,
May, 1893, and was promoted to be a pas-
senger conductor December 23, 1911. He
served as crossing flagman at Monticello
for 8 years, returning to Marion in 1933
where he since has been in ill health. He
was born in Xenia, Ohio April 2, 1859, and
leaves 2 sons, Paul of Sterling, Ill., and
Donald of Marion. Services were held Fri-
day, April 23rd. Burial was in Oak Shade
cemetery, Marion. His career on the Mil-
waukee Road was a long one during which
time he made many friends who greatly
regret his death and the Employees Maga-
zine join in extending their sympathy to
the bereaved family.

**Twin City Terminals
Mechanical Dept. and Stores
Dept.**

< N. A. H.

VETERAN boilermaker Thomas Bowler,
Sr., passed away in a local hospital
in Minneapolis, April 27, 1937, after a
short illness at the age of 74 years. Mr.
Bowler's service date as a boilermaker
dates back to 1887. He retired on the
Employees' Pension in 1932. Burial took
place in Minneapolis. Mr. Bowler is the
father of Mr. Thomas Bowler, Jr., boiler
maker foreman at Milwaukee Shops. Our
deepest sympathy to all.

Mr. Adolph Hoffman and wife were called
to Ann Arbor, Mich., due to Mr. Hoffman's
sister passing away suddenly. Our deep-
est sympathy is extended to both Mr. and
Mrs. Hoffman.

Mr. Oscar Ruehle, River Division engi-
neer, has been confined to his home due
to very poor health.

Mr. Arthur Sorenson, clerk, Minneapolis
roundhouse, is taking an extensive trip
through the West.

Mrs. Wayne Henderson, wife of round-
house foreman, is convalescing at her home
after undergoing a major operation.

A coincidence in having Mr. J. T. Kelly,
district storekeeper and Mr. George Carr,
both formerly in the Store Department at
Minneapolis, as callers at South Minne-
apolis.

Mr. Edward Nelson, machinist, and Mr.
Ben Rohr, machinist helper, have retired
and taken the pension, both due to poor
health. Also Albert Dustin, boilermaker,
retired for the pension.

The picnic committee is arranging for
their first annual picnic and a full report
will be following.

What's the matter with St. Paul round-
house? Isn't there anything happening
over there worth while for the maga-
zine? Would be glad to receive some
good items for our next issue. Thank you.

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Paralta, Springville, Anamosa and a good
representation from Cedar Rapids.

Mr. and Mrs. James Tobin of Marion
went to Rochester, Minn., in April, where
Mr. Tobin was to receive treatment. While
there he received word of the death of
his mother at Columbus, Wis. The To-
bin family have the sympathy of friends
on the division in their bereavement.

Employees on the division express their
sympathy to Mr. and Mrs. Munday in their
bereavement, through the death of their
son, George, who passed away April 29th.

The Cedar Rapids Gazette of April 29
had a fine picture and an article showing
the long service of Geo. A. Crabb at that
place. Mr. Crabb has been promoted to be
ticket agent and telegraph operator at
Cedar Rapids where he has worked for
35 years as operator. He has a great
many friends in Cedar Rapids and on the
railroad who are pleased over his well
deserved promotion. Mr. Crabb wears a
35-year button.

Retired conductor Geo. A. Van Tassel,
writing from Pasadena, Calif., where he
lives, to Mr. Murphy of the train master's
office, Marion, sends his regards to old
friends on the division and Milwaukee
Railroad where he "spent 44 years among
as fine a bunch of men as there are in
the railroad business." This is a sincere
compliment and is appreciated and well
deserved.

Agent A. M. Bollinger has been off sick

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Mountain Division

Nora B. Decco

THE Gallatin Gateway Inn opened May 18th this year on account of expected large increase in passenger business, dude ranch reservations and the stock men's convention which will be held in part there. Dan Young and his crew have arrived in full force and are ready for all comers. Mr. Gillick and party stopped over at Three Forks and took a side trip by auto down the Valley to see if everything was as it was reported to be. It was.

A special train of Sioux City good will tour folks mostly business men went down to Bozeman via our line after a trip to Glasgow and Butte May 19th; all were well satisfied with the trip and a good time was had by every one.

More to follow we hear.

The sudden death of cond. O. R. Kettle April 23rd was a great surprise and shock to every one on the division as Mr. Kettle, although having been in poor health for some time was not considered sick at the time of his death and had planned on returning to work soon. Mr. Kettle was one of the old time conductors on this division, well known and liked by every one; was an old time telegrapher and an up to date member of the O.R.T., as well. We offer our sympathy to Mrs. Kettle in the death of her husband.

Another death that came suddenly was that of Mrs. John Rice, wife of conductor John Rice of this division, May 4th. Mrs. Rice had been in ill health for some time, and she and Mr. Rice were enroute to Seattle when she passed away on the train. There are four sons besides Mr. Rice who remain to mourn her loss, and to them we extend our most sincere sympathy.

Operator Goggin has a big bunch of keys over at Butte Yard he found somewhere thereabouts, and if they belong to any one on the division he says they may call on him for same if they will pay for this ad . . . he has nothing he can use them for, he also states, as he carries all his valuables in his pockets, same as I do.

A wedding of interest and which was a great surprise to all of us, was that on May 5th of fireman Edward Smeltzer and Mrs. Gale Ennis at Big Timber. Both are well known and popular young folks here, having lived in this city many years, where Mr. Smeltzer has worked on the Rocky Mountain as fireman. We extend to them best wishes for a long and happy life.

The birth of a fine son to Mr. and Mrs. C. L. Gerold of Helena May 7th makes conductor Kirwan a grandfather for the second time. Mrs. Gerold is Mr. Kirwan's daughter, Marie. Mr. Gerold is a member of the State Highway Commission. We offer our congratulations.

Fireman Harry Simms, who has been off sick for some time, is now in the Veterans Hospital at Fort Harrison, and we hear doing very well; we hope to soon see him out again.

Engineer James Butler has returned from Spokane where he visited his son Emmett and family there for about three weeks. Emmett has been quite sick for some time but is much improved now and out of the hospital again.

Another wedding of interest to Rocky Mountain division folks was that on April 18th of Miss Audrey McDonald and Al Etzel at Portland, Ore. The bride is the

daughter of conductor Archie McDonald of this division and Mr. Etzel is manager of the Western Wholesale Grocery in that city, where they will make their home. Mrs. Etzel is well known here, having lived in our city for some years. The division extends best wishes to this young couple.

The worst or almost the worst calamity that has struck this division for some time was train despatcher M. J. Welch leaving us for other and greener pastures; in other words, as chief train despatcher at Mobridge, South Dakota, April 24th, taking the place of the late Mr. Moran. Not that we don't wish Mr. Welch all the best luck in the world on his new job but all the train despatchers that work second trick now are called Mike . . . seems it can't be helped after so many years of callings that same one, Mike. . . Understand Mr. Olson, now at Miles City, is assigned to the job which extra despatcher Neil Grogan is now working and we greet him with a welcoming hand-shake too; but nevertheless, we could hardly believe it when we heard MJW had deserted this old division. Best of wishes to both in the new jobs.

Resourceful Maid

Little Doris was lurching at a restaurant with her fond aunt.

For the sweet course she chose cherry pie, and afterward pushed the stones on the side of her plate and counted them.

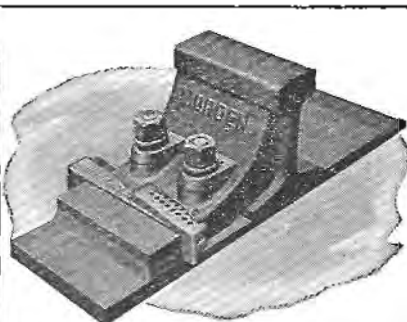
"I see, according to your fruit stones, that you are going to marry a rich man," said auntie after the girl had finished counting.

"Yes," replied Little Doris, "but I had to swallow two of them to do it."



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AXLES

CRANK PINS

PISTON RODS

Milwaukee R. R. Women's Club

(Continued from page 13)

The Lones Greenhouses were used as decorations. Mr. Lones has been very generous with his plants and flowers to the Milwaukee Women's Club at various times and we are all very grateful for his courtesy.

A short business session followed with splendid reports of the district meeting, held last month in Kansas City, by Mrs. J. B. Bryant and Mrs. Everett Evans. The outstanding committees this month are the membership with Mrs. Ralph Hartman as leader, and sunshine with Mrs. Ralph Goodwin as leader. The short program following were two novelty dance numbers by little Doris Van Horn and Miss Charlotte McLuen. They were accompanied at the piano by Miss Helen Cunningham, their teacher, and these two dainty, pleasing numbers were from the Cunningham School of Dancing.

Madison, Wisconsin, Chapter

Mrs. Cash Allenang, Historian

OUR meeting of April 8th was preceded by the usual "pot luck" at which Mrs. Allen of MacFarland and Mrs. Jay Shipley acted as hostesses. The meeting was called to order at 2:30, Mrs. Speckner presiding. Reports of the secretary and treasurer were read and approved. Mrs. Myron Welty was appointed to act as chairman for the bingo party planned for April 10th. The party netted a very neat sum. A card party was also planned for April 21st, with Mrs. McKewen to act as chairman.

Mrs. Chauncy Corcoran, our former social chairman, was reported recovering in a hospital in Milwaukee following an operation. We hope Mrs. Corcoran will be greatly benefited by this operation and have continued good health hereafter.

Bank day was won by Mrs. Myron Welty and the surprise package by Mrs. Hartnett. The dance held at the club rooms May 2, to which all voting and contributing members were invited was not well attended. Those who did not attend missed some very good music and a good time.

Mrs. J. Speckner, Myron Welty, Chauncy MaHaffey and Cash Allenang spent a day in Mazomanie recently calling on old, new and prospective members. They had planned to visit each Milwaukee Road family living there, they were disappointed in not being able to do so due to lack of time. They had a very pleasant day as well as successful and a splendid report was brought back. They called on Mrs. George Pugh, who has been very ill the past winter and is now able to be about. We hope to visit personally our other members in the towns west of Madison in the near future.

Our meeting of May 13 opened with the "pot luck" dinner which grows more popular each time. Mrs. J. Lietz and Mrs. Paul Smithson acted as hostesses. Many tempting dishes of good food were consumed after which they enjoyed an hour of visiting and fun. Mrs. Speckner called the meeting to order at 2:30. Our welfare chairman reports very little relief work necessary right at the present time. Mrs. Davy, our chairman for the service shop, reported the sum of \$18.75 received from the use of the Service Shop, and thanks those who donated so liberally. The sunshine chairman reported the illness of Mrs. Wm. Downie and Mrs. McCue. Mrs. MaHaffey, our membership chairman, spread the good news that we had gone "over the top" in membership. She reports an increase of 24 voting members over last year, making a total of 83 voting members, and an increase of 15 contributing members over last year making a total of 101 for this year. So up to May 1 we have a grand total of 184 voting and contributing members. Mrs. MaHaffey is a go-getter and not being content with just going "over the top" she wishes to reach the 200 mark. We are very happy with her in her successful drive and while there is

time yet, urge those who, as yet, haven't paid their dues, to do so before the meetings close for the summer. And husbands of members, your contributing dues will help greatly in making this goal. A rising vote of thanks was extended to her for her splendid work.

Mrs. Speckner appointed several committees to call on our sick at the various hospitals in the city this coming year.

Mrs. Speckner read the report of the district meeting held in Milwaukee May 1st, which was attended by 29 members of our chapter, eight of them from Mazomanie. It was a most enjoyable occasion and we are grateful to Milwaukee Chapter to their friendly hospitality in arranging the drive about the city, the tea afterward and other attentions.

Beloit Chapter

Mrs. J. E. Yohn, Historian

FIRST of all I want to "catch up" on my shortcomings on the last item sent in to the magazine in which I failed to mention that Beloit Chapter, at the February meeting had voted the sum of \$5.00 to the Red Cross for flood relief, it being considered a very worthy cause.

Our April meeting was held on the 14th at 8 p. m. at the Beloit Savings Bank with our president, Mrs. Robert B. Smith, presiding. Meeting was opened by the reading of the club motto. The treasurer reported a balance of \$122.66 on hand. Welfare chairman's report showed \$12.50 had been spent during the month of March for welfare work. Sunshine chairman reported having sent 17 messages of good cheer and sympathy, 20 personal calls and 16 telephone calls made and 20 families reached.

Membership report read 15 voting and 15 contributing members up to date of March 31st. Ways and means chairman reported a total of \$25.31 cleared on two "Bingo" parties. More of those parties were planned for April.

Our president thanked all members who turned out to help fold bandages at the Hospital on April 1st; nine ladies were present. The date and place of the District meeting and luncheon which was to have been held at Milwaukee on May 1st was changed to Chicago and the date May 19th, at the Knickerbocker Hotel. There being no further business the meeting was adjourned and dainty refreshments were served after which "Bingo" was enjoyed by all. Nineteen members being present.

May meeting was called to order shortly after 8:00 p. m. on May 12th by the president. Reports of the secretary and treasurer were read and approved. Treasurer reported a balance of \$143.39 on hand. Ways and means cleared a total of \$26.83 on several "Bingo" parties. Membership stands at 18 voting and 21 contributing members \$12.50 was reported spent for welfare and 7 telephone calls were made. Sunshine chairman reported 20 personal calls and 10 telephone calls made, 3 good cheer and sympathy cards sent and 12 families reached.

The district meeting to be held at Chicago on May 19th was the topic of discussion under old business, a number of our members planned to go. Another "Bingo" party was planned for May 15th. A dessert bridge was planned for early in June. The club also planned a surprise birthday party for the evening of May 26th, in honor of Mr. and Mrs. Wm. Gilbert, it being Mr. Gilbert's birthday on May 25th and Mrs. Gilbert's on May 27th. How old? That's a secret—you'd never guess. Both are numbered among our charter members, faithful and always willing and helpful workers in the club, but have not been able to get out among us of late. Members were pleased to have among them again our corresponding secretary, Mrs. Hazel Campbell, and our welfare chairman, Mrs. Flanigan; both have been ill and surely were missed in their respective places. Our usual number of 19 members were present. After adjournment a social hour followed,

ice cream and wafers were served and "Bingo" played until a late hour.

Marion Chapter

The annual May breakfast of the chapter was given in the New Hallwood. Eighty-five guests were seated at one long table whose appointments were tulips and violets in green vases. Mrs. J. F. Coakley, president, welcomed the new members. Mrs. W. C. Givens, chairman of the membership drive, spoke of the success of the campaign which has just been completed. Mrs. W. F. Cooper, chairman of the membership committee in Cedar Rapids, spoke of her work. Mrs. Guy Miller, chairman of the breakfast committee, greeted the guests. Mrs. M. J. Flannigan of Chicago, organizing president of this chapter, who was introduced by Mrs. Coakley, responded with a brief history of the organization. During the business meeting plans were made for a family picnic to be held in Thomas park June 10. A vote of thanks was given to Supt. W. C. Givens. E. D. Jefferson, R. L. Shellenbarger of Marion and W. E. Cooper and Mr. Coffee of Cedar Rapids for the support they gave the club in the contributing membership drive. The chapter has been awarded the \$30 prize offered by the general governing board of Chicago in the drive for new members. Bridge was played with high score going to Mrs. George Bristol and Mrs. Dewey Lockey.

Spokane News

(Continued from page 16)

The station at Warden was reopened early in April while the station at Neppel was closed at the same time. Mr. R. H. Stevens, agent at Neppel, was transferred to Warden.

Another old-timer, conductor F. C. (famously known as "Skinny") Williams, has retired to the pension roll. We shall miss his pleasant greetings around here and hope that he may long enjoy his well-earned leisure and rest.

Harry Hill, car clerk at Spokane freight office, and well-known fisherman, went on his first fishing trip of the season today. We have not as yet heard what luck he had, but our own staff artist, chief clerk Bill Snore, put his talented pen to work and has drawn a spirited picture of a powerful steam derrick on a scow, with much puffing of steam, winding in the big fish captured by Harry, much too big to be reeled in by hand. We hope that the result may be quite up to the picture.

George Gaub, the revising clerk and rate expert at the Spokane local freight office, is again proving the desirability of Moran prairie, south of Spokane, as a place of residence by bringing in to the office the most gorgeous bouquets of tulips grown at his beautiful farm out there.

Al Neis of the Spokane switching force is justly proud of his charming little daughter, Phyllis, even more so now that Phyllis was chosen to be one of the little flower girls for the coronation ceremony of the Queen of the Gonzaga University Junior Prom held at the Davenport Hotel, Spokane, May 7th. The little girls were very charming indeed and nearly stole the show.

Mr. Carl Lillwitz, clerk to assistant superintendent George Hill, Spokane, is again handling Spokane yard under Mr. Hill's direction. All concerned were pleased to see Carl's smiling personality on the job again; you just simply cannot get him excited or provoked.

Yes . . . Yes

Advice is a commodity peddled by your lawyer, given away by your mother-in-law, but impossible to dispose of yourself. Famous as the one thing which is "more blessed to give than to receive."

A shoulder strap is what keeps an attraction from becoming a sensation.

It's the little things that bother nowadays—you can sit on a mountain but not on a tack.

PRIEST RAPIDS VALLEY To Seek Increased Settlement

A GROUP of local people are jointly seeking to promote the further settlement of the Priest Rapids Valley, Washington. This group, The Priest Rapids Valley Development Association, is made up of men from all sections of the Valley and represents all agricultural and business interests.

They have requested our aid and suggestion in the preparation and distribution of reliable, attractive and inexpensive literature, describing farm opportunities in the Valley. Such literature has now been written and is ready for distribution. It briefly describes the present development of the Valley, its production, market advantages, climate, improvements and contains a number of statements of farmers who have lived and operated farms in the Valley for several years.

The Pacific Power and Light Company is also aiding the local people that there may be early and complete settlement of the Priest Rapids Valley by reliable citizens who are looking for a dependable location to farm.

Government Buys 333,000 Acres Bad Lands—Fall River Project

AT this time the Federal Government, through the Resettlement Administration, has purchased 333,000 acres of land in Jackson, Pennington, Custer and Fall River Counties, South Dakota. Eventually, it is expected that 505,000 acres will be bought. The area is known as the Bad Lands-Fall River Project.

This project will be improved for range use. Stockmen will be encouraged to organize grazing districts. The first one of which will comprise about 50,000 acres near our stations Conata and Imlay. A meeting has been called for early this month at which time initial steps will be taken toward perfecting a cooperative grazing association.

It is believed that this land can be improved for stock use by the construction of stock water reservoirs, other stock water supplies, reseeding to grass and fencing. Then by cooperative management between the stockmen and the Resettlement Administration, a permanent number of livestock units can be grazed over periods extending up to

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ten or more years. Such an arrangement should do much to stabilize the stock business in the area.

After organization of the first grazing unit in the project, others will be organized until all the purchase area is put to what is now believed to its best use, namely that of supporting definite numbers of livestock.

Agricultural organizations, the country over, are taking action in support of the Pettengill bill indicating that farm and live stock interests are in sympathy with the measure, as they come to understand the relation of present long and short haul rate regulations to freight rates on agricultural products, and to transportation service for farmers. The Legislative Committee of the American Farm Bureau Federation, the largest of the farm organizations, recently adopted a resolution, recording its support of the Pettengill bill. Similar action had been taken previously by the Farm Bureau organizations in Minnesota, Ohio and California. Numerous other similar organizations, the Colorado State Grange, the Farmers' National Grain Dealers' Association, the Montana Wool Growers' Association have taken like action. Effort was made at the recent annual convention of the National Wool Growers' Association to secure passage of a resolution declaring opposition to the Pettengill bill, but it was defeated on the floor of the convention by a record vote of almost two to one.

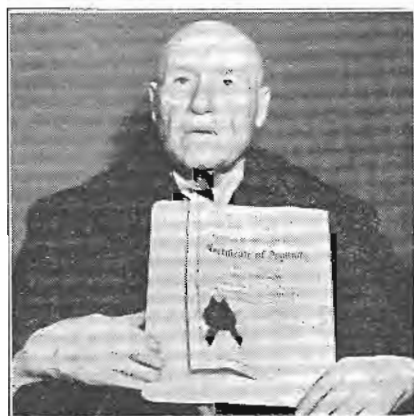
He Had Him There

An old darkey approached the minister. "Parson, suh," he said, "Ah wants you all to pray for me. Ah's in a bad way, suh. Ah's got a floating kidney, Ah has, suh."

"No, Rastus," said the minister, "I can't pray for physical things like floating kidneys. I only pray for spiritual things."

"Then how come you prayed last Sunday for loose livers?"

Twenty-eight



His First Annuity Certificate
CHARLES FREMONT HUGHES, eighty-one, was beaming over a New Deal nest egg.

He has received his first government Certificate of Annuity of the Administration's Railroad Retirement Board, a nice little piece of parchment, with gold government seal and a bit of ribbon and his name embossed thereon, to show he will receive \$51 a month for the rest of his life and can rest from his labors.

Hughes is an extra station agent for the Milwaukee Road, traveling up and down the coast, with headquarters in Seattle. For fifty-eight years he has been on the job, which the road has kept for him even in these later years when his health has faltered and sick leaves have been frequent.

"It's been a grand job," Hughes said, "and it's been mighty nice the way the Milwaukee has kept me on, but it's nice now to know that this little Certificate means I don't have to hang onto one that I know is being kept open for me just for generosity sake."

One of his early jobs with the road was under A. J. Earling, who at that time was superintendent of construc-

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tion in Iowa, later president of the road. A. J. Earling is a brother of H. B. Earling, of Seattle, and vice-president of the Milwaukee.

Railroad Only Hope of Depleted Treasury

From the S. D. Record.

In Corson county the treasury is depleted and for the first time registered warrants are being used to pay their bills. A number of the west river counties have been on this basis for a number of years but Corson has hopes of being back on a cash basis soon, as April is the month of paying taxes and the Milwaukee railroad is being depended upon to bring in the dough.

In times of stress people look to the railroad to help them out of their trouble.

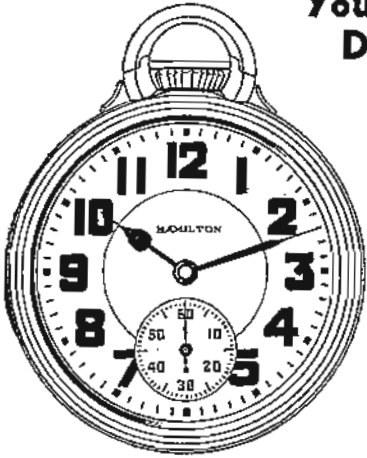
Talking Points for Railroad Folks

PRESIDENT ROOSEVELT has recommended to Congress legislation abolishing the dual system of measuring vessels passing through the Panama Canal, as a basis for computing tolls, against which many mid-western manufacturers and shippers have complained as a form of subsidy to intercoastal steamship lines. The War Department had recently characterized this dual system as permitting inequalities, manipulations and endless reductions in charges resulting in losses to the United States and unfair advantages to shipping interests. It was also pointed out at the same time that the Canal is losing almost a million dollars a year. The President has followed the recommendation of an advisory committee created under authority of a congressional resolution adopted in the last Congress, and if the suggestions made by this committee are adopted the system of measurement and the rates to be charged will hereafter be established by executive order.

The extent to which intercoastal steamship companies reach into the interior for traffic, diverting tonnage from the railroads through use of rate-making principles, from which the railroads are prohibited by the long and short haul clause, was shown in an interesting way in the recent hearings on the Pettengill

bill before the House Committee on Interstate and Foreign Commerce. Numerous steamship tariffs were cited showing that the water charges between ports are higher on commodities originating at the ports than they are on the same commodities originating at interior points, and moving to a port by either truck or rail. The purpose of such rates of course is to attract competitive traffic from all rail routes, although they involve charging the shipper at the port a higher rate for the water haul than is charged the inland shipper for the same haul. To illustrate: The ocean rate on machinery from Eastern ports to Pacific ports is \$1.00 per hundred. That rate applies on machinery originating at New York. But on machinery originating at Hamilton or Middletown, Ohio, the steamship lines charge only 75 cents for the same ocean haul from New York to any of the Pacific ports, the rate being the same whether the shipment is destined to Los Angeles or Seattle, although the latter port is more distant from New York. The ocean rate on automobiles from New York to the Pacific ports is \$3.09. But if automobiles originate at Detroit the steamship lines will transport them to either of the Pacific ports for \$2.67 a hundred. The situation with respect to toys, which are by no means included in the classification of the low grade and heavy commodities the water lines so frequently represent they handle principally, affords another striking illustration. The port-to-port ocean rate on toys originating on the Atlantic sea-board is \$1.15. But if toys originate at Cleveland, Ohio, the steamship lines will move them from an Atlantic to a Pacific port for 70 cents, and if they start from Kokomo, Indiana, for 62 cents. Representatives of the steamship companies admit, as is of course obvious, that they make such rates for competitive reasons, although they urge that long and short rail rate restrictions be continued as to railroads for the purpose of preventing them from meeting steamship competition to and from ports.

The long and short haul rate policies effective under the Fourth section of the Interstate Commerce Act compel the railroads to give undue weight to the distance factor in fixing rates. The steamship companies urge that present policies be continued, although they are not required to give equal weight to the distance factor in establishment of their own rates. Ocean rates rather uniformly are the same between Boston or New York, on the one coast, and Los Angeles and Seattle on the other. Of course it is farther from Boston to Seattle than from New York to Los Angeles, and the actual operating cost of transporting like commodities, either by water, from Boston to Seattle obviously must be greater than from New York to Los Angeles. Yet the steamship lines claim that it is proper for them to charge the same rate in both cases, free from regulatory restrictions, while at the same time maintaining that if a railroad, in meeting competition, charges less for a shorter than for a longer haul it is re-



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quiring the shorter haul shipper to pay a higher rate than would be required otherwise. Yet the steamship companies acknowledge that they charge the relatively lower rates for the longer hauls because of competitive conditions. They maintain that they make some profit, although not a normal margin, on the relatively lower rates for the longer hauls, and that no injury results to anyone because they charge relatively higher rates, with correspondingly increased profits, on shorter hauls in the same direction, over the same route and on the same commodities. But they do not make it as plain why the principle, which they apply regularly is against public interest, when applied by railroads, as they do that the water lines have a distinct competitive advantage over the railroads, under present regulatory conditions, which they desire to retain.

The Optimist

"Mr. Brown, these are very small oysters you are selling me."
"Yes, sir."
"They don't appear to be very fresh, either."
"Then it's lucky they're small, ain't it?"

Tit for Tat

An old farmer wrote to Sears Roebuck & Company: "Please send me one of them gasoline engines you advertise on page 785 and if it's any good I'll send you a check for it."

The following reply was received promptly: "Send us the check and if it is any good we will send you the engine."—Forbes.

So That's How It Is Done

"Business is so quiet that we better have a special sale," said the shoe merchant.

"All right," said the store manager, "what shall it be?"

"Well," said the boss, "take that line of 55 shoes and mark them down from \$10 to \$8.50."

One More Fish Yarn

Jones was talking to some friends of a fishing trip he was contemplating.

"Are there many trout up there?" asked one of the friends.

"Trout? Thousands of 'em," replied the other, enthusiastically.

"Will they bite easily?"

"Will they?" reiterated Jones. "Why, they're absolutely vicious! A man has to hide behind a tree to bait his hook."

The following scene took place in the medical examination room as a physician was going over an applicant for a job.

Doctor: "Well, how are your eyes?"

Applicant: "I think they're a little weak."

Doctor: "Weak, eh? Well, how many lines can you read on that chart?"

Applicant: "What chart?"

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FOR RENT—Summer cottage on Kauwagesaga Lake at Minocqua, Wisconsin. Cottage has six rooms and sun porch, three large bedrooms, also sleeping porch, fully equipped. Two boats furnished. Rent \$30.00 per week. Five miles from Milwaukee Road Depot at Minocqua.

FOR SALE—One 30 ft. x 125 ft. lot at 3441 N. Oak Park Ave. near good transportation. For full particulars call Columbus 1879 or write J. Dulen, 427 N. Leclaire Ave., Chicago, Ill.

FOR SALE—Six summer cottages with furnishings, equipment and boats, situated on lake front of Grass Lake, one of the Chain of Lakes in northern Illinois near CMST&P RR. Approx. 2 acres of high ground. A fine opportunity for an employee ready to retire. Price reasonable and terms. Address inquiries to R. E. Dove, Box 225, Roselle, Ill.

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

FOR SALE—A 6 room frame cottage. One car garage, 3 fruit trees. Archie Jennings, 142 E. Pine Ave., Bensenville, Ill.

FOR SALE—In Kansas City, Mo., 5 rooms, modern Queen Anne, brick and stucco, one block and half from street car line, near schools and stores. Write for further information. W. P. A. Burkett, 207 S. Monroe, Kansas City, Mo.

FOR RENT—4-room flat in Bensenville. 8 blocks to C. M. St. P. & P. station. For further information, Call Bensenville 89W.

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WILL SELL, OR TRADE, for good used car, a twelve grave lot, at Elm Lawn Cemetery, Elmhurst, Illinois. Address Wm. R. Donegan, 528 Lewis St., Burlington, Wis.

FOR SALE—Six Room Home in Deerfield. Nicely located—3 minutes from depot—good schools and churches—paved streets. House is substantially built and is modernly equipped throughout. Taxes are low. Inquire of HARRY G. FOWLER, Box 185, Deerfield, Ill.

RANCH FOR SALE: 240 acres—160 acres under irrigation—balance dry land and pasturage. Located in Kittitas County, Washington. Land and location ideal for Dude Ranch. Particulars given to anyone interested. OTTO J. CHRISTENSEN, 412 N. Jay St., Tacoma, Wash.

FOR RENT—Completely furnished 3 Rooms—Private bath—Garage—3 Blocks from Milwaukee Station. Good Suburban Service. Roselle, Ill. Telephone 223.

FOR SALE—Modern bungalow, 5 rooms and sleeping porch. H. W. beat. On 73rd Ave., Elmwood Park, Ill. Owner, River Grove 2286-M. Bargain.

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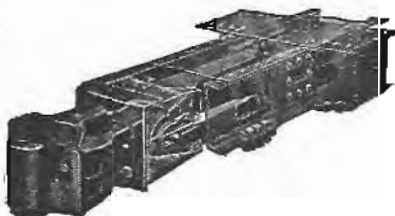
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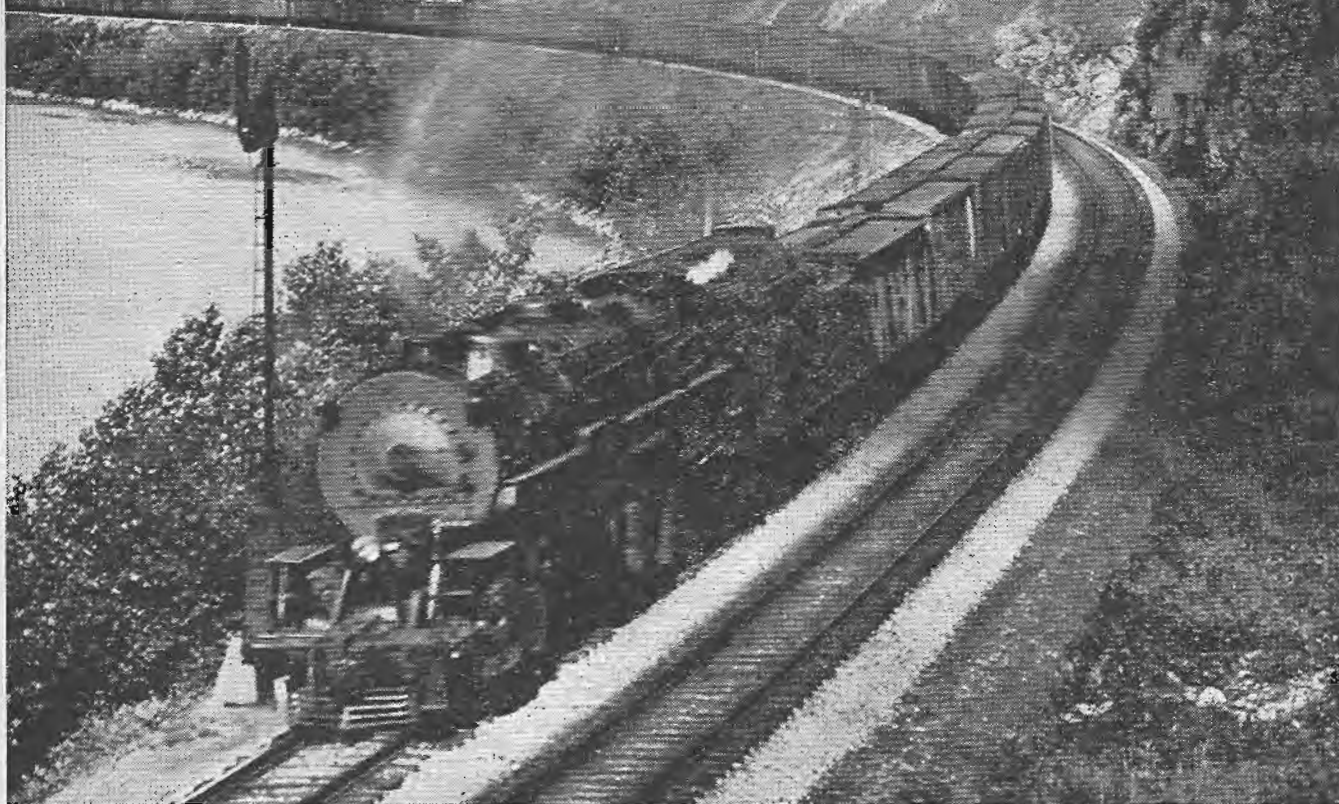
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Let's keep the throttle open!



ONE of the brightest records of 1936 was the progress of railroads toward recovery.

Freight tonnage registered a notable advance. Passenger travel stepped ahead. Railroad purchases of new equipment were greater. Employment increased. Payrolls increased.

In part, credit for this improvement goes to the upswing of general business conditions.

But in part this advance of the railroads comes as the reward of hard work and resourcefulness of the roads themselves—their determination to go ahead.

Thus they went after and won in-

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