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# The MILWAUKEE MAGAZINE

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FEBRUARY, 1934

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She thought she'd save a nickel,  
Or maybe save a dime,  
She'd ride upon a motor bus  
And have a real good time,  
But Pullmans have their comforts,  
They're worth the extra price,  
You ride the bus way, maybe once  
But almost never twice.

### Line to End Lines

In Russia it is possible to get a permit  
to buy railroad tickets without standing in  
line. One man having this privilege push-  
ed his way to the window, and when the  
others waiting protested, he said, "But I  
have a permit to buy a ticket without  
standing in line."  
"So have the rest of us," came the re-  
port. "This is the line for persons who  
have permits to buy tickets without stand-  
ing in line."

### Urgent Fan Mail

Actor (modestly): "As a matter of fact,  
I have received letters from ladies in al-  
most every place in which I have ap-  
peared."  
Rival: "Landladies, I presume."

# The December Floods

## Unprecedented Rainfall in the Northwest

TORRENTIAL rainfall, melting snow,  
high temperatures, were weather  
"records" in the Pacific Northwest in  
December, causing floods and disaster  
over a widespread territory. Puget  
Sound lowlands were under water and  
traffic of every description was blocked.  
Slides and washouts hampered the op-  
eration of railroads; rivers were out of  
banks with the inhabitants fleeing to  
the highlands for safety.

If the history of 1933's parting weath-  
er salute to that section could all be  
written in so far as it concerned rail-  
road operation, it would be a tale of  
much heroic work on the part of the  
railroad forces to help the people, to re-  
pair the damage and to combat the ele-  
ments.

Early in December the floodgates of  
heaven were opened on the coast and  
rain poured steadily down day after  
day, bringing a rainfall for the first two  
weeks of December equal to any pre-  
vious record for the entire month. Riv-  
ers were rampant, flooding the country  
and cutting off cities and towns between  
Seattle, Tacoma and Portland. All along  
the Sound coast the landscape disap-  
peared beneath the waters while rain  
drove down incessantly and high winds

Every available repair outfit was soon  
on its way to the scene and the work  
of clearing up commenced. That night,  
to make matters worse, more rock and  
mud came down; and a day later a  
third one buried one of the steam shov-  
els in the debris.

These unusual weather conditions  
were not confined to western Washing-  
ton, they spread over the mountains  
and entered eastern Washington, north-  
ern Idaho and Western Montana. In the  
Bitter Root mountains where snow is  
the usual winter mantle, the rain de-  
scended in torrents and the abnormally  
high temperatures accentuated the flood  
conditions.

Between St. Maries and Avery, the  
St. Joe River covered the valley and  
many of the inhabitants were forced to  
leave their homes in boats. Some CCC  
camps in the vicinity of St. Maries were  
under water to the extent that their oc-  
cupants had to be rescued by means of  
a tug that was brought up from the  
lower St. Joe.

In the mountains the incessant rains  
brought grief to the railroads and traf-  
fic tie-ups of major proportions, the  
principal one being to our train No. 16,  
at Drexel, Mont., on December 21st. This  
train had proceeded with only the de-  
lays incident to slow track, to a point  
about one mile east of the station of  
Drexel, when it was stopped by a  
big slide, completely covering the tracks  
and precluding the possibility of pro-  
ceeding for many hours. The train was  
accordingly backed up to Drexel, where  
a substation of the electrified district is  
located, and with one hundred and fifty  
people on board it spent five days at  
that point before the last passenger was  
taken off and brought in to St. Regis,



The Scene of the Ragnar Slide

and waves made even navigation on the  
Sound perilous.

In common with the other trans-con-  
tinental lines of that district, the Mil-  
waukee suffered heavily by reason of  
land and snow slides, of washed out  
tracks and flooded yards.

The most formidable in the long list  
of damages attributable to the flood  
were a heavy slide in the Cascades near  
Ragnar, and slides and washouts on  
both sides of the Bitter Root mountains.

The trouble at Ragnar in the Cas-  
cades occurred in the early evening of  
December 17th. Constant rain for more  
than two weeks loosened the snow at  
the top of the mountain and when it  
started down, it brought mud, rock and  
uprooted trees, burying the track to a  
depth of twenty feet. No passenger  
trains were on the mountain at the time  
and detours were arranged as soon as  
possible, so service could proceed.



The Burled Steam Shovel

nine miles away; but throughout that  
entire period no one on board suffered  
discomfort of any nature except by rea-  
son of anxiety because of the enforced  
delay. Everything possible to contrib-  
ute to their comfort was done by the  
railroad company and its loyal and effi-  
cient employes.

Food was packed in from St. Regis,  
the nearest available point, over the  
rain-soaked hills, on trails dug through  
the mud by the men as they proceeded.  
Fuel was at hand in plenty to keep the  
cars warm; and after the first natural

reaction to the condition of a stranded  
train, with no immediate possibility of  
getting away, the passengers, with the  
native philosophy of the true American,  
accepted the situation with cheerfulness  
and settled down to await with much  
patience, their delivery.

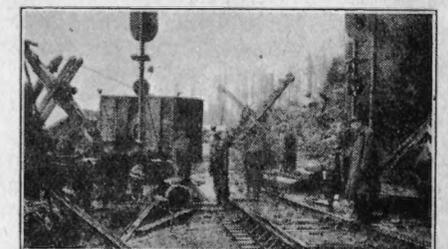
On the day that the first food supplies  
came in, some young men on the passen-  
ger list decided to try to walk out over  
the mountain trail, and they set out on  
the long hike conveyed by railroad em-  
ployes. When the news of their safe  
arrival at St. Regis came back over the  
telephone, others were reassured, and  
gradually in the days following, all who  
felt they could undertake the walk, pre-  
pared to leave by way of the trail un-  
der the guidance and help of the rail-  
road employes. Many of those who  
walked out were ladies and children,  
but they bravely met the exigency and  
accomplished the hike with no bad con-  
sequences.

Among the passengers, however, was  
a funeral party of five people accom-  
panying the body of their mother east  
for burial; and an elderly woman who  
felt unequal to walking. By Sunday  
afternoon, the 24th, these were the last  
of the passenger list left on the train.  
On Christmas morning the boys of the  
dining car crew brought in a Christ-  
mas tree, decorated it with paper cups  
and strips of paper cut to represent the  
usual decoration, and for each of the  
guests was a card with the date and the  
names of the dining car crew to com-  
memorate the event. Inconsequential  
in actual value, but helping immeasur-  
ably to create a bit of cheer.

On the 26th, the rain having subside-  
d, but the possible release of the train  
being still indefinite, the members of  
the funeral party and the other re-  
maining lady expressed a wish to get  
out if it were possible; and being as-  
sured by Superintendent Sorenson that  
it could be done, they prepared to leave.

Twenty stout-hearted men from the  
B. & B. forces came up from points at  
which they had been at work, equipped  
with shovels, picks and stretchers—  
these last for the possible use of the  
ladies should they be unequal to the  
strain of the walk; and shortly after  
noon that memorable journey began.

Slowly, and with utmost care, the  
men working in relays, performed their  
heroic task. Pullman Car Conductor W.  
A. Akin, who with brakeman Quade  
from the train crew, accompanied the  
party, said at times that the men carry-  
ing the nine hundred pound casket,  
seemed hardly to move, and again at



At Work on the Slide

times they had to stop entirely to widen out the path to admit of their passing. At intervals where there was any track in sight, their burden was laid on push cars, and then taken up again to carry back onto the hill around further obstructions. It was a magnificent accomplishment and all of the members of the party were profuse in their thanks when the long trip was safely over and they were free to continue on their journey.

As the passengers, one party after the other, arrived at St. Regis they were given hot food and coffee and then placed in warm autos and sent over the highway seventy miles to Missoula, where they were escorted by Division Freight and Passenger Agent Murray to the Florence Hotel and made comfortable until they could proceed on their journey, and they all departed with thanks to the Milwaukee Road for its wonderful hospitality and heroic efforts to render assistance to its stranded patrons.

The party accompanying the body of Mrs. G. N. Outouse of Seattle, were Mr. A. G. Outouse, son of the deceased, and wife; Mr. and Mrs. G. A. Strouse and Mrs. B. W. Lockwood, daughters and son-in-law; and the sixth member was Mrs. C. G. Shaw, on her way from Spokane to Milwaukee. Mr. Outouse was emphatic in his praise of the treatment he and his family had received during the emergency. He said he had never before seen such hospitality as had been extended to the marooned passengers. "Every official and employe of the railroad did everything possible for the comfort of the people on the train," he said. "We had every consideration from the railroad people in charge of the train and we were never uncomfortable. The railroad packed in provisions for the subsistence of the passengers and crew. I believe every passenger on the train has sincere appreciation of their efforts.

"The operators at the Drexel station threw their homes open to the travelers on the train and came around frequently to volunteer any service possible. People from the surrounding districts who thought the dining car commissary might be low came with provisions from their own homes, not knowing just how soon they could replace them.

"Then yesterday Christmas came when there were but six of us left, and they brought a Christmas tree to exhibit the true and old-fashioned Christmas spirit.

"I shall never forget, and I know that the others on the train could not say too much in praise for the railroad officials and employes who were so kind. Personally the members of my family probably feel more deeply the kindnesses exhibited than others who were not traveling under the same circumstances."

Mrs. Outouse, also, said that no one could have done more for people in distress than the officials and employes of the railroad.

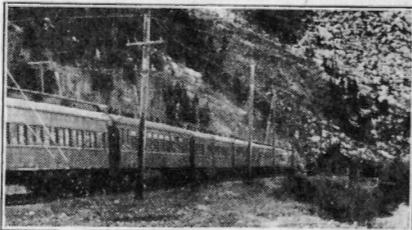
Another testimonial to the ability and

efficiency of our officials and employes during the situation at Drexel; and the good-natured acceptance of conditions by the people stranded there is from Mr. Leonard Sagett of Chicago who came out with one of the parties leaving the train on the third day. He said: "The hospitality that was shown to the passengers on the train at Drexel by the railway officials and the residents of the community will never be forgotten. Every comfort it was possible to give was extended. The railroad people at Drexel offered every hospitality of their homes to the travelers and although we were all anxious to get going, the stranded passengers made the best of the situation. There were few dry spots around Drexel, and the people down there prepared their tennis and croquet sets. Others got out their golf clubs, and summer sports were enjoyed by many of the travelers in those high mountains at Christmas time.

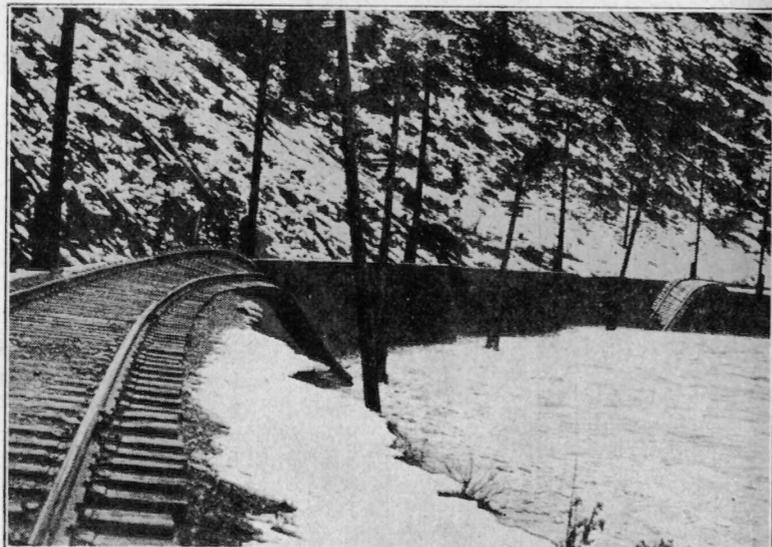
"Much credit is due to Henry Bluhm, Chris Dahl and Tom Weir, substation operators, and their families; to Frank Feibelkorn, the conductor, W. A. Akin, the Pullman conductor, dining car steward Hawkins and to all the members of the different crews. Superintendent Sorensen gave every consideration to the travelers."

Mrs. W. J. Carlson and son, John, of Cascade Locks, Oregon, who had escaped from the floods in Oregon, to be caught in the Bitter Root tieup was also profuse in her commendation of the treatment accorded her; while her son, John, said he "had a wonderful time at Drexel."

Another passenger, Mrs. V. Barton, of Portland, said that no one who had not been in the flood district could compre-



The Marooned Train at Drexel



Washed Out Track

hend it; but "we never, at any time, felt that we were in any danger, nor was any discomfort experienced by the enforced delay."

One of the signal "rescues" performed by the train crew was told by Mr. Akin, who said that the crew, seeing a house down near the river threatened by the rising water, and finding the family away on a holiday vacation, forced their way into the building and removed the furnishings, even to the kitchen stove and water heater, to the substation. They carried out the last article just before the house toppled over into the river and disappeared down the raging stream.

The many experiences and exigencies of the days at Drexel and the splendid efforts that brought about the release of all the passengers, will not soon be forgotten. To those passengers, it was an event; to the railroad employes, "all in the day's work."

Repairing of the damage to the railroad by the unusual weather conditions went on at a record rate, every day bringing reports of progress toward reopening the line.

The line between Spokane and Seattle, and Tacoma, closed since December 17th, was reopened January 2nd; and service through the Bitter Root Mountains was resumed on January 8th with all repairs completed, thus restoring through service via The Milwaukee Road after the longest tieup in its history.

Commenting on the condition of Lines West on account of the flood, Vice President Gillick said: "All the damage to our line, and to the other lines serving the Puget Sound country, can be attributed directly to the unprecedented rainfall, which exceeded by several inches, the heaviest previous fall in the history of the United States Weather Bureau—a record made in 1897."

The personnel of the crews engaged in caring for the marooned train at Drexel and its passengers was:

Conductor, F. F. Feibelkorn; brakemen R. R. Snyder and W. H. Quade; and train baggageman, E. M. Christie; en-

gineer, J. A. Dunn and fireman, O. H. Ballas.

Conductor C. W. Healt, brakemen H. C. Bennett and C. E. Cornwall; engineer W. P. Milligan and fireman C. F. Horning, who had been on a ditcher work train in that vicinity for several days and were also caught in the wash-outs east of Drexel did splendid work in their attempts to open the way for No. 16; and when they found it impossible to continue that work, they returned to No. 16 on foot and helped the other men at Drexel.

Pullman: W. A. Akin, conductor; Geo. S. Martin, R. L. James, John E. Scott, porters; tourist: S. Tate and S. Whitney; dining car: H. H. Hawkins, steward; W. E. Keyes, A. M. Jackson, Walter C. Miller, waiters; Ernest Lobsiger, Hector Foret, Ray Donovan, chefs.

Roadmaster H. W. Spears was with the men during the entire period and went with chief carpenter E. A. McLeod, B. & B. foremen and A. J. Barta and the twenty men from the B. & B. gang to bring out the funeral party and Mrs. Shaw, the last remaining passengers on the marooned train.

Section foreman F. Liberty and his men from St. Regis "packed" in the supplies to Drexel, carrying them on their backs the entire nine miles.

And through it all, Superintendent Sorensen was here, there and everywhere, helping and inspiring everyone with his calmness, resourcefulness and energy.

The record of the release of the company's patrons from their predicament

caused by the high water; as well as the prompt and quick work done in restoring train service throughout the flooded districts makes one proud to count himself one of The Milwaukee Family.

The Northern Pacific Railroad Line through the mountains to Wallace, Idaho, which parallels The Milwaukee through the St. Regis canyon, running on the opposite side of the river, was a co-sufferer, its line being for most of the distance either under water or under slides. Conferences between the executives of both railroads on the matter of permanent repairs, leads to the likelihood of a joint track in that district, using the Milwaukee Right of Way between St. Regis and Haugan.

### Appreciation of Kind and Courteous Treatment

Newell, S. D.  
Jan. 15, 1934.

Mr. Geo. B. Haynes,  
Passenger Traffic Manager,  
C. M. St. P. & P. RR.,  
Chicago, Illinois.

Dear Sir:  
I wish to thank the officials of the Milwaukee Road for the kind and courteous treatment which they so thoughtfully gave my daughter, who was a passenger on the stranded OLYMPIAN train in western Montana about Christmas time.

She was on Car 50 from Seattle, by way of Bowman, N. Dak., where we met her by auto. Her trunk and bags came down in fine shape on the mail truck, week before last.

Thanking you again and with best wishes for the success of the Milwaukee Road, I remain

Yours very truly,  
(Signed) Mrs. Nellie Chiesman.

## Tug Milwaukee and Barge in Heavy Weather

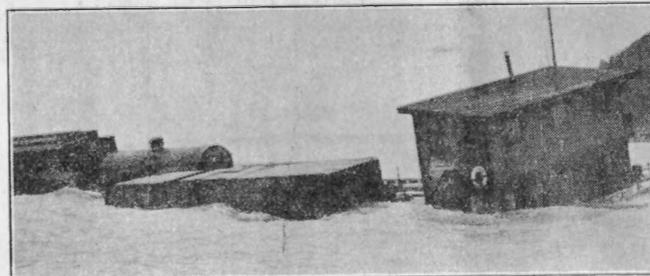
N. A. Meyer

A PREVIOUS issue of our magazine contained an article on our Marine Transportation System operating out of Seattle, and reference was made to a number of near accidents which were prevented through the resourcefulness of 73 year old veteran, Captain Peter Shibles. As outlined at that time practically uninterrupted schedules have been maintained regardless of fog or other sea conditions, and the experiences of Dec. 13th may be of interest to our land transportation forces.

Incessant rains for over a week in the Puget Sound territory created a situation where rivers and streams became very high and got out of their courses, taking with them scattered debris and fallen trees which eventually reached Puget Sound.

About 9:30 P. M. Dec. 13th, while Barge No. 7 loaded with seven freight cars and being towed in a choppy sea by Tug Milwaukee in charge of Capt. Shibles en route from Pt. Townsend to Seattle between West Point and

Four Mile Rock struck a water logged stray piling knocking a two foot hole in the port bow of the barge. The barge immediately started taking water rapidly but Capt. Shibles being on the alert felt the engines on the tug laboring heavily, and looking back noticed Capt. Jenkins on Barge sending up distress flare rockets to attract attention to his predicament. With the barge being towed on 900 ft. line together with the heavy sea it may be appreciated that communication was not at its best, but Capt. Shibles immediately signaled for tow line to be taken up and turned tug around and backed to the disabled barge. On account of heavy sea it was impossible to take off the crew on the barge by running the tug alongside, necessitating use of life boats to get the crew aboard the tug.



Barge No. 7 on the Beach at Smith's Cove

Instead of abandoning the barge to the sea, however, Capt. Shibles, with a short hawser attached to the rear end of the barge and full speed ahead, started the barge on a backward journey of nearly a mile and beached it near Smith's Cove, resting it on sand bottom.

Later with a 14 ft. high tide and a gale blowing one freight car loaded with sulphate pulp was washed off trucks and overboard and a second car tipped over on its side but resting on the deck of the barge.

The Foss Tug & Barge Co., who secured the salvaging contract through insurance underwriters, were able to make temporary repairs to the barge at low tide and within six hours they had floated it and docked it at the Milwaukee Gridiron.

Subsequent inspection disclosed very little damage to the barge due to it having been beached at a spot where

### I'm Workin' Agin

Ray Schwartz, Sectional Laborer, Bridgeport, Wis.

Praise be, I'm workin' agin;  
It ain't so much of a job,  
But take it from me, it's a pleasure to be,  
A part of the laborin' mob.

When I've been loafin' so long,  
(I know just how long it has been)  
Now the kids can have shoes,  
And I'll say it's good news,  
To tell you, I'm workin' agin.

It may be a picnic to loaf,  
When you have a wad that is swell;  
But when you go broke,  
And your clothes are in soak,  
It ain't any picnic, it's hell.

When all you know is your job,  
And nobody wants any men,  
You'll see why I say, with a hip, hip,  
hooray,  
I'm workin', I'm workin' agin.

The wife's wore one dress for a year,  
And how we were fed I don't know;  
There's literatoor on the ways of the poor,  
But there's lots of things it don't show.

Now I've got a pay check once more,  
Of all the glad words that tongue or pen,  
Have said or have wrote,  
This is gettin' my goat,  
Oh boy, I am workin' agin.

### The New Year

By Will A. Robinson

Upon the threshold of the New Year  
We stand and hesitate,  
Perchance to listen, thus to hear  
And keep inviolate  
The call for something better far  
Than mem'ries of the dead year are.

We know the days behind us flown  
Were often sadly scarred.  
We would that those before, unknown  
Be clean and never marred  
By thoughts and deeds we should repress,  
But that our lives, our faith express.

So on this New Year morning fair  
We enter a new world  
Where light and joy are ours to share,  
And darkness back is hurled.  
God grant us life and health to rear  
A shaft of Progress through this year.

### Make a Bid

"I came in here to get something for my wife."  
"What are you asking for her?"

### Elucidating Mumma

Caller: "Is your mother engaged?"  
Little Boy: "I think she's married."

# "The Milwaukee Comes"

By William J. Peterson

Reprinted by Permission, from "The Palimpsest," Published by the Iowa State Historical Society

SOLOMON JUNEAU was the founder of Milwaukee. In 1835 he preempted land where he had lived for seventeen years, platted the town, and began selling lots to the throngs of settlers and speculators who were attracted by the establishment of a land office at Green Bay. Rude buildings were flung up hastily and by 1836 the merchants were all doing a "land office business." The country westward to the Mississippi, however, was still a vast wilderness unsettled save for a crop of squatters around Fort Crawford at Prairie du Chien and the straggling, unkempt communities that clustered about Galena.

The creation of the Territory of Wisconsin on April 20, 1836, was heralded with delight. Andrew Jackson promptly appointed Henry Dodge as Governor, and a census was taken of this princely domain from which Wisconsin, Iowa, Minnesota, and generous share of the Dakotas were carved. The census that year revealed a population of 22,218, divided almost equally between those living west of the Mississippi in what is now Iowa, and the inhabitants of present-day Wisconsin. Four of the six counties east of the Mississippi—Milwaukee, Iowa, Crawford, and Brown—contained only 11,683 people, one-half of whom hailed from Iowa County which embraced the mineral region. An election was held and Governor Dodge ordered the legislators to meet at Belmont pending the selection of a capital.

Meanwhile, a number of men in the mushroom village of Milwaukee met in a "hotel" on September 17, 1836, to "exchange views and adopt measures" for building a railroad from Milwaukee to the Mississippi River. After several hours of solemn deliberation a committee consisting of Solomon Juneau, Byron Kilbourn, Hans Crocker, Benjamin H. Edgerton, and eleven others was appointed to correspond with citizens throughout the territory, to circulate petitions, and to take steps to carry out the objects of the meeting.

The seeds sown at this rather inauspicious railroad caucus sprouted quickly and began to take root. When the legislators assembled at Belmont, Governor Dodge spoke at some length on the need for internal improvements and recommended the construction of a railroad commencing from some "suitable point" on the Mississippi and passing through the mining country to the Rock River, and thence directly to Lake Michigan. A memorial was sent to Congress which resulted in an appropriation of \$2,000 for a survey, but the plan was nipped in the bud by a topographical engineer who turned in an adverse report after sur-

veying twenty miles of the proposed railroad.

During the ensuing years a number of factors combined to cause the railroad question to be dormant. The paralyzing effect of the panic of 1837 was attested by the slow growth of population—by 1840 the Territory of Wisconsin contained only 30,945 people compared with 43,112 in the Territory of Iowa. Moreover, heated arguments had arisen over the respective merits of waterway improvements and the construction of highways, plank roads and railroads. The bellicose attitude of the Jacksonian democrats toward "monster" corporations and monopolies had aligned public sentiment against railroads. Bitter rivalry and petty jealousy also combined to make the selection of a route utterly impossible during the early forties. Thus, after outstripping Green Bay and Sheboygan, Milwaukee found her efforts to become the eastern terminus of the projected line frustrated by the aspirations of Kenosha and Racine. At the same time the bickering among Potosi, Cassville and Prairie du Chien prevented the determination of a western terminus.

During the forties the Territory of Wisconsin made a phenomenal growth in population. The number of inhabitants in 1846 was five times as many as in 1840—a total of 155,678. By 1850 this number had increased to 305,391 compared with 192,214 for Iowa. Meanwhile, shipments eastward by way of the Great Lakes and Erie Canal rose steadily during the forties. As the population pushed westward over southern Wisconsin, Milwaukee realized more and more that the construction of a railroad would tap a commerce which otherwise would find its way eastward by the circuitous all-water route down the Mississippi and through the Gulf of Mexico. Although intensely jealous of Chicago, Milwaukee was forced to take up the cudgels with her sister city on Lake Michigan against Saint Louis and New Orleans.

It seems to have been Asa Whitney, who struck the spark that kindled the spirit of Wisconsin railroad enthusiasts. During the summer of 1845 Whitney journeyed westward from Milwaukee with a party of surveyors in quest of a practical route for a transcontinental



The Route of the M. & M. R. R.

railroad from Lake Michigan to the mouth of the Columbia River. Whitney found "many good routes" between Milwaukee and the Mississippi and in a letter from Prairie du Chien declared that he was "perfectly satisfied" with the feasibility of such a project.

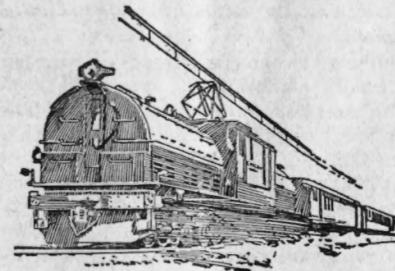
News of Whitney's plan spread like fire throughout Wisconsin and Iowa. "Once let the iron horse slake his thirst in the Mississippi," an Iowa memorial to the Wisconsin legislature declared, and "Congress will send him on to the ocean." A Lancaster editor believed a railroad should speedily unite the Father of Waters with Lake Michigan, even though "Sin and Death" got the contract. The laws of trade and the geographic position of Iowa, combined with her "boundless resources," asserted the *Grant County Herald*, "must and will force a channel of trade eastward" to the Great Lakes.

In 1847 the legislature of the Territory of Wisconsin was "flooded" with petitions from Milwaukee, Waukesha, Iowa, Grant, and other counties for the incorporation of a railroad from Lake Michigan to the Mississippi. But opposition to the scheme was still strong enough to defer the project. Finally, at the "urgent solicitation" of citizens of Waukesha on "behalf of the people of the interior," Governor Henry Dodge approved a bill on February 11, 1847, incorporating the "Milwaukee and Waukesha Rail Road Company." This organization was granted the right to "locate and construct a single or double track railroad" from Milwaukee to Waukesha with power to "transport, take and carry property, and persons upon the same, by the power and force of steam, of animals, or of any mechanical or other power, or of any combination of them." The capital stock was set at \$100,000. Byron Kilbourn, William A. Barstow, Alexander W. Randall, Lemuel W. Weeks and five others were appointed commissioners to receive subscriptions.

The commissioners met at the City Hotel in Milwaukee on November 23, 1847, and elected L. W. Weeks president and A. W. Randall, secretary. The subscription books were opened on February 7, 1848, but despite the enthusiasm and fanfare a year slipped by before the \$100,000 was subscribed and the requisite five per cent paid thereon. Meanwhile, on March 11, 1848, the company had been granted the right to extend its road from Waukesha to the "village of Madison" and thence to some point on the Mississippi in Grant County. The capital stock could be increased to three million dollars whenever the company decided to extend its road. Byron Kilbourn was chosen president of the Milwaukee and Waukesha company, Benjamin H. Edgerton, secretary, and Walter Weeks, Edward D. Holton, Alexander Mitchell, Erastus B. Wolcott, Anson Eldred, James Kneeland, John F. Tweedy and E. D. Clinton

(Continued on page 9)

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



### COURTESY

Courtesy is one of the cheapest commodities on the market. Although it costs nothing it returns large dividends.

At times it may seem to railroad employes that courteous treatment goes unnoticed by patrons, but we can feel assured that they do appreciate courtesy and will reciprocate when they have an opportunity to do so.

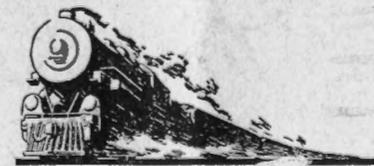
At the beginning of this New Year let us all resolve to be courteous in our contacts with the public and with one another, so that the Milwaukee Family may benefit from the considerate service of each of its members.

Courtesy always pays.

*J. D. Gillick*

Vice-President

Contributed by W. E. Tyler, Chief of Pass Bureau, Chicago





# THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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CARPENTER KENDALL, Editor

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

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## Rail Competitors Are Still Unregulated

“OF regulation the competitors of the railroads are still blissfully ignorant,” says Francis A. Lackner, Jr., writing in a recent issue of the magazine *Polity*. His discussion of this subject follows, in part:

“When mentioning costs of transportation one must, of course, include the upkeep of the right-of-way, or of maintaining the waterway or road over which the traffic is carried. One must also consider the original cost of this right-of-way. Any proper cost accounting system would do this. All the railroads must make allowances for this factor when computing their rates and when figuring out their costs of doing business. Yet what operator of a barge line or what ship line owner considers the cost of maintaining the rivers and harbors and canals in which he does business and which are as necessary to him as the roadbed is to a railroad?”

“Every year the federal government spends many millions of dollars on the upkeep of the waterways of this country, yet you or I may buy a barge and solicit transportation business and use these waterways without a cent of cost. This is indeed very generous on the part of Uncle Sam, but why should it be

so? Why should the government subsidize one industry at the direct expense of another, for when we use the waterway we are taking just that much revenue out of the pockets of the railroads.

### Truck Demolishes the Roads

“Exactly similar is the case of the operator of a track line. He buys a truck and then proceeds to hire it out as a common carrier and carry freight over the roads of a state, for which privilege he pays nothing but a small annual license charge and a comparatively small gasoline tax. For the payment of the tax he may use the roads at his own discretion and may operate his heavy trucks absolutely free of charge and pay nothing for the upkeep of the roads, toward the demolition of which he is doing so much to contribute.

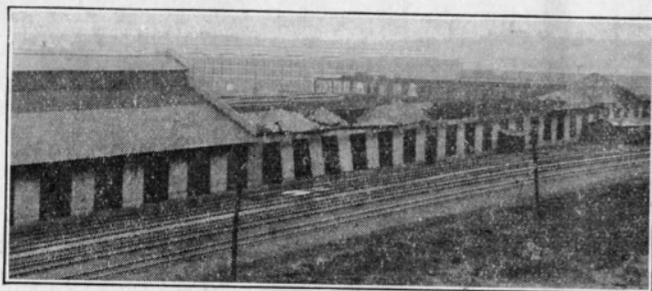
“In both of these cases the government is directly subsidizing a form of transportation. Does the government do anything to hinder the operation of a barge line? It does not. Does it hinder the operation of the railroads in any way? Regulation may not be a hindrance, but at least it is a factor of which railroad managers must always be aware.”

### Fire at Milwaukee Shops

IN THE early evening of January 8th, a fire broke out in the west end of the building at Milwaukee Shops, that housed the blacksmith and machine shops, destroying the blacksmith shop, but owing to a very effective fire wall, the machine shop was not touched.

The fire burned rapidly and when the roof collapsed, a part of north wall also went down. But little damage was done to the tools in the blacksmith shop, and the damage to the building is estimated at \$60,000, covered by insurance.

The picture herewith shows the



The Burned Blacksmith Shop and Fire Wall Projecting Above Roof of Machine Shop

### Once Is Enough

ONE may have strong opinions and sometimes through actual experiences these opinions are confirmed or knocked into a “cocked hat.”

The writer has had the opinion for years that the intercity and interstate bus systems were unfair competition to the railroads and that they were a hazard to other travel on the public highways.

Just recently the writer took a trip from Milwaukee to Chicago on a bus and, unfortunately, bought a round trip ticket. I left Milwaukee about 3 o'clock and did not arrive in Chicago until about 6:30. The trains make the trip in less than two hours! The trip down was certainly a bore and disappointing, but in these days of economy, I felt disinclined to throw away my return ticket and prepared to return the same way. I called the bus depot and learned that the Milwaukee bus was scheduled to leave the loop depot at 12:23. I arrived on time, but the bus did not show up until a half hour later. We toured the streets of Chicago and for a while thought we had taken a Chicago sight-seeing bus instead of intercity bus.

To make a long story short, it took us nearly two hours to get to Lake Forest, a Chicago suburb, and we arrived in Milwaukee at 4 o'clock or a little after.

Some people may fancy the bus ride, but as far as yours truly is concerned, it will be the train for me from now on.

## MUDDLED UP TRANSPORTATION

TRANSPORTATION of freight and passengers in the United States is getting into a terribly messed-up condition as a result of unnecessary overlapping of services, each of which has a legitimate place if some sane and sensible general plan were developed to specify its field and prescribe its limitations.

Since the coming of air navigation and the advent of road-hog trucks of almost freight car size, there have been those who expressed a belief that railroads are outliving their usefulness and will shortly pass out, as did the stage coach and the canal boat.

### Solution of Problems a Matter of Moment

There is no convincing evidence, however, that such is to be the outcome within the present or the next one or several generations, and solution of existing problems for the benefit of this

### The Milwaukee Comes

(Continued from page 6)

served with Kilbourn on the first board of directors.

The company lost no time in beginning its surveys. On June 4, 1849, Kilbourn was appointed chief engineer with power to employ assistants and laborers to conduct the field surveys and prepare the line for construction. Benjamin H. Edgerton and Jasper Vliet commenced the surveys three days later and were soon joined by Richard P. Morgan, an experienced engineer. These men conducted their work with such “ability and untiring industry” that a line of “almost unrivalled excellence” was selected without a deep cut or high embankment, without a yard of rock excavation, and with only a few bridges of small dimensions. Contracts for grubbing and grading were offered for public bids in September, 1849.

Despite the failure of inexperienced contractors, construction work was prosecuted with energy throughout 1850, the company functioning under the more appropriate title of Milwaukee & Mississippi Rail Road Company. Lake boats were constantly discharging tons of heavy H rails at the port of Milwaukee for the line of laborers toiling

and the next generation is therefore a matter of moment.

Now, as in the past, when there is need for fast and certain facilities for mass movement of men and materials, we invariably turn to the railroads and they do the job well.

The present nuisance of truck domination of highways intended for quite another purpose is something that will have to be dealt with intelligently but firmly in the very near future as it is reaching a point that cannot long be tolerated and is a constantly-growing menace to life and property.

### Roads Not Intended for Monster Trucks

Within reasonable bounds the small-size trucks perform a useful service in quick distribution of merchandise and freight in short hauls but it has never been the public intent that monster trucks, tractors and trailers of freight train proportions usurp the highways built and intended to accommodate general vehicular traffic.

Honestly conducted and economically operated railroads have a very definite and important place in the nation's transportation system.

As quickly as possible each of the necessary agencies of transportation should be fitted into a general plan in which each can be made to function to best advantage in the interests of the people of the United States—which all are primarily intended to serve.

—From the Mansfield (O.) News-Journal.

Mrs. Newrich was riding in her expensive car down a steep hill when the chauffeur became alarmed.

“Madam,” he explained, “the brakes refuse to act.”

“Then stop the car immediately,” said Mrs. Newrich. “I’ll get out and walk.”

between that city and Waukesha. By November the track had been laid as far as Wauwatosa, a distance of five miles, and the mayor and council of Milwaukee, together with legislators and prominent citizens, enjoyed a trip to the end of track. Among the “pleasing incidents” of the excursion was the presence of Solomon Juneau, who had never before seen a locomotive. Within the scant space of fifteen years Juneau had seen Milwaukee grow from a cluster of Indian huts to a thriving city with “massive buildings” and 20,000 inhabitants.

A shrill blast from the iron horse announced the formal opening of the road to Waukesha on February 25, 1851. The event was celebrated with “great eclat” at Waukesha. Thousands lined the track as the locomotive glided majestically by with its coaches jammed with happy excursionists from Milwaukee. The raucous cheers of the backwoods farmers mingled strangely with the blaring band. A complimentary dinner was served in the “new and spacious Car House” of the Milwaukee & Mississippi, and a toast was drunk to the “first link in the great railway from Lake Michigan to the Mississippi.”

(Continued on page 28)



Mr. Loderhose in His Office on the Day of Assuming His New Job

### A Dinner to Mr. Loderhose

WHEN the news of Mr. Loderhose's appointment became known to the Freight Claim Agents of the various lines running into Chicago, they appointed a Committee who arranged a testimonial dinner in his honor at the Sherman Hotel, Thursday, January 18th.

There were eighty-four Freight Claim agents present, coming from as far West as California and from the East, New York City.

Mr. P. C. Archer, General Claim agent of the Alton Railroad acted as toastmaster. Addresses were made by Mr. C. H. Dietrich, Executive Vice-chairman, Freight Claim Division American Railway Association; Mr. J. H. Howard, Manager, Western Weighing & Inspection Bureau; Mr. J. R. Nixon, Freight Claim Agent, Southern Pacific Railroad, San Francisco, California, and others.

A set of sterling silver tableware was presented to him in behalf of those present, by Mr. J. K. Lovell, General Freight Claim Agent, New York Central.

### A Fifty-Year Record

MR. Dan Carlstrom of the Miles City Car Department has just finished fifty years of service with the Milwaukee Road and has received his “Fifty Year Button.”

Mr. Carlstrom entered the service on October 10, 1883, in the B. & B. Department on the River Division working between Wabasha and Eau Claire as well as on the old “Narrow Gauge” between Wabasha and Zumbrota. He entered the Car Department in Minneapolis in the early part of 1886 and worked at that point until March, 1909, when he transferred to Miles City as Wrecking Foreman. During his entire fifty years of service, Mr. Carlstrom never suffered a personal injury.

This is a very remarkable record and one which he is justly proud of.

### A Youthful Rescuer

THE Tacoma Times furnishes the following: “One of the most spectacular of all rescues when the Puyallup Valley flood was at its peak, was made by Charles Hornshaw, 18, 1442 East 31st Street, Tacoma, and a friend.

With Elof Wold, 17, Hornshaw braved the raging currents in a rowboat to rescue “Shorty” Cardenville, a watchman at the Tacoma Tallow Works near the Tacoma-Seattle highway bridge. It was at this point that flood waters were running at their greatest speed and the lives of the two boys were greatly endangered when they set out in the row boat. Young Hornshaw is a son of Charles Hornshaw an old time employe at Tacoma Roundhouse.

### He Wanted to Be a Road Agent

“BOB” BURNS, correspondent for The Magazine from the T. M. Division (West), writes that “the articles in the January issue of The Magazine called ‘Ghost Town Trails,’ ‘Adventures of a Montana Pioneer’ and ‘The American Ranch’ have certainly proved interesting to a good many people in this section; and I guess the only objection we had to them was that they were not long enough. However, the subject of Vigilantes has received its due share of comment elsewhere, I suppose, but some benighted persons like myself never get enough of the story of the capture and hanging of Henry Plummer. I used to go around with a girl from Virginia City, and when she was not expounding her theories of the superiority of the female of the species to all living creatures, she filled in the gaps with the history of the glamorous city in which she had her birth. I was very young and susceptible at the time, and I used to think time passed awfully slowly till I could grow up and be a road agent.”

(Well, Bob, in the matter of the stories not being long enough, you are like the lady who insisted she wanted a small house with a great many large rooms in it. Unhappily, right now, the size of The Magazine is like the small house, and the Editor has not yet learned how to get in a great many “large rooms.”—Editor.)

### No, Suh!

“Ben, I’ll give you \$10 to have your picture made in the cage with that lion.”

“No, suh, boss, not me.”

“He won’t hurt you; he hasn’t any teeth.”

“Mebbe so, but Ah doesn’t aim to be gummed to death by no old lion.”—Paper Wads.

# ACCIDENT SAFETY FIRST PREVENTION

## Be Thankful for Safety First

A paper read before the Safety First meeting of the Store Department at Tacoma, Wash., October 9, 1933, by Mr. G. O. Mason, General Foreman of the Store Department.

In our book of rules on the first page, we find the following:

"A. These rules are issued for the purpose of preventing personal injury, and your cooperation is one of the considerations of your employment."

Now, this from the start, states very plainly what has to be done, and this is to keep before the minds of every one in the employ of the company to be safety minded. This is for the benefit of employes so that we will not have cripples and blind men when it can be prevented by always working safely.

In late years we can see a big improvement in the safety movement and the benefits that railroad men are getting from it. There are not so many cripples and blind eyes such as we had for a good many years before the safety first movement was started, and while there is at times an accident, we are on our way to a better improvement, day by day, week by week, month by month, and year by year. The education of safety first is being driven into us, and we should all be very thankful that it is, as it keeps us on the alert all of the time and teaches us to warn others not to take any chances.

We can look away from our own Departments and see the improvements that have been made and how small a percentage of employes have been injured to what had been in the past. It will pay anyone of the employes to just take a few minutes at home and sit down and think over how much better off we are than we were before we had of the safety first movement. Think of the suffering that it has prevented and the families that have had to suffer from accidents and death of the breadwinner of the family. Just take a little review of this and see if you don't realize that we have a lot to be thankful for through the safety first rules.

We can even look back and see the improvement in the train service. A train wreck seems to have gotten to be a thing of the past. Travel is safer by rail and the employes are safer in their work, and it looks to me as though we were making a very remarkable headway in the safety first movement. But we must not let up for one instant, but be on our guard at all times. We must not slip on our good record now that we have got it going.

The very first page of the book of rules has about as much good old hard common sense as was ever printed in a book, and this is followed up by

the Rules, and show very plainly that the men who worked on this had put in a lot of time and study so as to cover all points that were needed for safety first. What I am trying to drive home to all of you, is that we should appreciate every day that we had men who could get the rules in such splendid shape that we would be able to read and understand them.

So let's all be thankful and do all we can to make the rules a success.

### "AN EYE SAVED"

WHEEL Borer Operator Peter Stasewich, employed in the Car Department Machine Shop at Milwaukee Shops, Wisconsin, was grinding a wheel borer cutter in a special machine designed for that purpose. He had the cutter clamped in the chuck and he either fed the cutter into the emery wheel too fast or the cutter became caught on the corner of the emery wheel, resulting in the cutter flying out. The tool struck the left eye cup of the goggles the employe was wearing with such force as to shatter the glass and break the goggle frame.

There is no question but what this employe's left eye was saved because he complied with Safety Rule No. 20 and was wearing goggles when performing this work. This is an example of the value of goggles in preventing serious injury to the eyes. All employes should take heed and make it their business to comply with the goggle rule in effect in the department in which they are employed.

### The All American Game for 1934

DURING the year 1934 there will be several contests, yes, a good many, and the probable line up of the two teams will be:

Safety First Hustlers	Don't Care Gang
Safety Interest	B. Indifferent
Rules Compliance	"Kid" Ignorance
Good Example	Rule Violator
Common Sense	"Some" Shirker
Use Goggles	Take A. Chance
Safe Tools	Just Getby
Instruct Subordinates	Poor Leader
Co Operation	Loose Methods
Proper Way	Won't Learn

After sizing up the players of the of the above teams I am sure that every employe on this Railroad is going to back the SAFETY FIRST HUSTLERS, as they are known throughout the world to be superior in every respect to the Don't Care Gang.

At first there was some question as to whether or not the Don't Care Gang

would be allowed to play in the contests during 1934, but, due to the fact that they occasionally made a score during 1933, through the outstanding performance, at times, of one of their players, it was thought that they could be given such a beating in 1934 that they would forever be discarded to the "has been" pile.

In order to accomplish an overwhelming victory for the SAFETY FIRST HUSTLERS on the Milwaukee it will be necessary for every employe to give them their undivided loyal support. We will also have to watch all of the players on the Don't Care Gang as every one of them is known to cheat when ever he is given an opportunity. When you see any cheating going on you should at once report it so that it can be immediately corrected before the Don't Care Gang get in a score.

The SAFETY FIRST HUSTLERS have an A No. 1 defense which is going "hot" on Jan. 1, 1934. Let us keep them that way and in first place with no scores against their record.

A LIVE WIRE.

### Started with the Milwaukee Road January 2nd, 1884

CHRIST BUCHIN rounded out 50 years of service with our company on January 2, 1934. He started to work for the Milwaukee Road on January 2,



Christ Buchin

1884, as a car cleaner in the Western Avenue Coach Yards, serving in that capacity for a period of six months. He was then promoted to a car repairer and worked as a car repairer for fifteen years. In 1899 he was given the position of foreman in charge of the car cleaning and repairs to cars and repairs to cars operating between Evanston and Chicago. Christ Buchin served as a foreman until 1904 when service on that line was abandoned. He returned to Western Avenue as a night inspector until 1922. From that position he was put to operating the machine for boring out journal bearings and preparing packing for the journal boxes. Mr. Buchin is still employed in that capacity.

Mr. Buchin is seventy-five years old and is very active, in good health, and will be able to continue in the service for many more years.

## The Agricultural and Colonization Department

### Malting Barley

#### Wisconsin and Minnesota Meetings

WITH the return of beer, a new demand for barley came into being. And contrary to general belief, not all barley will make good economical malt that may be brewed into the beverage now legalized.

Past experience of the maltsters rather definitely determined the area in the country which year after year grew the best malting barley in large volume. This area is eastern and southern Wisconsin, southeastern Minnesota, northeastern Iowa and northern Illinois. Probably that is the reason that most of the malt used in brewing is malted within the area defined.

There are other areas which have in the past grown malting barley quite successfully although they are much more limited in extent. No one can foresee what amount of malting barley will be needed for the future production of legalized beverages. All that can be done is to insure a sufficient amount of the proper kinds. So the agricultural extension forces of the four states men-

tioned, the National Barley Improvement Committee, the Mid-West Maltsters, Northwest Crop Improvement Committee and several of the railroads have combined forces and are carrying to the growers a program of barley improvement intended to preserve the known malting barley growing area and the industries associated with that area.

Already barley improvement meetings have been held in the following Minnesota cities: Goodhue, St. Charles, Austin, Waseca, Winnebago, St. Peter, Sleepy Eye, Tracy, Luverne, Windom and Olivia. The week of January 15th, meetings were held in the following Wisconsin cities: New Richmond, Fond du Lac, Beaver Dam, Whitewater and Dodgeville.

Each of these meetings is held on a district basis to serve a wide area. They have attracted attendances up to 250 or more. No doubt, they will do much toward guaranteeing the maltsters a sufficient supply from a good growing area.

### Extend Sun River Project

Advertise for Bids—Construction to Begin Soon

BIDS have been submitted for extending some 26 miles of drains in the vicinity of Fairfield, Montana, on the Sun River Irrigation Project. It is expected that work will be begun just as quickly as weather will permit.

Survey parties are at work getting data upon which contractors may submit bids. This survey work is on ex-

tensions east from the present Greenfields Division of the Project and for work on canals in the Mill Coulee or Ashuelot Division. As soon as the engineering reports are completed, advertising for bids for materials and work will be published.

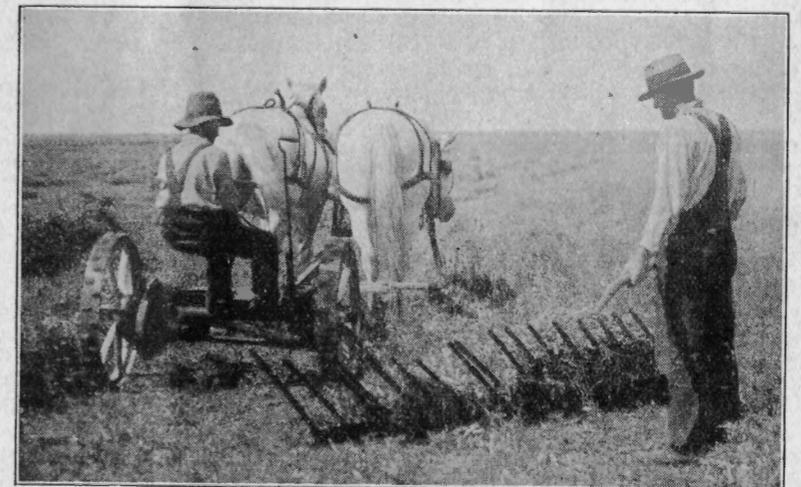
It is expected that about \$600,000 will be expended in extending the irrigated area of the Sun River Project. When the new work is completed, it will add 27,000 acres of newly irrigated lands to the Project, most of which will be in areas serviced by our Road.

### 1934—4-H Club and Vocational Agriculture Trips

OUR Road will again contribute to the 4-H Club Extension Departments and Vocational Agriculture Departments of eleven states. These contributions will make it possible for these two Departments of the eleven states to award trips to their outstanding 4-H Club and Future Farmers of America national meetings.

There will be 189 trips offered to the National 4-H Club Congress held in connection with the 1934 International Livestock Exposition in Chicago. There will also be 55 trips awarded to Vocational Agriculture students who will attend the national meeting of the Future Farmers of America held in Kansas City at the time of the 1934 American Royal Livestock Exposition. The states participating in the contributions are all "Milwaukee" served: Washington, Idaho, Montana, North Dakota, South Dakota, Minnesota, Michigan, Wisconsin, Iowa, Missouri and Illinois.

Each state will select the boys and girls who will make the trips. Each winner will be one who has achieved the highest possible honors in Club and Vocational Agriculture work in his or her community and in his or her state.



Harvesting Field Peas on Fairfield, Mont., Irrigated Ranch

Michael Sol Collection

# THE MILWAUKEE RAILROAD WOMEN'S CLUB

## Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

### December Meeting

THE nominating committee reported the standing officers for re-nomination. The report was as follows—and was accepted: Mrs. Chester Belknap—president. Mrs. John R. Bankson—1st vice president. Mrs. B. Murphy—2nd vice president. Mrs. Leslie Sweeney—secretary. Mrs. Tom Cavanaugh—corresponding secretary.

Mrs. John Bell—treasurer. Plans for the annual Christmas tree and visit from Santa Claus were placed with the committee—Mrs. Henry Kruck, chairman. Santa came to Sioux Falls by special train as usual, and the club held their annual Christmas tree at the Passenger Depot, assisting Santa by supplying sacks of nuts, fruit and candy to every Milwaukee child. Sioux Falls Chapter wishes to greet all Chapters of this Club and it is our wish that you enjoy a prosperous New Year. Our work of helping at a time most needed and a word of cheer is our motto and the Chapter bids you all welcome to Sioux Falls should you come this way.

## Alberton Chapter

By Mrs. E. P. Brink, Historian

OUR beautiful club room was the scene of a most pleasing affair in December when the central theme was the installation of officers for 1934, followed by a social hour of music, cards and refreshments.

We were happy to have with us at this time Conductor and Mrs. Harry Lewis for the first time since Mrs. Lewis received an injury to her hip when she fell on an icy sidewalk more than a year ago. Altho still on crutches her recovery is assured and the welcoming of her smiling face among us again was expressed by the presentation of a pretty basket of out flowers.

Mrs. C. A. Bolton, retiring president, presided at an impressive ceremony, installing Mrs. C. W. Healey, president; Mrs. E. J. McClain, second vice president; Mrs. C. A. Bolton, secretary; Mrs. George A. Sterling, treasurer, and Mrs. E. P. Brink, historian. Mrs. E. G. Slater will be installed as first vice president upon her return from California.

Mrs. H. H. Brown, Mrs. B. E. McElhiney and Mrs. C. H. Wilson had charge of the pleasant social hour.

Mrs. Bert Drake presented a beautiful set of salad forks to Mrs. Bolton as a token of love and appreciation of her splendid work as president for two years during the pioneer days of the club which held the first election of officers seated around the counter of the former Interstate Lunch Room. This same room has been transformed into a club room and is now used frequently for many social events in addition to regular club meetings and club library, open once a week with Mrs. James E. Leaming, librarian.

A piano, parlor furnace and floor lamps have been added recently. Our new president, Mrs. Healey, was former chairman of the purchasing committee. Our club room, "the pride of the town," reflecting a truly home atmosphere, reveals the perfect cooperation of all members and officers.

Afternoon bridge and evening pinocle parties were also enjoyed in December and a delightful watch party on New Year's Eve.

Several baskets of good cheer were sent out at Christmas time. The club cooperated with the school and community in the annual Christmas treat for all children in the community. A Christmas party for grown ups planned by the club did not materialize as all available men were sent

out for reconstruction work on the railroad after the flood and slides on this division. The Milwaukee women spent their Christmas alone in Alberton and with the fervent prayer in their hearts, "God bless our railroad men wherever they are." All communication was cut off and railroads and highways washed away.

## Bensenville Chapter

Mrs. D. W. Hoover, Historian

DECEMBER meeting of Bensenville Chapter was Guest Day for the Fullerton Avenue and Union Station Chapters. A short business meeting was held with the following report submitted by the nominating committee: president, Mrs. Oakes; 1st vice president, Mrs. Bodenberger; 2nd vice president, Mrs. Woodworth; recording secretary, Mrs. Capoot; corresponding secretary, Mrs. Hugdahl; treasurer, Mrs. Brakke; historian, Mrs. Hoover.

The remainder of the time was spent in enjoying the display of the dolls, doll wardrobes, hand made handkerchiefs and novelties which were prepared by the club women. A dressed doll was given away; a member of Fullerton Avenue Chapter being the recipient.

Cafeteria lunch was enjoyed at the close of the meeting.

On December 23, the annual children's Christmas party was held with over eighty children attending. A short program with Santa Claus and a Gift Fish Pond kept the youngsters well entertained and happy. Quite a few of the mothers came also to watch the fun.

The yearly Christmas Cheer baskets were sent to Milwaukee families in need, with the greatest good fellowship and very best wishes from the club members.

January 3rd our regular meeting was held. After a short business meeting Mrs. Oakes, president, appointed the committee chairman for the coming year.

Cards and refreshments were enjoyed.

## Savanna Chapter

Mrs. Raymond Schreiner, Historian

THE second department meeting of the season was held on December 11. More than 175 attended the meeting which was sponsored by the Operating Department. Pot luck supper was served with each member bringing a dish to pass, and the committee in charge furnishing hot roast pork, mashed potatoes, brown gravy, rolls and coffee.

The business meeting followed and election of officers as follows: president, Mrs. Oscar Kline; 1st vice president, Mrs. L. V. Schwartz; 2nd vice president, Mrs. Boyd Latham; corresponding secretary, Miss Marie Clifford; treasurer, Mrs. George Humphrey; historian, Mrs. Raymond Schreiner.

Members of the nominating committee were Mmes. H. P. Buswell, Chas. Ceatzer, Oscar Kline, L. V. Schwartz and Ed. Shaffer. Mrs. Harry Carmichael, the outgoing president who had been so efficient and faithful in her services to the club and to all its members for the past four years, was presented with a gift.

A program followed: two vocal solos by Miss Virginia Bowen; two readings by Mrs. Virgil Marth. Dancing was enjoyed to music furnished by The Merry-makers. Mrs. Buswell was chairman of the meeting and members of the kitchen committee were Mmes. W. T. Bowen and L. B. Cole; of the dining room, Mmes. Geo. Lanning, George Humphrey and Oscar Kline; and the entertainment committee was composed of Miss Eunice Stevens, Miss Viola Donahue and Miss Doris Calehan.

The annual donation card party was held December 18, but instead of the usual fee

charged at these card parties, donations of non-perishable foods were accepted as admissions. About fifty were in attendance. Refreshments were served.

The first regular business meeting of the year was held January 8 with the new officers in charge. Plans were made for the third departmental meeting sponsored by the transportation department. Pot luck supper followed the usual business meeting. Mrs. Wallace Wolfe is chairman for the transportation department, with Mmes. A. Trask, Harry Casselberg and Grand Dahl acting with her.

Cards and luncheon followed the business meeting and luncheon was served.

## Seattle Chapter

Mrs. C. F. Goodman, Historian

SEATTLE CHAPTER had a very enjoyable Christmas party December 12, with Mrs. Clyde Medley, hostess, assisted by Mrs. L. S. Barkley, Mrs. J. P. Graybell, Mrs. D. Lano, Miss Maude Medley and Miss Marie Alice Lano. Following a delicious luncheon, the regular business meeting was called, at which time election of officers for the ensuing year took place. In appreciation of her efficient work during the past term, Mrs. J. M. Axelson was unanimously re-elected President. Other officers chosen were: First Vice President, Mrs. Clyde Medley; Second Vice President, Mrs. M. W. Hurd; Recording Secretary, Mrs. B. W. Zilley; Corresponding Secretary, Mrs. S. O. McGalliard; Historian, Mrs. C. F. Goodman.

On January 4 the new officers and committees met for their first board meeting with twenty-two present. After a pot-luck luncheon at noon, plans for the new year were discussed. The regular meeting of the Club in January will be a birthday anniversary party honoring all past presidents.

## Dubuque Chapter

Mrs. George Wiegand, Historian

OUR annual Christmas Party was held on December 21st and it turned out to be just about the finest one our club has ever had. The turnout of children exceeded the grownups, which was right in line as Santa was already for them, even though there were a hundred eager, happy faces waiting for what he had to offer. In addition, about fifty grownups enjoyed the program.

Mrs. John Litscher, our program chairman, submitted a very fine array of talent—dancers, speakers, singers, carolers and last but not least—His Majesty, Santa Claus, in person. He came well laden with bags of fruit, candy and nuts for each of the children—he visited with them and found out just what they had done during the past year and stayed and enjoyed refreshments with the grownups. The Club Rooms took on a real Christmas appearance.

Two turkeys were given to help defray the expense of the party; the lucky ones being E. J. Crawford and F. E. Mann—\$21.59 was realized on this.

On January 4th, in our Club Rooms over the Depot, officers for the year 1934 were installed, by Miss Elizabeth Butterfield, as follows: president, Mrs. Henry Wiedner; first vice president, Mrs. George Graff; second vice president, Mrs. W. F. Keefe; treasurer, Mrs. Joseph Chaloupka; recording secretary, Miss Emma Sacks; corresponding secretary, Mrs. W. J. Whalen; historian, Mrs. Geo. Wiegand, Committee Chairman—constitution and by laws, Mrs. F. Morgan; welfare, Mrs. Otto Wellman; good cheer, Miss Lucille Millar; scholarship, Mrs. Allen Woodward; ways and means, Mrs. A. Parmalee; membership, Mrs. A. Bensch; program, Mrs. John Litscher; refreshments, Mrs. C. Reisch; publicity, Mrs. W. Wright; auditing, Mrs. F. E. Leonard; safety first, Mrs. A. E. Bock; house and furnishings, Mrs. W. Hopp; flowers, Mrs. M. Hall.

The president, Mrs. Wiedner, reported that 200 bags of nuts, fruit and candies had been distributed to the children at Christmas time and fifty families had been remembered with baskets; letters of appreciation were read from many who had received

same. Reports of the outgoing officers were read as well as the report of the treasurer, which showed that over seven hundred dollars had been spent on Club activities during the year.

A card party, with Mrs. Wm. Hopp, as chairman and Mrs. A. Parmalee as general committee chairman, was planned for the latter part of January.

## Tomah Chapter

THE 1933 Red Cross drive for Tomah Chapter was sponsored by the Club in November. The result was our membership here was almost trebled. Our regular meeting was held at the Community Rooms on December 6.

The following officers were elected.

President—Mrs. Wm. Hovey.

First Vice President—Mrs. Vincent Blaschke.

Second Vice President—Mrs. August Gabower.

Secretary—Mrs. Melvin Jerdee.

Treasurer—Miss Ada Last.

Historian—Mrs. Ben Shaw.

Following are the chairmen and committees:

Welfare—Mmes. Herbert Neitzel, Carl Wagner and Sophia Weiss.

Social—Mmes. Emil Hovey, F. Argyle and P. Sullivan.

Good Cheer—Mmes. R. Rudoll, P. Teske and A. Gnewikow.

Membership—Mmes. H. Johnson, O. Bowen and O. Fredericks.

Scholarship—Mmes. L. Johnson, Barton and H. Woombill.

Ways and Means—Mmes. M. Gibbs, Deerling and L. Thom.

Safety First—Mrs. J. Wilkeson.

Programme—Mmes. J. Downs, S. Waterman and E. Wallace.

Constitution and By Laws—Mrs. Archie Harris.

Refreshment Committee—Mmes. Argyle, Sullivan and Hovey.

Auditing—Mmes. L. Gasper, F. Sowle and Wilkeson.

Xmas cookie recipes were exchanged at this meeting and plans were made for the Xmas party which was held at the K. of P. hall on December 16, and was attended by approximately 500 people. A delightful program was rendered by children, members of the club and our R. R. members of the high school band.

Santa Claus was there and presented the children with bags of candy and nuts, and also called our President to the platform and presented her with a check for \$54.03 which was gained through the efforts of eight contributing members; namely, Messrs. Vincent Blaschke, Ben Shaw, Kenneth Sowle, Louis Thom, Harold Johnson, Wm. Deering, Robert Burroughs and Lester Carter, who had previously held a poultry festival for the benefit of our club.

A pair of pillow cases which were made and donated by an aged lady, who wished to show her appreciation for a favor given her, netted us the sum of \$9.75.

A box containing a fruit cake and Xmas cookies was also donated, and 125 holders were collected in two days; these two articles brought us \$10.00.

We were delighted to have our Sparta members with us at this party. Come again soon.

The evening ended with dancing which was enjoyed by young and old.

Our members had the pleasure of taking part in the Christmas Caroling and tableaux which was sponsored by the CWA workers from Madison for the benefit of this community.

We became better acquainted with more of our local merchants through our Red Cross Drive, and received a donation of ten cords of wood from the Crossett Mfg. Co., and six loads from the CWA; this was distributed at Xmas time among several families.

This closes our year for 1933. We wish to thank everyone who helped us in making this year such a great success.

We regret to announce the death of Leo Disberg, a Milwaukee R. R. employe of S. Dakota who came here with his family to spend Xmas with his nephew and niece.

Robt. and Bess Bowen, but died of heart failure one hour after his arrival. Also of Gust Kreuger who has been employed by our R. R. for 52 years; his death occurred on Jan. 2. In both these cases as in all others where a death occurs in a R. R. family the R. R. ladies took charge and provided a hot meal on the funeral day.

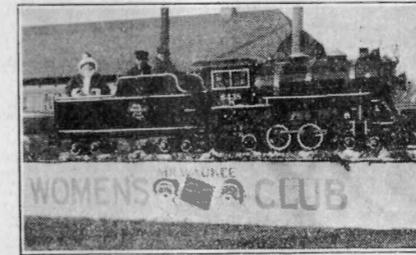
Our January meeting was held on the 3rd of the month, the new officers taking their places for the coming year. After all reports were read our president urged everyone to can their meat now for the summer and offered to help anyone who wished to do so, or to send someone experienced in this work.

A very pleasing program was given consisting of several musical numbers and a very interesting talk by our Supt., John Reinhr.

We are adopting Mrs. Gillick's plans for our membership drive, and hope to give a good report the first month. This will be sponsored by our office men and membership committee.

Our unemployed men have almost all gained work through the CWA. Plans are being made for a Valentine Party at our February meeting.

Some of our contributing members are planning a home talent play to be held in the near future for the benefit of our Club.



First Prize Perry Chapter Float. Built by Engineer Holdredge, Painting by Fred Cooper

## Perry Chapter

Mrs. John Heinzelman

THE last meeting of the year was held in the Perry club house, December 7, 1933. After the usual opening and report of committees election of officers was in order and resulted as follows:

President—Mrs. Wm. Thompson.

First Vice President—Mrs. Ella Reel.

Second Vice President—Mrs. R. C. Dodds.

Third Vice President—Mrs. Benton Stitzel.

Fourth Vice President—Mrs. John Heinzelman.

Recording Secretary—Mrs. A. A. Brown.

Corresponding Secretary—Mrs. Thos. Connell.

Treasurer—Mrs. Dennis Sullivan.

Historian—Mrs. J. J. Kindig.

Committee Chairmen:

Ways and Means—Mrs. Earl Lane.

House and Purchasing—Mrs. Joseph Reel.

Refreshments—Mrs. Thos. Beaty and Mrs. C. C. Marchant.

Relief—Mrs. Wm. Young.

Program—Mrs. George Havil.

Dining Room—Mrs. Ralph Fields.

Membership—Mrs. A. F. Stromquest.

Safety First—Mrs. Jerrald Heinzelman.

Perry Chapter was very pleased when they learned they were awarded one of the prizes in the membership campaign for the year. The membership committee has worked hard to get the full quota of members and are pleased that their efforts were successful.

An afternoon Tea Party planned by the club members, headed by Mrs. R. C. Dodds, for all Perry women of the Milwaukee family was enjoyed. The time was spent in an informal manner. This party was held Saturday afternoon, December 16, and was sort of a new start for our membership drive for 1934. Refreshments were served by Mesdames Ralph Fields, Wallace Shipton, Wm. Young, R. C. Dodds. Mrs. John Heinzelman poured tea at the serving table. Mr. S. H. Lones of Pansyland presented

the club with a beautiful bouquet of chrysanthemums to decorate the club room.

Friday afternoon, December 22, at 4:30 o'clock, the club entertained the children of all Milwaukee employes at a Santa Claus party in the club rooms. Soon after the young guests were assembled Santa Claus arrived with a treat for each of them.

There were about one hundred and fifty children, all under the age of ten years.

Our club won second prize for its beautiful float in the Perry Community Club "Mary Christmas" Contest. The float is a miniature locomotive. It is patterned after the passenger engines and has the Milwaukee emblem stenciled on each side of the tank. It was built and is owned by engineer Earl Holdridge. Mrs. C. C. Marchant had charge of the float and had capable assistants in Mrs. R. C. Dodds, Mrs. Wm. Young, Mrs. Wm. Thompson, Mrs. W. T. Murphy, Mrs. Nelson and Mrs. Wallace Shipton. The shop men who gave us such splendid help were Mr. A. J. Kressen, Louis Brown, Jesse Moore, Jerry Heinzelman, Clarence Groves, Oran Lutze and Earl Lane. Mr. Fred Cooper, who is the painter at the roundhouse, painted our club name, a picture of Santa Claus and other decorations we needed on the float. The Perry Club greatly appreciates the help they were given by the above mentioned men and through them we had the honor of getting one of the prizes.

The crew on the engine were James Lane, engineer, Robert Dodds, conductor, Phillip Cooper, Santa Claus, and a passenger who threw candy kisses to the crowd. This will be a red letter day in the memory of these young ladders. The Club extends deepest sympathy to the following members and their families and mourn with them in their recent bereavements: Mr. and Mrs. W. W. Stock, Mrs. A. J. Fuller, Mr. and Mrs. A. J. Neelton, Mr. and Mrs. J. J. Kindig, Mr. and Mrs. Stephen Trine and Mr. Jerry Stoner.

## Janesville Chapter

Mrs. James Fox, Historian

### December Meeting

MEETING was held December 5, with the president, Mrs. Gregory, in the chair. Nineteen members were present.

Seven members reported on the district meeting held in Milwaukee. Mrs. George Ryan reported \$39.65 netted on a bingo party held in the club house, of which she was chairman. \$14.75 was received from rent of the club house.

Plans were made for a Christmas party for Milwaukee Road children, with Mrs. Taylor, chairman, to be held December 17.

Miss Hayes, welfare chairman, and Mrs. Gregory arranged to send Christmas baskets to needy families. Coal was also sent.

The chapter extends sympathy to the Healy family on the death of Mrs. Healy this month. She was an active member of the chapter.

Election of officers was held as follows: Mrs. Charles Gregory, president; Mrs. Dan Davey, 1st vice president; Mrs. Thomas Kennaugh, 2nd vice president; Miss Blanche Hayes, recording secretary; Mrs. John Davey, corresponding secretary; Mrs. Albert Hunter, treasurer; Mrs. James Fox, historian.

The following chairmen were named: Mrs. T. Kennaugh, welfare; Mrs. Charles Kruse, sunshine; Mrs. J. W. McCue, publicity; Mrs. Geo. J. Ryan, membership; Mrs. H. P. Carey, ways and means; Mrs. Arthur Wobig, auditing; Mrs. Dan Davey, social; Mrs. Herman Dallman, refreshments; Mrs. W. Taylor, house and purchasing; Mrs. Edwin Lueck, by-laws; Mrs. J. J. McCarthy, program; Mrs. John O'Connor, safety first.

Refreshments were served by Mrs. Dallman, chairman.

### January Meeting

On January 2nd a special board meeting was held at the home of Mrs. Gregory and business for the nine months was finished. Mrs. Taylor reported on the Christmas party held for the Milwaukee Road children, at which 125 children attended, receiving candy, nuts, popcorn balls and apples; also cookies donated by Mrs. J. J. Kelly.

Baskets were sent to 18 families and Mmes. Gregory and Kennaugh reported \$7.00 from a card party held at the club house.

House chairman reported \$2.00 for rent of club house one evening.

Mrs. Ryan reported \$10.00 received as a membership prize.

A report was made on the Hallowe'en dinner, which was attended by thirty.

Welfare chairman reported \$265 spent for welfare and relief.

The Board is planning a get-together on one night each month for a social time to try and interest a larger attendance and to get more of the ladies to work on the committees.

After adjournment, cards were played at four tables, after which a delicious lunch was served.

At installation of the new officers, Mrs. Gregory was presented with a gift; dinner preceding the installation. Mrs. Ryan was voted a wonderful cook, she having prepared the dinner at the installation, her chairman having been ill and unable to attend.

Our wonderful Safety First chairman always has a timely talk for the members, her topic this time being chimney fires.

### Milwaukee Chapter

Mrs. J. H. Robinson, Historian

A DINNER and bazaar was held in the clubrooms at noon on December 7th and 286 were served an excellent dinner. A very tidy sum was received from the bazaar and "cherry" tree, also from the "half mile of pennies." Part of the money obtained was used for Christmas baskets for those whose circumstances have not been so fortunate during the past year. Mrs. Carey, the chairman of the committee, and her assistants are to be commended for the very successful manner in which they planned and carried out the dinner.

The regular monthly meeting of the Milwaukee Chapter was held on the evening of December 18th. The meeting was called to order by the president, Mrs. Dineen, at 8:00 p. m. After the reading of the minutes by the secretary and the presentation of their reports by the various committee chairmen, election of officers for the ensuing year was held and the following elected:

President—Mrs. E. W. Deards.  
First Vice President—Mrs. O. J. Pokorney.  
Second Vice President—Mrs. Marie Black.  
Treasurer—Mrs. O. J. Carey.  
Recording Secretary—Mrs. F. D. Schunk.  
Assistant Recording Secretary—Mrs. H. A. Grothe.  
Corresponding Secretary—Mrs. C. C. Stead.

Historian—Mrs. J. H. Robinson.  
Installation of officers took place at the regular meeting on January 15th.

The annual Christmas party for the children was held in the clubrooms at the Union Station on the evening of December 21st. About 200 children and 150 adults were present and were entertained by several musical selections until word was received at 7:45 that Santa Claus was pulling into the yards aboard his special train. After giving the jolly old saint an enthusiastic welcome when his train came to a stop, everyone trooped back to the clubrooms where Santa freely distributed toys, candy and nuts to the children. After which a most enjoyable program of music, recitations and fancy dancing was presented and refreshments were served.

### Channing Chapter

Mrs. George Daniels, Historian

OUR regular meeting was held on December 5th in the clubrooms, and election of officers took place as follows: Mrs. Willard Tuttle, president; Mrs. Clifford Huetter, first vice president; Mrs. A. LaValley, second vice president and treasurer; Mrs. J. Kramer, recording secretary; Mrs. C. Porterfield, corresponding secretary; Mrs. George Daniels, historian.

At the close of the meeting a social hour was enjoyed. On December 16th a benefit card party was given. On December 18th

the chapter held its annual Christmas party at which the ladies entertained their husbands. The clubrooms were decorated in holiday colors and at one end of the room was a large Christmas tree. A short musical program preceded Santa Claus, who entered to the tune of "Jingle Bells." He presented each guest with a gift; and who could have been a better Santa than our genial member, Cliff Huetter? Cards and an Italian spaghetti supper followed. Everyone reported a most enjoyable time and expressed the hope that Santa would again visit us in 1934.

The committee on this entertainment were Mmes. C. Witters, G. Carey, C. Huetter, T. Thiel, T. Witters and Geo. Daniels.

The chapter had a beautiful community Christmas tree erected on railroad property, many thanks to the Legion Post who so generously donated their time in getting and putting up the tree; and to Mr. Harding Johnson, who so kindly donated the tree, and the roundhouse force for wiring same. We have purchased a good-looking new oil stove, and it was initiated at the Christmas party.

On December 28th the chapter held a card party and quilt raffle. The quilt was made and donated by Mrs. McKeague, and the lucky winner was her daughter, Mrs. T. Thiele.

A New Years eve dance was sponsored by the chapter. The attendance was very good and all reported a wonderful time.

### Madison, Wis., Chapter

Mabel Davy, Historian

NOVEMBER meeting of the chapter was held on the 8th, with a large attendance. Meeting was called to order by the president, Mrs. Scherneck. Reports of the various committees and other routine business was transacted.

A card party was planned for November 21st, with Mrs. Dempsey in charge. At the close of the business meeting refreshments were served.

On November 9th a group from the chapter enjoyed a trip through the F. F. F. laundry. We found it very interesting and it was also an easy way in which to earn three dollars for the chapter. Each one present received a bag of groceries free, and ten other prizes were also awarded.

Board meeting was held on November 15th. Thanksgiving baskets were sent to nine families.

The chapter met December 13th for the regular business meeting and election of officers. Meeting was called to order by the vice president, Mrs. MacDonald. Reports were read and approved.

Mrs. Dempsey, chairman of the card party, reported a profit of \$20.26.  
Mrs. Allemang, membership chairman, reported a favorable increase in membership.

Mrs. Mahaffy, Mrs. Chapman and Mrs. Welty were appointed tellers for the election and the following were elected:  
Mrs. Macdonald, president; Mrs. Howland, first vice president; Mrs. Thatcher, second



Women's Club House at St. Maries Surrounded by Water During the Recent Floods

vice president; Mrs. Knope, secretary; Mrs. Speckner, treasurer; Mrs. Allemang, historian.

Delicious refreshments and a social hour followed.

The Christmas party was held in the clubrooms on the 18th of December.

Madison Chapter extends season's greetings to all.

### Fullerton Avenue Chapter

Mrs. Flo Hurless, Historian

THE January meeting, held in the Fullerton Avenue Club Rooms, was well attended, luncheon being served in the luncheon room, at which approximately 80 were present.

The installation of officers was conducted by Mrs. O. J. Carey, assisted by Mrs. M. F. Dineen, former presidents of our Milwaukee, Wis., Chapter, at which the officers as listed in our January issue of the Magazine were installed.

An opening address was given by Mrs. Carey, after which the oath of office was administered. Our new president selected the following chairmen for the various committees:

Constitution and By-Laws—Mrs. Carpenter Kendall.

Auditing—Mrs. J. W. Severs.  
Good Cheer—Mrs. T. H. Strate.  
Asst. Good Cheer—Mrs. W. C. Juhnke.  
Ways and Means—Mrs. Harry E. Martin.  
Asst. Ways and Means—Mrs. M. E. Mortensen.

Membership—Mrs. A. J. Frandsen.  
Asst. Membership—Miss Minnie Drebes.  
Program—Mrs. E. A. Meyer.

Asst. Program—Miss Elsa Augustine.  
Social and Program—Mrs. O. P. Barry.  
Asst. Social and Program—Miss Anne Lange.

House and Purchasing—Mrs. G. W. Loderhose.  
Asst. House and Purchasing—Miss Ethel Proehl.

Refreshment—Mrs. Jos. A. Neumann.  
Publicity—Miss Mary Maney.  
Library—Miss Alva McElwee.  
Asst. Library—Miss Margaret McCarthy.  
Lunch Room—Mrs. H. M. Borgerson.  
Asst. Lunch Room—Miss Etta Lindskog.  
Galewood—Miss Edith Gibbs.

Among our visitors were several ladies from the Milwaukee, Wis., Chapter. Many interesting reports were read and the following motions moved, seconded and carried: Continuation of our monthly meetings to be held as at present, alternating Tuesday evenings and Saturday afternoons; the ladies of the Sewing Circle to tie a silk comforter, lined with wool, which is to be given away in the Fullerton Avenue building.

A beautiful bouquet of flowers was presented to our retiring President, Mrs. Borgerson, after which a rising vote of thanks was given her for her good work during the past term. Many good wishes were extended to the new officers and chairmen, after which the meeting was adjourned.

Our annual Get-Together and Luncheon will be held the third Friday and Saturday in April. Details to be announced later. The next meeting will be Tuesday, February 13, and will be a joint meeting and Valentine Party.

It is hoped the members of the Fullerton Avenue Chapter will help to make this one of our most successful years.

### Butte Chapter

Mrs. Warren W. Grimm, Historian

BUTTE Chapter held its first bridge and whist party of the season in the clubroom Thursday evening, November 2. There were approximately 20 tables of guests playing and a number of prizes were awarded, with Miss Ruth Gribble receiving first.

A delicious lunch was served by a committee appointed by the club.

The chapter's regular meeting was held on Monday, November 6, with Mrs. J. P. Phelan and Mrs. H. L. Porter as hostesses.

Mrs. Mike Welch resigned her office as treasurer and Miss Mabel Price was elected to take her place. The club is working toward the purchase of a piano for our club-

rooms. After the business meeting the evening was spent tying a quilt for relief work.

We wish to thank the Alberton Chapter for the phonograph records which they sent us.

At the regular meeting of the Butte Chapter held Monday night, January 8, the newly elected officers of the club for the year 1934 were installed with a simple but very impressive ceremony.

Miss Anne Goldie, retiring president, gave a brief talk on the duties and obligations of the new officers and presented each with a rose. The following officers were seated: President, Mrs. H. Johnson; first vice president, Mrs. J. P. Phelan; second vice president, Mrs. Warren W. Grimm; treasurer, Miss Mabel Price; secretary, Mrs. Charles Lovell; historian, Mrs. David G. Goggin.

As a token of appreciation and high esteem, the club presented Miss Goldie with a corsage of roses.

Mrs. H. Johnson, newly elected president, presided at the meeting and outlined the work for the coming year. The chairmen of various committees were named and each was presented by the president with a red carnation in token of loyalty.

Plans were completed for a bridge party to be given January 26 in the clubrooms.

Following the meeting a social evening was enjoyed by all and delicious refreshments were served by the hostesses, Mrs. George Baker and Mrs. Chas. G. Bleichner.

### Othello Chapter

Mrs. Chas. Morgan, Historian

THE Milwaukee Road women at Othello held a meeting in the school house Oct. 27th with the intention of forming a chapter. A vote taken showed that nearly all were in favor of organizing. Our secretary was requested to send for a charter. Before this we had worked with the Spokane Chapter.

One week later the following officers were elected and installed: Mrs. John Guest, president; Mrs. J. E. Guernsey, first vice president; Mrs. Clarence Goden, second vice president; Mrs. E. S. Sheridan, recording secretary; Mrs. C. J. Bogardus, assistant secretary; Mrs. Tom Malone, corresponding secretary; Mrs. Jack Frazier, treasurer; Mrs. Chas. Morgan, historian.

We are now meeting in the Masonic Hall, but have hopes of having a clubhouse in the near future.

All of our meetings have been well attended since we organized. We are planning a big membership drive for the first of the year.

A card party was held Nov. 25th. Prizes were awarded the winners and refreshments were served. A New Year's dance was given Oct. 30th. We are also giving a play some time in February. We feel sure that there will be need of relief work this winter, and we want to prepare for emergencies.

We feel fortunate in having Mrs. John Guest as our president. She has had experience in club work before and is a very enthusiastic worker. She appointed her committees a week after election and they are now at work.

Several months ago the subject of trucking was brought up. At our last meeting Dec. 19th all the business men of the town were invited and the subject again discussed. They all gave short talks and expressed their desire to co-operate with us and ship by rail as much as possible. Refreshments were served by the committee and all enjoyed the evening. Forty-three were present.

### Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE welfare report of the Wausau chapter, as presented at the meeting Jan. 9, was a story of real accomplishment. During the past nine months, seven people were given free hospital beds, thirty-two blankets were given through the efforts of the club, forty-four yards of outing flannel, six pairs new shoes and four pairs of overshoes were given, nine families were supplied with good clothing in the

bundle drive, twenty-two Christmas baskets were sent, ten families were given coal. A total of \$295.65 was spent for welfare work and \$12.24 for good cheer. Altogether, ninety-eight individuals or twenty-eight families were given aid. The Christmas baskets were very fine and complete, insuring twenty-two families of a delicious Christmas dinner, with enough left over for other substantial meals. Part of the contents were received the Friday before Christmas, when members of the chapter contributed baked and canned goods, fruit and candies. Under the direction of Mrs. William McCarthy, the welfare work has received 100 per cent attention.

At Tuesday's meeting, Mrs. J. E. Dexter, the retiring president, was presented with a Gladstone bag from the club. The members were unanimous in the appreciation of her fine work.

Mrs. Charles Conklin, the new president, appointed the following standing committees and chairmen: Constitution and by-laws, Mrs. B. F. Hoehn; welfare, Mrs. William McCarthy; good cheer, Mrs. John Brown and Mrs. M. E. Donovan; scholarship, Mrs. Leo Ziebell; ways and means, Mrs. James O'Brien and Mrs. Felix Slom-ske; social, Mrs. M. M. Harrington, Mrs. Jay Campbell and Mrs. Frank Duvie; membership, Mrs. Emelle Randow; publicity, Mrs. A. I. Lathrop; auditing, Mrs. M. M. Harrington, Mrs. Bert Nelson and Mrs. J. E. Dexter; safety, Mrs. H. L. Vachreau; library, Mrs. Walter Freeburn; house and furnishings, Mrs. Lawrence Nowitzke and Mrs. Matt LeSage. Welfare work for branches outside the city will be in charge of Mrs. C. H. Randby, Merrill; Mrs. John Flannigan, Tomahawk; Mrs. Ed. Gongaware, Minocqua; Mrs. William Adamschek, Wisconsin Rapids; Mrs. W. C. Staeger, Babcock. The annual report of the treasurer, Mrs. Leo Ziebell, showed a substantial balance.

After the business session, cards were played. Favors were won by Mrs. Phillip Lennert and Miss Mildred Conklin in bridge, and by Mrs. William McEwen and Mrs. Jay Campbell in five hundred. At the close of the games, a delicious lunch was served by the hostesses, Mrs. William McCarthy, Mrs. M. E. Donovan, Mrs. Nellie McCarthy and Mrs. Frank Hanousek.

A guest card party, was given at the club house Tuesday afternoon, Jan. 16, with the following committee in charge: Mrs. D. O. Daniels, Mrs. William McEwen, Mrs. Albert Mohr, Mrs. W. R. Billington, Mrs. Frank Bunker and Mrs. R. P. Rawson.

### Aberdeen Chapter

Mrs. Charles L. Boland, Historian

November Meeting

RESPONDING to an urgent request for a well-attended meeting to begin a membership drive, approximately one hundred and ten members were present.

The program was presented first, consisting of three selections sung by the high school A Capello Choir under the direction of Miss Reva Russell. This presentation was enthusiastically received and a rising vote of thanks given in appreciation.

Meeting was called to order by Mrs. Gillick, and after the customary community singing, reports were read by chairmen of various committees.

These included report of Mrs. W. B. Geer, corresponding secretary; Mrs. R. E. Sizer, sunshine chairman; Mrs. Lowell Winters, membership chairman; Mrs. W. J. Kane auditing chairman; Mrs. A. C. Zick, assistant recording secretary; Mrs. E. H. Solke, treasurer.

The earn-a-dollar movement introduced some weeks ago, seems to be gaining in favor, and already many have turned in dollars or saved by various methods, some of which are affording a great deal of interest and merriment.

Mrs. Gillick talked on membership and relief, particularly directed to those who are new in the club. She explained in detail what the club is trying to accomplish, and what the club, as a charitable organization means to its members. Surely this work is second only to one's church affiliations, and once understood and appreciated,

it is an organization to which its members should be proud to belong, and put forth every effort toward loyal, unselfish support.

Again referring to the membership drive, we are now but sixty-seven short of our goal for this year's membership of eight hundred, a goal which we feel certain of reaching within a few weeks. Mrs. Jerry Jackson also is responsible for a long list of renewal and new members.

After singing several club songs, our program chairman, Mrs. W. H. Berg, presented Miss Marjorie Thomas in a musical reading, playing her own piano accompaniment. She also gave a humorous reading which was very much enjoyed.

Following adjournment, an hour of visiting and serving refreshments added to the pleasure of the evening. Hostesses were Mmes. Charles Miller, chairman; A. E. Hatten, F. W. Burlock. An out-of-town guest was a former member of our local chapter, Mrs. J. H. Barrett, now of Montevideo. We hope to have that pleasure often, as old friends and members of other chapters are always welcome.

### December Meeting

Election of officers and preparations for Christmas charitable activities, including the distribution of baskets of food to needy Milwaukee families, were outstanding features of our large gathering for regular December meeting.

The nominating committee for this election was composed of Mmes. A. C. Rognelson, chairman; C. J. McCarthy, Phil O'Brien, A. C. Liebnow and Ed Belanger.

Officers for the ensuing year are Mrs. H. M. Gillick, president; Mrs. R. E. Sizer, first vice president; Mrs. E. H. Solke, second vice president; Miss Myrtle Brown, treasurer; Mrs. C. E. Speer, recording secretary; Mrs. A. C. Zick, assistant recording secretary; Mrs. W. B. Geer, corresponding secretary; Mrs. Chas. L. Boland, historian.

Members of various committees and chairmen for same to be named at January meeting. A large number of well-filled baskets of food supplies, including turkey, were to be distributed among those in need at Christmas time. These baskets included candy and a toy or game for each child in the family.

Of singular interest and importance is the report of membership chairman, Mrs. Lowell H. Winters, who announced that the Aberdeen Chapter has exceeded its goal of eight hundred by about thirty-five members, and to date is the largest chapter on the entire system. This entitles the organization to a very substantial cash prize for which the drive was instituted, and in which everyone took such lively interest.

### Marquette Chapter

Mrs. L. Coe, Historian

MARQUETTE Chapter met December 12 with the usual number attending. Reports were read and accepted and a balance on hand of \$31.48 reported.

The card party given December 2 netted \$22.10 and a hand-made quilt which was raffled brought \$17.35 and was won by Mrs. L. Mathews.

The motion made and carried to give Xmas baskets to the needy allotting \$2 for each basket. The club also gave \$5 to the Lion's Club and the American Legion as the M. W. C. contribution towards Xmas bags for the children.

Officers installed for the coming year as follows:  
President—Mrs. Fred Reetz.  
First Vice President—Mrs. M. W. Wheeler.

Second Vice President—Mrs. E. Schaffner.  
Treasurer—Mrs. M. Grady.  
Secretary—Mrs. Lou Coe.  
Corresponding Secretary—Mrs. Henry Meyers.

Historian—Mrs. Barton.  
Chairmen for the year will include:  
Welfare—Mrs. Emmet O'Rourke.  
Good Cheer—Mrs. Don Herron.  
Ways and Means—Mrs. J. Sayre.

After the business meeting cards were played, prize being awarded to Mrs. M. Stuckey. Door prize won by Mrs. R. Campbell.

## Davenport Chapter

Ann Murphy, Historian

THE regular meeting of the Davenport Chapter on October 9th was preceded by a pot luck supper which was attended by approximately sixty persons. After the business meeting cards were played and refreshments served.

A business meeting was held on November 13th, at which time a very interesting report was given on the district meeting. Also a very interesting outline was given on safety first by our chairman, Mrs. Ralsch. Committee reports were given.

December 11th meeting was held in the afternoon, after which the ladies made preparations for the pot luck supper and getting things ready for the Christmas party for the children. All Milwaukee employes and their families were invited. There were seventy-five present for the pot luck supper, more coming later for the program which was put on by the children of Milwaukee employes. After the program Santa arrived with a pack of candy and fruit for the youngsters. Refreshments were served later and all in attendance praised the ladies for their efforts. The program was as follows:

Orchestra selections—Kerrigan Harmony Five.

"Welcome"—Lester Brenton.

"Lazy Bones"—John Zimmerman.

Violin duet, "Silent Night"—Helen and Alice Kerrigan.

"The Gold Fish" and "Jolly Santa Claus"—Tommy Cosgrove.

Piano solo, "The Grand March"—Lois Brenton.

"Just a Lonely Cowboy"—Robert Lykam. Mickey Mouse dance—Helen and Alice Kerrigan.

Recitation, "The Photographer's Charm"—John Cosgrove.

Carol, "Through the Olive Trees"—Betty Barrett.

Song and dance, "When Pat Rooney Steps"—Marjorie Groves.

Recitation, "The Happiest Time"—Betty Volrath.

Duet, "Cantique De Noel"—Marian Brenton and Leone Barrett.

Song and dance, "Why Can't I Make a Hit"—Helen and Alice Kerrigan.

Recitation, "Little Boy Blue"—John Cosgrove.

Song and dance, "Young and Healthy"—Marjorie Groves.

Orchestra selections—Kerrigan Harmony Five.

Canned goods and non-perishable articles were brought for the Christmas baskets to be filled later. Eleven of which were distributed this year. Our next meeting will be on January 8th, 1934, when there will be election of officers.

## The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, Spring and Summer, 1934.

Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

### 8093. Reversible Frock.

Designed in Sizes: 34, 36, 38, 40, 42, 44 and 48. Size 42 if made with short sleeves requires 4½ yards of 32 inch material. With long sleeves, and in 35 inch material it requires 4¾ yards. Price 15c.

### 7775. A Pretty Frock.

Designed in Sizes: 11, 13, 15, 17 and 19 with corresponding bust measure, 29, 31, 33, 35, 37. Size 13 requires 3¾ yards of 39-inch material. Sash of ribbon requires 2¾ yards, or if made of material a strip 4 inches wide and 2¾ yards long. Price 15c.

### 8091. Youthful Style.

Designed in 6 Sizes: 14, 16, 18, 20 (with corresponding bust 33½, 35, 36½, 38) also 40 and 42. Size 18 if made as in the large view requires 4½ yards of 39-inch material. Belt of contrasting material requires a piece 5 inches wide and 35 inches long. Without bolero 4 yards. Price 15c.

### 8088. Tunics in Again.

Designed in 6 Sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 3¾ yards of 39-inch material for waist and tunic, and 2¾ yards for the skirt. Price 15c.

### 8103. For Daughter.

Designed in Sizes: 6, 8, 10, 12 and 14 years. Size 8 requires 2¾ yards of 35-inch material. Collar, belt and cuffs will require ¾ yard of contrasting material. Price 15c.

### 8107. School Frock.

Designed in Sizes: 4, 6, 8 and 10. Size 8 requires 2¾ yards of 35-inch material for the dress and ½ yard of contrasting material. Price 15c.

### 8100. Attractive Coat.

Designed in Sizes: 8, 10, 12, 14 and 16 years. Size 12 requires 2¾ yards of 54-inch material. To line the coat requires 2¾ yards of 35-inch lining. To interline collar, cuffs and fronts requires ¾ yard of canvas. Price 15c.

### 6130. Infant's Set.

Cut in One Size. It will require 1½ yard of 36-inch material for the Dress, 1¼ yard for the Slip, and 1¾ yard for the Wrapper. Price 15c.

## Favorite Recipes

**Swedish Wreaths.** Work into one cup of bread dough, one-half cup of butter and one-fourth cup of lard. This has to be done with the hands, and very thoroughly. When blended, toss on a floured board and knead. Cut off pieces and roll out as for bread sticks, then shape in rings. Dip the upper surface in blanched, chopped and salted almonds. Sugar and cinnamon worked up with a bit of butter may be used for the top of part of the wreaths, making a nice variety for the afternoon cup.

**Cream Bread Fingers.** Scald one-half cup heavy cream and add two tablespoons sugar and one-fourth teaspoon salt. When tepid, add one yeast cake dissolved in warm water, and one and one-half cups flour. Turn onto a slightly floured board and knead. Let rise in bowl, then turn again on the board and pat and roll to one-fourth inch thickness. Shape with a lady-finger cutter, or roll out carefully to shape of lady fingers, arrange on a buttered tin sheet, cover, let rise and bake in a moderate oven. Brush over with milk and sugar and return to oven until glazed.

**Fruit Rolls.** Sift five teaspoons baking powder into two cups flour, add one-half teaspoon salt and two tablespoons sugar. Work into this mixture two tablespoons butter. Moisten with two-thirds cup milk. Roll to one-third inch thickness, brush over with melted butter and sprinkle with one-third cup of seeded raisins chopped fine, mixed with two tablespoons chopped citron and one-third teaspoon cinnamon. Roll as for jelly roll and slice off pieces one-third inch thick. Place on buttered tin and bake in hot oven fifteen minutes.

# Special Commendation

THE following named have been specially commended for meritorious acts performed while in the conduct of their regular duties:

C. E. Watkins, brakeman, T. M. Division, detected dragging brake beam in train No. 264 at Montline, January 4th.

W. E. Rapp, brakeman, H. & D. Division, pulled air and stopped train No. 806 when car in train was derailed, January 2nd.

Milwaukee Division brakeman, B. E. Kroenke, as train No. 20 headed in at Darien for No. 25, found a broken rail in main line and flagged No. 25, January 2nd.

Iowa Division conductor, J. R. Brown, on January 2nd, discovered broken arch bar on car while at Green Island, stopped train and set car out without damage or derailment.

Thomas Dyba, yard clerk, Chicago Terminal, on the night of December 16th found a watchman of the Grigsby-Grunow Company bound and thrown into a box car some distance from the plant; and immediately called the police, thus probably saving the Grigsby-Grunow Company from being robbed. The Grigsby-Grunow Company wish to publicly thank Mr. Dyba for his prompt action and the rescue of their watchman.

## OUR BUSINESS GETTERS

General Passenger Agent W. B. Dixon commends the following for their interest in securing passenger business for our line.

Al Epp	Milwaukee Shops	Milwaukee
George Schauer	Bridge & Building Dept.	Green Bay
Pat Gallagher	Conductor	Rapid City
Mert Boyden	Conductor	Rapid City
Cliff Smith	Engineer	Rapid City
John Ernich	Engineer	Milwaukee
H. D. Perry	Agent	Oconto, Wis.
Wm. Corbett	Locomotive Department, Locomotive Shops	Milwaukee
Mrs. W. L. Mohr	Wife-Conductor	Spokane
Bob Woods	Son-Conductor	Spokane
F. J. Knaack	Office-Asst. Frt. Traf. Mgr.	Chicago
Frank Voeltzke	Freight House Foreman	Wausau
Geo. H. Halsey	Traveling Auditor	Chicago
Mary Brahney	Stenographer-Supt.'s Office	Mason City
Clyde Osborn	Car Accountant's Office	Chicago
Ida M. Callaway	Custodian	Twin Bluffs, Wis.
D. Leaming	Conductor	Spokane
Guy Shields	Section Man	Tekoa, Wash.
Wm. Brown	Section Foreman	Chicago
C. Moskovitz	Office-Supt. of Terminals	Sioux City
E. Hoberg	Baggageman	Great Falls
R. M. Ray	Section Foreman	Minneapolis
Fay Van Valkenburg	Baggage Department	Madison
J. A. Macdonald	Superintendent	Nekoosa, Wis.
R. J. Cleveland	Clerk	Chicago
Granger Smith	Office-General Supt. of Transportation	Chicago
Carl Opsahl	Electrician-Locomotive Department	Chicago
H. C. Mills	Steward-Dining Car Department	Chicago
Margaret Elser	District Accountant's Office	Milwaukee
C. J. Pfannerstill	District Accountant's Office	Milwaukee
E. J. Fricker	District Accountant's Office	Milwaukee
Walter Mollenbier	Car Department	Aberdeen
C. L. Charter	Engineer, H. & D. Division	Montevideo, Minn.
Elmer Wright	Brakeman, La Crosse Division	Milwaukee
Clair W. Capron	District Accounting Department	Milwaukee
Florence Fotts	Middle District Accounting Office	Milwaukee
Agatha Swayne	Middle District Accounting Office	Milwaukee
Thomas McLean	Clerk, Warehouse	Green Bay
John Phillips	Time Revisor, Green Bay Shops	Green Bay
R. D. Peck	Agent	Rio, Wis.
Mrs. R. P. Harmon	Wife-Conductor, I. & D. Division	Mason City
Mareus Peterson	Conductor	Mason City
Mrs. R. P. Harmon	Wife-Conductor	Mason City
Eleanor Harrer	Accounting Department	Chicago
Mrs. R. Isaacson	Wife-Engineer, Superior Division	Green Bay
L. Bloomer	Conductor, Superior Division	Green Bay
H. Kuhn	Agent	Beaver Dam
F. S. Robison	City Freight Agent	Chicago
Chas. Siegel	Retired Crane Operator	Milwaukee
Frank Covnick	Traveling Auditor	Minneapolis
A. Noel	Section Foreman	Preston
C. L. Saint	Conductor	Deer Lodge
H. H. Hawkins	Steward-Dining Car Department	Chicago

Harry Barth, employed in the local office at Seattle furnished traffic tip resulting in sale of one ticket from Seattle to eastern points.

A. Lackey, employed in roundhouse at Bellingham, Washington, furnished tip securing sale of four tickets from the Coast to Chicago.

Conductor Herb A. Bowers, Coast Division, was responsible for sale of two tickets from the Coast to Chicago.

William Brown, section foreman, Tekoa, Washington, furnished tip on prospective trips of several people in that vicinity, resulting in sale of four tickets for immediate use to eastern points and the promise of others to go our line, if they make the trip.

C. D. MacLennon, local freight office, Seattle furnished traffic resulting in sale of two round trip tickets, Seattle to Chicago and return.

F. J. Alleman, local freight agent, Ta-

coma, furnished traffic on prospective passenger, securing the sale of ticket from Chicago to Tacoma.

M. J. O'Connor, telegraph office, Tacoma, was influential in securing the sale of two round trip tickets, Tacoma to Chicago and return.

Walter C. Gehrke, yard conductor, Chicago Terminal, has been successful in soliciting passengers enroute west, and the sale of nine round trip tickets, Chicago to Seattle and return.

O. T. Tomany, Colonial Hotel, Tacoma, interested himself in securing a passenger for our line to Chicago, leaving Tacoma January 9th.

Tony Genochio, engineer, secured four round trip tickets to Chicago, via Milwaukee.

J. A. Wright, Tacoma, furnished traffic tip resulting in sale of one ticket, Tacoma to New York and return, using our line both ways between Tacoma and Chicago.

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

Nora B. Decco

WELL we are having a hard winter out here there is no doubt of it. Brakeman Tom Young just brought me a branch of cottonwood and the leaves are about to sprout out on it, or whatever it is cottonwood leaves do in the middle of a Montana January. MJW could hardly believe me when I told him about it, so I sent the evidence right over to him, if anyone else doubts such a mid-winter story, I'll send the whole tree if necessary, to prove we are so close to California we have even the habit of talking "climate" all the time...well it is very unusual we have to admit.

Our friends and fellow workers west of us have not been so fortunate, what with high snow, and high water and washouts and slides, there is more to do over in the Bitter roots these past thirty days than there almost ever has been, some of our men went over to work, Brakeman Hudson, Greer and Peters among those employed. A number of Rocky Mountain train and engine crews on the west subdivision out of here were run over there for emergency work and both freight and passenger trains were detoured via Missoula and the Northern Pacific to Spokane. For about twenty days, and during Christmas week for three days we had no eastbound train service out of here on our own line. Trains were very late for some time but are getting somewhat back to normal since running via our own line again.

Kogas' outfit was moved to the Missoula division to work where high water and slide trouble caused almost a new road bed to be built. Frank Bond is section foreman here during Kogas' absence.

Engr. Lieb has gone to Great Falls to work for some time. Mrs. Lieb has gone over for a few weeks also.

Condr. Wilson and Mrs. Wilson have moved to Great Falls for the winter. Mr. Wilson has a passenger run on that division.

Fireman Homer Chollar has word from his son that he reached San Diego safely and is now a full fledged sailor, almost.

Mrs. Campbell, wife of Operator Campbell, almost had a bad accident when her car which she was driving was struck by another car on Main street of our city, last week. She escaped with a few cuts and bumps and says she is still alive.

Mrs. Hudson, wife of Brakeman Harold Hudson who is working west of Deer Lodge during the work at the slides, has gone to Avery for a week's visit.

Fireman Gilham has been assigned to the hostling job at Harlowton round house for six months. Fireman Williams has been on the job for some time.

Engr. McKenna, since he looked up the state game laws doesn't know now whether he should have backed up the other night, with No. Sixteen or whether he should have stopped and got down and shooed the little fawn off the right of way, but this was after he read the fine print on the back of his license, he didn't know all the rules there were regarding such animals or he might not have hit the little thing, anyway he did and as he is a fairly fast thinker and a first class fast talker no doubt he will fix things up all right, we hope so.

Engr. Rader and Fireman Butler took a day off and went over around Gardiner and came back with an elk. It was a good elk and I talked them out of some of it. Always like to see all the hunters come home with the bacon, saves me lots of money if I see them afterward, some of them I don't see is the trouble.

Mrs. John Mahone, wife of Engr. Mahone, is visiting in Aberdeen, South Dak. for a few weeks. Mr. Mahone spent the Christmas holidays with her and returned home to work while she visited.



# ON THE STEEL TRAIL

## THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville  
 A. M. Dreyer.....Fullerton Avenue, Chicago  
 John T. Raymond.....Dispatcher, Marion, Iowa  
 Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa  
 E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa  
 M. G. Braheny.....Care of Superintendent, Mason City, Iowa  
 C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa  
 Sybil M. Clifford.....Care of Asst. Supt., Kansas City  
 C. M. Browning.....Care of Superintendent, Green Bay, Wis.  
 Eileen Story.....Care of Superintendent, La Crosse, Wis.  
 H. J. Montgomery.....Drafting Room, Milwaukee Shops  
 Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.  
 W. J. Kane Care of Superintendent, H. & D. Division, Aberdeen, S. D.

E. Stevens.....Care of Superintendent, Savanna, Ill.  
 A. E. Jerde.....Care of Chief Dispatcher, Montevideo, Minn.  
 Leda Mars.....Care of Local Agent, Minneapolis, Minn.  
 N. A. Hiddleston.....Care of Mechanical Dept., Minneapolis, Minn.  
 V. J. Williams.....Care of Superintendent, Austin, Minn.  
 Lillian Atkinson.....Care of Superintendent, Wausau, Wis.  
 Wm. Lagan.....Care of Superintendent, Sioux City, Iowa  
 Harriet Shuster.....Care of Refrigerator Dept., Fullerton Ave., Chicago  
 Nora M. Anderson.....Care of Local Agent, Moberge, S. D.  
 Nora B. Decco.....Telegrapher, Three Forks, Mont.  
 A. M. Maxeiner.....Agent, Lewiston, Idaho  
 R. R. Thiele.....Spokane, Idaho  
 Gertrude Alden.....Care Superintendent Coast Division, Tacoma, Wash.

### West I. & D. Division

Edna Bintliff

NOW that the holidays are over, the turkey crop of western South Dakota is practically depleted, Santa Claus has come and gone and we have all seen "Alice in Wonderland," we have again settled down to the practical business of railroading. And from all indications it is going to be a most interesting and worthwhile business for the coming year, and one in which every railroad employe should be glad to share, not alone from a financial standpoint, but also because of the interest which is being shown in transportation by those in high places of governmental authority. We believe that the best days of railroading lie in the future and not in the past, and are sure that the West I. & D. will be on hand to share in these days. We are sure that this will be a truly Happy New Year for all of us.

The roadmasters on the West I. & D. are taking advantage of the work which the CWA is doing, and wherever it is possible to do so are working with county directors in securing work along our right of way, such as grading crossings, cutting down brush which obstructs the view and other work of this nature.

We understand that effective February 1st, a new rate on a tourist sleeper running between Aberdeen and Sioux City will be in force. This rate is most attractive and the passenger department is to be congratulated upon their foresightedness in thus inducing additional passenger business for the company.

Mr. Albert Johnson, house carpenter, is on the job again, and we are glad to see him back, and that is not alone due to the fact that we want some shelves made and a door or two fixed, either.

John Cully, H. & D. brakeman, has gone back to Aberdeen, where he is recovering from a recent injury received from a fall in Mitchell yard.

Bob Raines, dispatcher of old on the West I. & D. has just put out a new book, "I May Be Wrong," which we have read with a great deal of interest and enjoyment.

Tony Mikish, of Rapid City, was in the Mitchell office on his way home from Spillville, Ia., where he spent his vacation.

The ice crop is about to be gathered in once more, one crop which is seldom a failure in South Dakota.

Engineer Donnie Dale is driving a new De Soto, we understand.

Some people are born lucky, some achieve it, etc., but we insist that Ticket Clerk Clarence Wangass must be born with it.

While visiting his family at Calmar during the holidays he decided to buy a package of cigarettes. He then took his nickel in change and put it on the punch board nearby and drew a radio! There isn't a rabbit's foot in the whole world that would do that for some of us.

We are all glad to have W. P. Clayton stay here at Mitchell in the recent shift of section foreman, but none are as happy about it as the pheasants which he feeds

along the right of way. They were all gathered in a consultation for the few days he was away, considering ways and means for the winter.

Mrs. Fred Burke, wife of Agent Burke of Presho, is planning to make a visit to the coast soon.

We regret very much to learn of the death of Agent L. J. Dysberg, of Oacoma, which occurred at Tomah, Wis., where he and his family were visiting during the holidays.

Phyllis Livernash, daughter of Dispatcher Livernash, has returned to school in Red Wood Falls.

We are all glad to see Tom France, round house foreman, back on the job after his recent illness.

Jim McLaurey, mechanic at the Mitchell round house, submitted to an operation recently. We hope he may make a speedy recovery.

Phyllis Higgins has been attending the Abbott School of Dancing at Chicago during the Christmas holidays.

Vivian, daughter of Albert Johnson, was married during the holidays to William Drake, of Indianapolis, where he is employed as an auditor for Kruger's store.

### Northern Dist.—Car Dept.

O. M. S.

MR. F. J. SWANSON and family visited relatives and friends at Chicago over the Christmas holidays.

Mr. and Mrs. F. J. Tschol, St. Paul new yard, enjoyed a visit with relatives at Chicago during Christmas.

Mr. F. D. Campbell, general inspector from Milwaukee, was in our light repair yard Dec. 14th.

Mr. G. A. Kemp, air brake inspector from Milwaukee, instructed air brake men at Minneapolis shops Jan. 4th.

Mr. J. E. Mehan, assistant to superintendent of car department, Milwaukee, was at Minneapolis and St. Paul Jan. 3 and 4 giving expert instructions on ARA rule changes effective Jan. 1, 1934.

John Sharp, helper in light yard, Minneapolis, returned to work following a week's illness.

We extend our sympathy to Mrs. O. Smythe, stenographer, in the loss of her brother-in-law, Harry R. Sell, who passed away suddenly Dec. 24th.

Mrs. F. J. Tschol attended the funeral of Mrs. Bernard Fahy, wife of Bernard Fahy, lead coach cleaner, Aberdeen. We offer our sympathy to Mr. Fahy and family.

Our news reporters seem to have been so busy Christmas shopping and "what not" that we are short of items, so here is a little nonsense.

A check-up after the holidays showed two sick, five headaches, six gained five pounds or more and 99 per cent were broke. Yes, the holidays are nice, but oh, the after-effects.

Walter Johnson wishes to take this means to thank Mr. Poenisch for his Scotch Xmas card.

Our Liberty and Saturday Evening Post boy, who has handled the sales end of these magazines with the car department office for past year, was rewarded at Christmas with a fine pair of mittens and a present for his little sister. It so happened the latter present came to the high sum of 10c, and when it came to wrapping it up, there was no "trimmings." Our chief clerk purchased this material for 20c, so the 10c present—of which 5c was for the box, was in reality a 5c present with 25c wrapping. Resolved, that next year that this be reversed. Anyhow, they were both happy to be remembered.

On Jan. 10th, at Minneapolis car department office, under Requisition 110-10,000 Miss Ella Siegler received a box of homemade divinity candy. The occasion being her birthday. She also received wishes for many returns of the day.

Just before signing off we are very sorry to learn that Mrs. John Hemsey, wife of our general car foreman, sustained a broken arm as a result of falling on ice. We do hope the break mends quickly.

### Kansas City Division

K. M. G.

SEVERAL Milwaukee families spent the Christmas holidays away from home. Mr. and Mrs. W. M. Culbertson went to Lincoln for Christmas to visit with their daughter, Mrs. A. Shoemaker; en route home stopped off in Omaha to visit with their son, Lee.

Mrs. Clyde Richmond departed the early part of December for Washington, D. C., where she visited with her daughter Helen. Mr. Richmond joined his family in time to spend the holidays with them.

Francis Barnoske of Hastings, Neb., son of Roadmaster F. M. Barnoske, spent several days during the Christmas season in Ottumwa. Mr. and Mrs. Barnoske were accompanied by their son Francis to St. Louis to spend a short time visiting with Mrs. Smith, daughter of Roadmaster Barnoske, before Francis returned to Nebraska.

Storekeeper G. C. Sheridan, accompanied by Mrs. Sheridan, left Ottumwa the Saturday before Christmas for Minneapolis in order to arrive there in time to spend Christmas day with the mother of Mr. Sheridan.

Chief Clerk J. W. Sowder was confined to his home the early part of January on account of illness.

P. Baskel was transferred from Hedrick to Cone on December 13 as section foreman; F. Sens, formerly at Mystic, bid in the position of section foreman at Hedrick to succeed Mr. Baskell; James Praether, now section foreman at Rathbun, will succeed Mr. Sens at Mystic.

Conductors Frank Hahn and J. N. Brown, who have been confined to their homes account of illness, are reported to be improving.

Mrs. Frank McNamara, wife of engineer, was found dead in her home at 723 West Second St. by her daughter on December

28, 1933. Funeral services were conducted in the home on January 2 and the remains taken to Chillicothe, Mo., for burial. She is survived by Mr. McNamara and one daughter, who have the sympathy of all in their bereavement.

Jos. Genochio, father of engineer Tony A. Genochio, died in St. Joseph Hospital, Ottumwa, on December 8. Had been in ill health for some time. Burial in Calvary Cemetery, Ottumwa, on December 11. We wish to express our sympathy to Mr. Genochio in the loss of his father.

Mr. and Mrs. Geoffrey Stickler, Mr. and Mrs. John Mooney and Miss Mildred Klingsinger of the District Accounting Department, Chicago, spent Christmas in Ottumwa.

Dan E. Carroll, fireman on train No. 86 out of West Yard on January 14, while taking coal on engine 8242 at Laredo about 1:10 a. m. on January 15, apparently slipped off edge of tank and fell between tank and coal chute, sustaining a serious injury to his back. He was immediately taken to Chillicothe for medical attention and later to St. Luke's Hospital at Kansas City, where he passed away early in the afternoon of the same day. He was employed by the company in August, 1909, as a fireman and promoted to an engineer in February, 1915. Mr. Carroll is survived by his wife and two children of Ottumwa, with whom we deeply sympathize in their sorrow.

### Spokane and the Coast Division

(East)

R. R. T.

THE outstanding event in this vicinity has been the complete tie-up of our line east of Avery due to the unprecedented flood conditions of December and its resultant damage, chiefly between Avery and St. Regis. From December 22 to January 9 our trains were detoured over the Northern Pacific between Missoula and Spokane. All the lines in the Pacific Northwest were hard hit. The rainfall in this region was without parallel in weather records and untold damage was caused in all the valleys of the Bitter Root Mountains and the adjacent country. The usually placid St. Joe River was miles wide and overflowed its entire valley; the St. Regis River, ordinarily not much more than a brook, became a resistless torrent. We cannot begin to give all details, but we must particularly allude to the tieup of Number Fifteen a few miles east of Avery, because Charlie Clemons, our genial Captain of Police, was on that train and, after contributing his share toward helping the passengers, especially the women, by his cheerful presence, —was left in charge of the abandoned train after passengers, mail and express had been transferred. For clammy chill and lack of comfort, Charlie claims that few places can equal an unheated passenger train in winter.

Spokane Freight Office during the detouring period experienced what it is like to be on the main line, as ordinarily we are on a branch line as far as freight traffic is concerned. Due to the untiring efforts of Agent Cutler and his chief clerk, "Bill" Snure, both of whom worked early and late assisting the regular forces, traffic moved without any particular delay. The yard forces had their hands full and worked long hours; occasionally we had to work three engines to handle the business which is unusual around here.

Due to the frequent interruptions in wire service during the floods and to the unusual conditions prevailing on the east end of the Coast Division, our popular Chief Dispatcher, Mr. P. L. Hays, was given a full set of trick dispatchers during the late period; they are Messrs. F. D. Beal, W. A. Horn and G. D. Thorn. They are still working at this writing and we hope that they may remain for some time longer; it seems more like old times to have main line dispatchers at Spokane again.

Service on our line to Coeur d'Alene was suspended for ten days owing to the flood, but is now operating regularly again. Dur-

ing that time the genial guiding spirit of that line, Conductor J. J. Murphy, was on work train service; Brakeman Ray Falck was in service as conductor on the detoured trains via Paradise.

We regret very deeply having to record the demise of Mr. Pat Costello, well-known Section Foreman at Spokane, who died Saturday, December 9, after a few weeks' illness. The funeral took place on December 12, interment at Spokane, and was largely attended by his co-workers on our line. Mr. Costello reached the age of 73 years and had been unusually hale and hearty up to his last illness. He is survived by his wife and two sons, all of Spokane, while a daughter resides in Portland. He had been Section Foreman at Spokane for about twenty years while he had been with the Milwaukee on the old line and then on the extension, for about forty-five years. We join with his many friends here in assuring the bereaved family of our sympathy.

During Mr. Costello's sickness and pending bulletin, Richard Dick from Sumner acted as Section Foreman; the position has now been bid in by Mr. George Falls of Spirit Lake whom we welcome to Spokane.

Mrs. G. H. Hill was recently quite ill with an attack of "flu" but is fortunately much better again at this writing.

Mrs. Lillwitz, wife of Mr. Carl Lillwitz, clerk to Assistant Superintendent Hill, was a visitor to Miles City, Montana, about the middle of December, to see her mother, living there. Mrs. Lillwitz returned just in time to be caught in the delays caused by the floods, but otherwise had a pleasant visit.

The following is not quite new, in a way, but then it takes quite a while for news to come to Spokane from the frozen shores of the Arctic Ocean. On October 27 Miss Margaret, daughter of Mr. and Mrs. Carl Lillwitz, was married to Mr. Augustus J. O'Leary at Nome, Alaska. Miss Margaret was a nurse at the Maynard-Columbus Hospital at Nome and Mr. O'Leary is a mining engineer with the Hammond Gold Mining Company of the same locality. Both are Spokane folk, students of North Central High School here while Miss Lillwitz graduated as nurse from the Deaconess Hospital here. We tender our belated congratulations and good wishes.

Mrs. Ellis, wife of night car clerk W. W. Ellis of the Spokane Freight Office, was hurriedly called to Grangeville, Idaho, in December, by the serious illness of their married daughter living there and was absent for several weeks. Fortunately, her daughter recovered so that Mrs. Ellis was enabled to return home. During her absence Mr. Ellis led the miserable existence of a grass widower, mitigated by the skillful cooking of his youngest son; however, Mr. Ellis was somewhat cheered by the news that he had again become a grandfather by the birth of a child to another daughter living at Portland. He bears the added dignity with becoming modesty.

Mrs. James, wife of Mr. Joe James, foreman of the second trick yard engine, was hurriedly called to Waverly, Washington, by the illness of her mother, living there. Fortunately, her mother's condition improved so that Mrs. James was enabled to come back to Spokane.

Mr. Andrew Bullwinkel, District Claim Adjuster at Spokane, was recently confined to Deaconess Hospital here for a few days by illness, but is around again in his usual good health and spirits.

Mrs. Broche, wife of Lieutenant of Police Fred Broche of Spokane, was a visitor with Mr. and Mrs. Ed. Doyle at Edmunds, Washington, over New Year and some time thereafter.

Conductor J. P. Downey recently served on Nos. 25 and 26, the Avery-St. Marie's passenger train which during the tie-up operated between Avery and Spokane. He relieved Conductor G. W. McGee who was one of the flood victims at St. Marie's, his home being badly damaged by the high water. These two trains were very busy indeed during the inundation, much of the territory being entirely inaccessible in any other way. Score one for the good old railroads.

### Iowa (East) Division Items

John T. Raymond

J. T. GALLIVAN, Chief Operator, "MA" J. office, Marion, was off duty several days early in January, E. E. Edwards relieving.

Mr. and Mrs. S. C. Lawson and their son, Thomas, of Marion, spent the Christmas holidays with their daughter, Mrs. Gerald Holcomb, and family at Kankakee, Ill.

Mr. and Mrs. George H. Halsey and daughter, Maurinne, of Marion, were in Des Moines spending Christmas with friends.

Op. and Mrs. J. W. Nolan of Cedar Rapids left Cedar Rapids Jan. 3 for a two or three weeks' visit with their son in Los Angeles, Calif.

Mr. and Mrs. W. H. Applegate of Perry and Mr. and Mrs. Scott Leidigh of Davenport were Christmas guests of Marion relatives.

Mr. and Mrs. Walter J. Hotchkiss and son, Jennings, of Marion, spent Sunday and Christmas Day at Hanover, Ill., visiting relatives of Mr. Hotchkiss.

Miss Janet Miller of Milwaukee spent the holidays with her parents, Mr. and Mrs. Guy Miller of Marion.

Mr. and Mrs. W. R. Barber of Marion were visiting their daughter, Mrs. Conwell and family, at Halstead, Kansas, the latter part of December when they were called to Milwaukee on account of the death of Mrs. Emma Glenn, a sister of Mrs. Barber.

Agent J. B. Howe of Oneida is laying off on account of illness. Bruce Devoe is relieving.

Op. L. A. Huffman was off duty for several days the first part of January visiting his parents at Woodward, Iowa. C. W. Ramsey relieved him during his absence.

W. K. Hodgson is relieving J. W. Nolan on 2nd trick Cedar Rapids ticket office.

Al Tyler, 71, passed away at his home at Savanna, Ill., Jan. 5. The funeral services were held Jan. 8.

Mr. Tyler was employed by the company as a fireman Oct., 1882, and promoted to locomotive engineer, Sept. 1888, so he was continuously in the service of the Milwaukee Road more than 51 years. The latter part of his service was on trains 125 and 126 between Davenport and Savanna.

During the long term of service Mr. Tyler had made many warm friends on the system who deeply regret his passing away and who join with the Milwaukee Magazine in expressing their deep sympathy to the bereaved family.

Train Baggageman Frank Hardenbrook was off a few trips the last of December on account of sickness.

Train Baggageman Walter Willett laid off December 20th, and with his wife and son has gone to Miami, Florida, for the balance of the winter. Otto Keckhaefer relieving on Nos. 3 and 4 between Chicago and Marion.

Passenger Brakeman Howard Delscher was called to Wisconsin on Dec. 22 account of the serious illness of his daughter.

Conductor Hickey has been laying off since Dec. 22. Says he is enjoying the rest and don't know when he will resume work again. Conductor Rus Eckhart relieving on the night transfer.

Engineer Mike Curran has been off duty since December 20 account rheumatism. Engineer Leonard Burrows relieving on the day transfer.

Fred Schantz of Cedar Rapids visited relatives in Marietta, Ohio, in January.

William Dippel, son of Mr. and Mrs. Geo. Dippel, left Marion, Jan. 10, going to San Diego for training. He has enlisted in the U. S. Navy.

Dispatcher Jesse Brown of Montevideo, Minn., was a visitor in the home of relatives at Marion early in January.

### Heat from the Heaters

Ray

EVERYTHING is going Rosie in our big department these times! By that I mean Rosie either did some tall stepping and lassoed her man, or else the young man got on his horse and went on a hunt. Anyway,

we find Miss Caro's left hand almost covered with a rock; you know, a diamond. Some one said to Roy one day: "You sure have a lot of beer tracers on your desk since the election, haven't you?" Roy comes back and says: "I wonder what kind of a mess I'll have on my desk next time we vote?"

Some situations in this fast moving world of ours we have pretty well in hand, but others not. For instance, it's worth the price of a show to hear Mr. Buchanan and Mr. Holcomb try and make it cold enough outdoors to fill all of Holcomb's ice houses, especially when it's warm enough to go swimming in December.

Mr. Dentist has taken a heavy toll of teeth from members of this department and lo and behold, he's about to receive another victim—that person is Tony. Go to it old man, the pleasure is all yours!

"I bought a swell train for my son," Bob tells us and he is having the time of his life playing around on the floor. Making any money on your road, Bob? If so, tell us how you're doing it.

If you were to ask Mr. Wheeler to show you some item in the tariff it would be as easy as rolling off a log to him, but ask where there is a Horder office supply store (?).

Said Donald: "I was born on the farm and I did some hard work in my day; I know the ropes; let me handle the milk strike." (Did you see him puff carrying five books the other day?)

You would be surprised the things that happen before our eyes and we don't take notice. Try and say or do something that Harriet doesn't know about—books, magazines, world topics, movie stars, or what have you; also try and run or walk as fast as she can.

If those darn trains weren't so big, I'd get out and push, says Millie, coming in a minute late one sunny morn. By the way, what does the sun look like?

### Milwaukee Terminals

G. W. E.

SHOPMAN DAVID T. EVANS died at his home, 210 North 34th street, December 14th, at the age of 82 years. At the age of 18 he was employed in the Milwaukee shops at Watertown, Wis., where his father was foreman, and continued in the service for 51 years. Forty years he has been in the cabinet shop and a faithful employe. Funeral December 16th. Interment at Watertown, Wis. To his family the Milwaukee family extends their sympathy.

Dispatcher Joseph Carr died December 23rd at his home at 202 North 30th street, after 51 years faithful service with the Milwaukee Road. He was 80 years of age and had been in poor health for the past year. He was a member of the Sons of Veterans, the Brotherhood of Firemen and the Veteran Employes. Two sons are employes of the Milwaukee Road. The funeral was held December 26th. Interment at Arlington cemetery. To his family the Milwaukee family extends their sympathy.

Yardman Corenelius Quirk was injured by a hit and run driver on the 27th street viaduct December 10th and we are glad to report he has fully recovered and is back on the job.

Engineer Charles C. Wilson kept the home fires burning for two weeks at the Christmas holidays and escaped the cold breezes and Fireman Joseph Collins' songs for a few days.

Cherry street flagman M. H. Shackley took a trip over Lines West, spending the holiday season with relatives and friends in the west. He returned looking just fine.

Retired Machinist John Isleb had the misfortune to fracture his leg December 26th. He is 82 years of age and this is the first injury he ever received. He doesn't like the hospital because he can't smoke there, but he intends to catch up on the smoke business when he gets home.

Dispatcher Frank Stock kept the lights burning on the Christmas tree during the holiday season and had a good rest for two weeks. He says he is ready for six months of hard work now.

On December 25th occurred the death of

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Mrs. Elizabeth A. Pluck, widow of the late conductor, Timothy Pluck, and mother of Conductor Milo Pluck, Engineer John Pluck and mother-in-law of Engineer H. S. Roe. She was 74 years of age and had been ill for some time. The funeral was December 28th, with interment at Calvary cemetery. A host of friends will miss her.

Engineer H. C. Miller is sick at his home on 33rd street. We hope to see him back among us soon.

Yardman Joseph A. (Industrious Joe) McGoldrick is getting to be some athlete. On December 23rd he walked from Capital drive to Glendale avenue in five minutes. Just wanted to show the boys he was not getting old.

Engineer Burt A. White has a new radio. He can't understand how he has lived without one so long and is learning all the late songs.

Bollermaker William (Bill) Barry of Roundhouse No. 2 was off a week just before Christmas selling Christmas seals, and he sold a bunch of them, too.

On December 30th occurred the death of Father F. C. Ryan of St. Matthews church at the age of 74 years. Nearly half of this parish consist of Milwaukee Road employes and their families, and all of them have something good to say about Father Ryan. He was a friend of everyone, regardless of creed, and loved by everyone who knew him. The funeral was January 3rd, with interment at Fond du Lac, Wis.

Fire at the Car Department blacksmith shops on January 8th did damage to the amount of \$75,000 and put 150 men out of employment temporarily.

Word was received in December of the death of retired engineer William A. Evans at New York City, where he has made his home with a daughter for fifteen years.

Former Yardmaster William H. Schultz and wife of Orondo, Wash., visited relatives and friends in Milwaukee during the holidays.

### La Crosse and River Div. Items

Eileen

A CHEERY and starry New Year to you one and all. And how do you like the weather? It's great, isn't it? And why? Because of the Chinook. How many of you know what the Chinook means? Well, Chinook is the Indian name for warm wind. It's the warm wind that blows from the Pacific Ocean to the North American continent and gives the western part of it a mild climate. This warm wind originates from the so-called Japan current, a river in the Pacific Ocean fifty miles wide that has its source in the South Pacific. It skirts the eastern coast of Asia, giving China and Japan a mild climate, then swings across the North Pacific to North America and gives our western coast the excellent climate they have. The reason we are getting these warm winds more now than previously is because of this stream having moved five hundred miles east, thereby bringing it that much closer to the North American Continent. Let us hope it will never go back to its old route. And more about this warm river. If it were not for the Rockies we would have the finest climate on earth. The Rockies act as a barrier for these warm winds, but due to their having moved east there is no doubt but that the Chinook is crossing the Rockies and giving us the fine weather we are enjoying now.

Barney Larson, towerman at Grand Crossing tower, discovered brake beam down on SRL 18018, train No. 63, while it was pulling into the yard at LaCrosse, December 18, 1933, and called attention to the condition so that the train was stopped before there was any damage done.

Business is good, it's getting better all the time, and with everybody working and earning a piece of change and ready to spend it, and the railroads reducing the fares we are surely on the way to recovery. Then who's afraid of the Big Bad Wolf? Nobody, any more. We chased him to his lair in the tamarack jungles of Salem Marsh three months ago, never to appear.

The only fellow we haven't any use for is the guy that will sit or stand beside our chair and copper all our bets.

Yard Clerk Tom Marlow was planning on a big fish fry. Wonder if it ever materialized?

Just before Christmas we discovered Barney Larson in one of the big stores looking at some dainty gifts. Wonder who the big secret is?

Switchman John Rogowski, who has been laid up with rheumatism, was just getting around nicely when he slipped on the ice, injuring his hip.

This Life's a gamble as it moves along; 'Tis read in verse and praised in song. Always play the game fair and shoot them square,

For when the Great Redeemer comes to check against your name, He checks not that you won or lost, but how you played the game.

Did you ever take a trip on our division? Ever see the wonderful dells of the Wisconsin River? Ever see the magnificent high cliffs at Camp Douglas that resemble sentinels posed for duty and always looking to the far north and ever ready to give battle to their ancient enemy, the Ice Age, that brought them down and left them isolated in a strange country? Ever see the big tunnel at Tunnel City? Here is where we tunnel under the backbone of Wisconsin for a distance of fourteen hundred feet at an elevation of one thousand feet above sea level. After emerging from the tunnel we take a downward slide to the Mississippi River. On one of our trains recently after rounding the curve west of Medary, a little boy traveling with his parents yelled out: "Oh, Mamma, look at the mountains." He got a flash of the colossal bluffs that line the Mississippi for a thousand miles. Take a trip, kind reader, on the LaCrosse Division, and get acquainted with the grand state of Wisconsin.

When your heels hit high and your head feels queer, And your thoughts arise like a football cheer, You are traveling fast, old man, you're traveling fast.

The water nymphs were holding high carnival the day Blossingham arrived at the Twin Lakes on a fishing expedition and while trying to rescue one of the nymphs that got beyond knee deep Jack got stuck in the mire. It wouldn't be best to tell you the rest, for you're laughing all over like fire. Too bad Lonnie Farnham couldn't have been along to share in the festivities. We know he would have enjoyed it. Time, tide and railroad trains wait for nobody.

### Rocky Mountain Division, Northern Montana

Max

WE were pleased to return to the "Banana Belt," after experiencing eighteen degree below zero weather in New York shortly after Christmas. The trip east was delightful. We were fortunate in going into New York City before the holidays as the weather was fine. Coming west the weather moderated at Chicago but ten below greeted us at St. Paul and we ran into a small blizzard at Aberdeen. When we reached Harlowton it was about zero.

The many friends of Pat Tobin are pleased to see him back on the Winnett run after being confined at home for nearly a month.

Oliver S. Porter was among the delegation of Kiwanians who went to Great Falls, Mont., to the school of instruction held there last Sunday.

Mrs. N. H. Fuller has returned from Chicago where she spent two weeks with Miss Margaret who is taking voice culture at the Thomas Macburney's studios in that city.

Mr. and Mrs. John Petro have returned from Las Vegas, New Mexico, where they

spent the holidays with Mrs. Petro's sister. John said that they were in Los Angeles, California, during the heavy rainfall, which caused two feet of water to flood many of the streets.

M. E. Randall and George Craig, whose headquarters are at Great Falls, called on the business houses at Lewistown in the past week.

Harry La Grange and family have returned from Billings where they spent several weeks with their son who is employed there.

Mark Murphy, of Great Falls, departed for Shullsburg, Wis., for a visit with his aged mother.

John Vozabal, of Pownall, is visiting with relatives in Tomah, Wis. This is his first trip home in a number of years.

L. J. Leveque, better known as "Skinny," is very ill with pneumonia at the Deaconess Hospital at Great Falls. His many friends hope for his early recovery.

Sam Hoffman, of Three Forks, is firing on train No. 115 and 116.

Mrs. John Smeltzer, of Three Forks, stopped off at Lewistown after visiting Mr. Smeltzer who is temporarily employed on the switch engine at Great Falls.

Among our Christmas greeting cards was one from G. G. Coonrad, formerly ticket agent at Lewistown. Mr. Coonrad is now making his home at Seattle, Wash.

B. S. Stephens, chief traveling agent of the Western Weighing and Inspection bureau checked Lewistown station this month. He found Jake's record "All Jake," as usual.

Leo. Scheewe, of Great Falls, relieved Neil Grogan as ticket clerk for a week at Lewistown.

Assistant Superintendent Fuller has been confined to his home for several days with a severe cold.

Charles T. Plumb, relief agent, is now employed by Fergus County in connection with road work.

### Iowa (Middle and West)

Ruby Eckman

CONDUCTOR E. R. Hickey was in the Washington Boulevard hospital the fore part of January for an operation.

Mrs. Nora Workman, sister of Chief Dispatcher Kindig's wife, died at the Perry hospital, December 28.

Mrs. Jerry Stoner, wife of Iowa division engineer, died at the family home in Perry the fore part of January following an illness of several weeks.

Conductor Frank Wagner and his daughter, Audrey, went to California to spend the holidays. Frank has three children in the west now and this was his first trip to the sunshine state.

Ernest Hayward, signal maintainer at Perry, was off duty a couple of weeks after Christmas following an operation for the removal of his tonsils.

News of the death of engineer Al Tyler was learned with regret by his many friends at Perry. The Tyler family at one time made their home in Perry and Mr. Tyler was working into Perry on passenger run 7 and 8 when he laid off on account of sickness. The passing of another old time engineer, George Dilger, of the Soo City division was also learned with regret by his Iowa division friends. Mr. Dilger worked into Manilla on the S. C. & D. division for many years.

C. Nelson, section foreman at Clive, has taken a few weeks' lay off. Dick Houghtaling, who had charge of the section before it was consolidated with Grimes Section, will have charge of the work during his absence.

H. R. Meyer, local store keeper at Perry, has been at Spencer for a while supervising the ice harvest being made at Lake Okoboji.

Conductor W. E. Rathman started the New Year with a life sized carbuncle on the side of his head and neck. It was necessary for him to be off duty a couple of weeks on account of the pest.

Engineer E. Stoner, who retired a number of months ago from active service, has demonstrated that he doesn't have to sit around idle, even if his physical condition

# WINS 1<sup>ST</sup> PLACE WITH RAILROAD PIPE SMOKERS

## Four States give Edgeworth over 44% of votes

With returns now in from four states, there is no longer room for doubt—Edgeworth is the railroad man's favorite tobacco.

Railroad men in the shops and terminals of the leading roads in Illinois, Ohio, Indiana and Kentucky cast their votes. "Do you smoke a pipe?" they were asked. And, "If so, what is your favorite tobacco?"

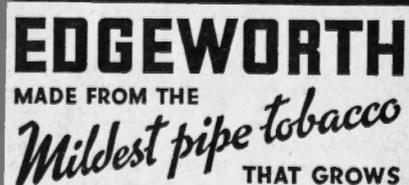
No less than 72% answered "Yes" to the first question. And more than 44% of these men gave Edgeworth as their favorite tobacco—a truly astonishing majority when it is realized that Edgeworth was in competition with all brands.

Here is the vote by states:

NAME OF STATE	% OF PIPE SMOKERS VOTING EDGEWORTH
Illinois	58.5%
Ohio	37.0%
Indiana	49.0%
Kentucky	32.3%

Edgeworth is a blend of only the tenderest leaves of the burley plant—what tobaccoists call the "mildest pipe tobacco that grows."

Ask for Edgeworth Ready-Rubbed or Edgeworth in Slice form. All sizes, 15¢ pocket package to pound humidor tin. Made by Larus & Bro. Co., Tobaccoists since 1877, Richmond, Va.



will not permit him to run an engine. "Dad" came from Pennsylvania before he started working for the Milwaukee back in the early eighties, and before he left the east had done a lot of butchering and meat curing. He got to thinking of the old days when he made sausage, so he recently got out some equipment he had stored away, bought a portable smoke house and started making Pure Pennsylvania sausage for his family. He passed some samples around to his friends who prevailed upon him to make it for sale and now he buys his hams and shoulders in one hundred pound lots and puts out a sausage that is hard to beat. He is a lot happier while keeping busy and like all railroad folk can find plenty of places for the extra dimes that come in from the sale of his product. "Dad" passed the three-quarter century mark a few years ago but now that he is keeping busy, he figures he can enjoy himself quite a few years more.

Mrs. Ted Schmidt, wife of the car foreman at Council Bluffs, died January 2, at Iowa City, where she had been in a hospital.

Agent O. P. M. Huffman was off duty a week in January. Mrs. Huffman was in a Des Moines hospital for an operation during that time.

George D. Kindig, age 85, father of Chief Dispatcher J. J. Kindig, died in Perry, December 23. Mr. Kindig had made his home in Perry with his son during the winter months and at Melbourne with his daughter in the summer time. Burial took place at Melbourne.

Clyde Hamilton, line man from Milbank, South Dakota, spent a few days during the holidays with friends in Perry. Clyde formerly worked on the Iowa division.

Ben Spence, who is in charge of a painting crew on the Milwaukee during the summer season, is enjoying life this winter in Florida. Mrs. Spence has some relatives in Jacksonville so Ben and his wife went south for a few weeks.

Conductor I. E. O'Conner's daughter, Miss Marie, was married on December 24, at the home of her parents. The bridegroom was Harold Hutson of Perry and the wedding was solemnized at four o'clock in the afternoon in the presence of a large company of relatives and friends. The young people will live in Perry.

Master mechanic Paul Mullen and his sister, Miss Sadie, came out from Savanna to spend Christmas at the Frank Mullen home.

Attorney John Boyd, whose father was for many years an engineer on the Iowa

division, died at his home in Des Moines the latter part of December. John had the misfortune to lose his sight at the age of 20 when he fell from a hammock while in the United States Navy. Despite his handicap he entered college and completed a course in law and was one of the prominent attorneys in Des Moines at the time of his death. There are many old time employes on the Milwaukee who at one time worked with John's father who have been interested in the progress the young man made.

### Coast Division (West)

Gertrude Aiden

WE PRESUME by this time that everyone has heard of the serious slide and washout troubles along all of the railroads in the Northwest during the last half of December. Unprecedented rainfall coupled with very warm weather which melted the snow in the mountains made high water records in all the creeks and streams and did tremendous damage to the railroads. On our Coast Division the most serious trouble occurred on the main line in the Cascades and along the St. Joe River in Idaho. In addition, nearly all of the Branch lines were badly crippled. As an example of what occurred, we might mention the slide at Ragner on the west slope of Snoqualmie Pass, which came down on the evening of Sunday, December 17. At this point the railroad winds along a shoulder of the mountain with the south fork of the Snoqualmie and the Yellowstone trail

17

## VON PLATEN-FOX CO.

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in the valley below, while above the side of the mountains stretches upward, partly covered with timber, for thousands of feet and at a 45 degree angle. In one breathtaking minute at 6:09 p. m. a strip of this mountain, a mile and a half long, 400 ft. wide, and 20 ft. deep, slid down on the track and over it in a jumble of five foot fir trees, down logs, rock, mud and debris. Of course the ties, rails, telegraph line, trolley poles, trolley wires, feeders, etc., were torn from position and buried far down the mountain side. It took three, yard and a quarter shovels, double crewed and working continuously, nearly a week to get a hole through this one point, and there were dozens of other places nearly as bad elsewhere. Traffic was restored in record time, however, over the entire division thanks to an efficient organization, coupled with Milwaukee spirit which seems to show at its best in trying times such as these.

Don Hays from Spokane, who has been working in Seattle, is keeping time at Avery, Idaho. Jack Cole from Spokane is working in Tacoma temporarily, keeping time for the extra gang. Claude Mitchell is weighmaster-clerk at Cedar Falls.

Seattle Local freight received a copy of the Safety First rules, and shall continue as in the past, not to have any accidents. Miss Dalsey Webb, comptometer operator, and Miss Laura Babcock, stenographer, to Agent W. H. Campbell, are sojourning in Southern California; apparently want first-hand information about earthquakes, etc.

Messrs. Ed. Kennedy and Ed. Stablen took Agent Campbell out to get a few "pointers" on golf recently. Mr. Stablen never concedes the game.

### Wisconsin Valley Notes

Lillian

MR. AND Mrs. M. E. Millard and Mr. and Mrs. C. H. Whaley are leaving January 16 to spend six weeks in Florida. They are making their headquarters at Lake Wales, and from there are planning to travel down the west and up the eastern coast of Florida.

Edward Gongaware, of Wausau, visited at the home of his parents, Mr. and Mrs. Emery Gongaware at Minocqua during the holidays.

Mr. A. L. Rozelle spent a few days visiting at Chicago the week-end of January 6. Mr. F. H. Gibson, supt., spent part of

Thursday, January 11, in Wausau from where he continued his trip north.

Mr. Arthur Sternetzky, who is attending Marquette University at Milwaukee, spent a few days with his parents, Mr. and Mrs. Robert Sternetzky of Wausau.

Mrs. A. I. Lathrop of Wausau is spending a few days with her parents at Viroqua.

Mr. John Zander, car-foreman, was off duty for a week because of illness.

Mrs. Charles Guyette is visiting with relatives in Milwaukee.

### Chicago Terminals

G. E. Sampson

WELL 1934 slipped in quietly, especially so around the Bensenville round house and yards. Not a whistle was sounded nor a bell on a single locomotive, standing still, was rung that anyone could hear. We have not learned whether it was Fuel Conservation, Safety First, fear of scaring the youngster (1934) out of his wits or whether it was that the men of the various jobs did not wish to disturb the devotional services that were being held in the different churches close by, that made it so quiet. But we do know it was so, and if the entire year passes by as smoothly as it came in around here there should be a lot of happy people during the year. Better service, more service, then still better service and still more service is what the entire Milwaukee Railway family are anxious to give our shippers the coming year and you can bet your bottom dollar that every employe on the Milwaukee Railway stands ready to do their share in expediting every shipment on our rails, no matter how large or how small the shipment may be. The only thing a railroad has to sell is Service and like any other commodity, "The better it is the more you can sell." It has been rightly said that "anyone can solicit and get business but it takes a perfect working organization to keep it." That's our job, a kind word, with a lot of heartfelt consideration for our shippers keeps their business coming our way. Let's all do our share in 1934.

On December 27th switchman George Tompkins and Mrs. Jesse B. Eckman were married at Springfield, Ill. The groom has been a Milwaukee employe for a number of years and is well known by all employes. The bride, who is a cousin of Mrs. Emma Capoot, wife of yardmaster J. O. Capoot, has become acquainted with many Bensenville people on her visits here. She was superintendent of nurses at the Miller Sanitarium in Rockford, Ill. All employes wish for the newlyweds a long and happy life together.

G. E. Sampson received a letter from his mother who was visiting her daughter in Woodland, Washington, when the dike broke submerging the entire town. Mrs. Sampson, who will be 80 years old her next birthday, wrote a very interesting account of how they were taken from the porch of the house in a row boat and transported 5 blocks to the depot to entrain for Portland, and how their boat was swept out of its course by the swift waters, hitting a telephone pole and sinking in about 3 foot of water. They were again rescued after much excitement and went to Portland to the home of another daughter, where she was at the time of writing her son here in Chicago.

Mrs. Emma Capoot, wife of yard master J. O. Capoot, is again able to get out without the aid of crutches after having suffered for some time with a fractured ankle.

Lowell Capoot, son of yard master and Mrs. Capoot, spent his holiday vacation from the Illinois University at home with his parents.

Mr. Joe Bodenburger, who covers a lot of territory for the old Milwaukee Ry., left his home in Bensenville Jan. 15th, for Spokane and other places on lines west on company business.

Galewood yard clerk finds Grigsby-Grunow Company watchman bound and gagged in empty box car on track 47, in Illinois extra train.

Thomas Dyba is the "hero." An ex-highway policeman, now last trick yard clerk at Galewood, finds and releases watchman

and dashes over to Galewood police office and prevents hold-up of the Majestic Radio and Refrigerator plant by "machine gun bandits."

Mr. Dyba tells us the following story told to him and Paddy Smith by the watchman. He said he had just finished his rounds and returned to his post at the east end of the plant at Menard and Armitage Ave., when from behind a truck stepped two bandits, shoving guns in his ribs and ordering him to put up his hands and keep still. They then tied and gagged him and dragged him across our main line to track 47 where they dumped him into a box car and closed the door. Here, just a few minutes later, Mr. Dyba found the man and in less than ten minutes had him in the police station calling Cragin station and his fellow watchmen in the Grigsby plant.

This deed of heroism not only saved the Grigsby plant from a hold-up but also saved the watchman from spending a cold night helpless in a box car, perhaps a trip to Savanna, Ill., or even further in a closed car billed perhaps to Cedar Rapids, Iowa or River Division.

We take our hats off to you, Tom.

### Iowa Division, Second District

H. H. J.

CONDUCTOR N. McGrath again made his annual trip to Florida to visit his sister during the holidays. Conductor Elliott has been relieving him on the 34-35 run.

Mrs. Ray Farran was recently called from Spirit Lake to Kansas owing to the death of her brother.

H. B. Dyson and family of Lohrville spent Christmas in Ohio. Bryan was relieved by R. V. Dawson.

H. F. Hull is back at Lytton Agency after recovering from a protracted illness.

We have a sort of local celebrity in the personage of our agent at Panora. In addition to being the Mayor there, Mr. Foxhoven has a county position with the NRA. Busy man.

R. Farran recently laid off a few days at Spirit Lake, being relieved by H. Calhoun.

The January cold "snap" resulted in our Iowa mines becoming quite active, which of course helped the miners out as well as meaning more business for our company.

E. Try, Farlin, took a few days off recently to make a business trip. R. V. Dawson relieved him.

The Chicago World's Fair will re-open in the not too distant future according to the prognosticators. We'll all have to round up our friends early and enthruse them about making a trip to that wonderful exposition. There'll be attractive rail rates and its up to us to get all the "biz" we can.

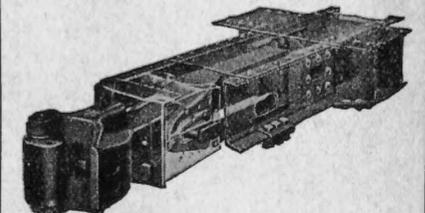


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The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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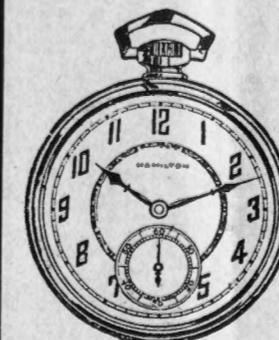
## THE FAIR

Dependable with Long Life

Those who use the FAIR Rail Anti-Creeper appreciate that it is a device of quality precisely made, simple and easy to apply, dependable and that it has a long life.

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V. J. W.

CHARLES WHITING, veteran engineer of the SM Division, passed away at his home in LaCrosse, December 14, following an illness of several months. Mr. Whiting was 75 years of age and had been an engineer on the SM Division for over 53 years. Deepest sympathy is extended to the bereaved relatives.

Sympathy is also extended to the bereaved relatives of Grant Elben, veteran conductor on the St. Clair Line, who passed away very suddenly at his home in Albert Lea, January 3, from a heart attack. Mr. Elben was 60 years of age and had been a conductor on the St. Clair Line for the past 27 years. Prior to that time he had been a conductor with the M. & St. L. Ry.

The many friends of switchman Leonard Jackson were very sorry to hear of his misfortune in losing an arm while switching in the Austin Yard, December 18.

We were also very sorry to hear of the serious injury suffered by Henry Herzog, retired shop carpenter, when he fell on an icy walk and fractured his hip the latter part of December.

Fullerton Avenue Building

A. M. D.

MR. H. McROBERTS of the Freight Auditor's office celebrated his golden wedding anniversary on December 27, 1933, and he is certainly to be congratulated.

We have only one baby to announce this month and Mr. and Mrs. C. Vandegna are the proud parents. It is a baby girl born December 26. Van is located in the Freight Auditor's office, and his wife, formerly Florence Leahy, at one time also worked in the same office. We have an idea that this youngster is going to have a hard time keeping her birthday separated from Christmas insofar as presents are concerned.

Felix Specht, our photostat operator, has entertained us for the past three weeks with a glorious rainbow hued eye. He claims he fell against a post and who are we to doubt him? Each day we would wait with bated breath to see what new color design would appear; originally it was a dark, rich purple which has slowly faded until at the time this is being written it has changed to dirty yellow. Enough said!

Myrtle Freitag of the Ticket Auditor's office, who has been on a furlough for the past two years, is improving.

Johanna Kuhn, one of our "old timers," visited Laura Dudge as a guest at a Christmas party. The girls report her as being very much improved and expect that by Spring she will be permanently out of the hospital.

Mr. and Mrs. Peter Meyer plan a trip to Oconomowoc, Wisconsin, Sunday, January 28, for the National Speed Skating Championship Meet.

Sergeants Ed. Kusch and Walter Carrow

INSURANCE  
RAILROAD EMPLOYEES  
WHY WE WAIT  
NEW YORK

When you are sick

When you are hurt

CONTINENTAL  
CASUALTY  
COMPANY

"The railroad man's company"

CHICAGO — SAN FRANCISCO — TORONTO

Greater Protection  
For Car and Cargo

CARDWELL AND WESTINGHOUSE DRAFT GEARS

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FLEMING COAL CO.

STRAUS BUILDING CHICAGO, ILL.

Miners and Shippers of

West Virginia Smokeless & Bituminous  
Eastern & Western Kentucky  
Illinois and Indiana Bituminous Coals

invited some Milwaukee R. R. friends to a free dance given by Company F of 108th Eng. on Saturday, January 13. Free beer and sandwiches pepped up the evening until the beer ran out. Harry Krumrei trailed in at 12:20 a. m. and failed to locate anyone. You needn't ask Harry his opinion of said dance.

Mildred Zenk is quite "in style," having been the victim of a band of desperados who robbed her home on Sunday, January 14.

Evelyn Lehman and Mildred Zenk were both installed as officers in the Eastern Star. Reports are that the girls looked perfectly stunning, and we are certain that they will make very efficient officers.

It appears that romance in the building is not entirely dead. We feared that it was, due to the fact that layoffs were made on a seniority basis and most of the youngsters disappeared. However, we have just been informed that Sigmund M... of the Central Train and Engineer Time-keeping Bureau has presented a diamond solitaire to Pauline Schwartz of the same bureau. We wish them the best of luck.

Here is the consummation of another romance—Mary Gibbons of the Freight Auditor's office was the recipient of a diamond solitaire.

On Thursday, February 1, Miss Ruth Girard of the Car Accountant's office, and formerly of the Central Typing Bureau, and Mr. Arthur Jago were married in St. Genevieve's Church at a Nuptial High Mass. Ruth was a traditional white bride in ivory satin and her attendants wore royal blue crepe. Her sister, Mary, also of the Milwaukee Road, attended her as maid of honor. The couple left in the afternoon for a honeymoon trip but just where they were going they wouldn't say. Their many friends of the Milwaukee wish Ruth and Art lots of health, wealth and happiness.

There is a book included in the library conducted by the Women's Club which should be read by all railroad employees. The name of it is, "Steel Trails," written by Martin D. Stevers. It is the history of railroading from its inception and although technical in part, it is written in a manner which makes it not only interesting but

also understandable by the layman. Among a number of the incidents and anecdotes included in this book is the following:

"In the instructions for building the railroad between Lexington and Frankfort, 1838-39, we find this weird specification: 'The engineers shall construct the way in a winding fashion so the conductor will be enabled to look back along the curves and see his train more conveniently.'"

Twin City Terminals

Leda Mars

RUMORS still persist that Ed. Knoke was trying to make a paying proposition out of his gravel pit by feeding the gravel to his turkeys. We have to give Ed. a lot of credit for his ingenuity but he has nothing on the boys at South Minneapolis. It seems there was a turkey contest down there and Rube (don't let the name fool you) Ekman gave the numbers to the suckers and the genial general yardmaster, Joe (I pick 'em) Roers plucked the numbers from the hat. Rube got one of the turkeys and Joe the other one; and you can write your own ticket on that one.

Lyle King, formerly chief clerk for C. S. Christofer and who is now located at Terre Haute, Ind., was a visitor in Minneapolis over the holidays.

Is Carl Holmgren contemplating a trip to the altar? Overheard a remark the other day that leads one to believe that the ring has been on for the last six months. Well, Carl?

Leo M.—car stolen; H. Rappes—clothes stolen; wonder what will be gone next.

We thought all the "Derbies" were held in Kentucky. But the Accounting Dept. has gone in for the "Derby" in a big way. Among the latest additions are Hammer, Gehrke and Risberg.

Scotty Breingan received a new Scotch plaid pullover from Scotland for Xmas.

Ron Evenson returned from his honeymoon and has now settled down to the life of ease enjoyed by a married man.

Grace Welsh started to Chicago the other day. Last trip, Grace. And we almost forgot, Grace had a birthday recently. Congratulations. Did you have a party, Grace?

Discovered! An artist in our midst. Much deserving praise is being heaped upon G. Perry for her drawing in connection with the invitations for the R. W. B. A. party. It was a novel and clever idea. To see it, is to appreciate it.

The E. M. B. A. made a considerable gain in members from this office the past week. Five or six new ones, I think.

Three of the girls from the Accounting Dept. purchased a sled recently. The idea was to give it to the little fellow who sells Liberties around the building, but he was sick last week and couldn't put in an appearance, so the presentation will have to be delayed for a time. Bravo, for that kind spirit.

Gene Jacobsen, of the Local freight office, spent Xmas with her folks in LaCrosse.

Among those who were on the sick list at the Local freight were Harry Hagan, Florence McCauley and Frank Foster.

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

D. H. A.

MISS BETTY MOSHER and Mr. Donald Keating sprung a surprise on New Year's Day by announcing their marriage, which took place August 12th at Milbank, S. D. Miss Betty is a senior at the Moberg High School and will finish her high school course. Donald is employed at the Red Owl store. These popular young people have a host of friends who wish them much luck and smooth sailing.

Mr. and Mrs. Harry Stamp of Miles City visited Mrs. Stamp's sister-in-law, Mrs. Wm. Derringer, and daughter, Dotty Jean, of Wheeling, W. Va. Mrs. Derringer and daughter are guests at the home of Mrs. Derringer's parents, Mr. and Mrs. Ray Martin.

Miss Frances Williams and Miss Helen

Currah gave a miscellaneous shower for the new bride, Mrs. Donald Keating, at the F. C. Williams home, on January 4th. The evening was spent hemming tea towels and delicious refreshments were served. The bride was the recipient of many beautiful gifts from her friends.

Mr. and Mrs. Oscar Vachreau and daughters, Florence and Delores, of Harlowton, Mont., spent a few days here during the Christmas vacation visiting relatives and old friends.

Engineer John Mullen was called to San Francisco, Calif., on account of the serious injury of his son, Donald, in an auto accident. The front wheel of his car came off while he was driving, fracturing three vertebrae in his neck and wrecking the car. The last reports are that he is coming along nicely, but his neck is in a cast and it will take some time to heal.

Mr. Paul Ahrens of Winona, Minn., is now working as a machinist at the roundhouse at McLaughlin.

Dr. G. A. Sarchet left January 15th for a three months' vacation trip, which will take him to South America, and a Mediterranean cruise. Dr. Abramson of Chicago will take his place at the Moberg Hospital during his absence.

Express Agent Clarence L. Herzog has been transferred to Anaconda, Mont., leaving for there January 13th. We are sorry to lose the Herzogs but wish them good luck in their new home. Lee Hand will be our new express agent. Hurrah for Lee!

George Hilton of Rapid City worked on the car desk a few days during the absence of Car Clerk Pete Burns.

Claim Agent J. T. Slaven of Miles City transacted business at Moberg on January 8th.

Supt. P. H. Nee and W. E. Ring of Miles City were at Moberg January 15th.

Assistant Supt. F. R. Doud, Mrs. Doud, daughter, Barbara, and son, Wallace, of Sioux City, Iowa, stopped here on their return trip from California and Walla Walla, Wash., for a visit with Mr. Doud's mother, Mrs. Andrew Tronson, and his brother, Bert Doud and family.

Mr. Dick Pemberton of Miles City spent a few days here at the home of his parents, Mr. and Mrs. Lee Pemberton.

Mr. and Mrs. R. S. Lewis of Selfridge, N. D., spent Sunday here with Moberg friends.

Many little hearts were made happy on Christmas morning when the fifteen dolls in the doll contest, at the Swartz drug store, were awarded to the lucky winners. Miss Harriett Fritz won the first prize doll.

Mrs. John Kressel and son, John, of Miles City, spent a few days here at the home of Mrs. Dan Mathews.

The Nichols Ice Company of Moberg have been awarded the contract to fill the railway ice houses at this point. We are glad to see a home concern get this, as it will give employment to many of our local men.

Mrs. C. A. Algier has resumed her duties as agent at New Leipzig, N. D., after an absence of three weeks.

Relief Foreman Homer Beeman of Dupree was married on January 6th. We were unable to learn the lucky lady's name. Congratulations!

Conductor Larry Elshire was called to Oklahoma City, Okla., by the serious illness of his brother.

I. & D. Items

M. G. B.

WILLIAM J. Mutschler, son of Chief Clerk C. E. Mutschler in the Superintendent's office, Mason City, who is a student at Ames, Ia., was home for the Christmas holidays. He is a senior at Ames and is advertising manager for the "Iowa Engineer," published monthly at Ames by the engineering students.

Galen Meuwissen, son of Chief Dispatcher Meuwissen at Mason City, Ia., is also a student at Ames, Ia., and visited his parents at Mason City during the Christmas holidays.

Miss Ruby Potter, chief clerk in the

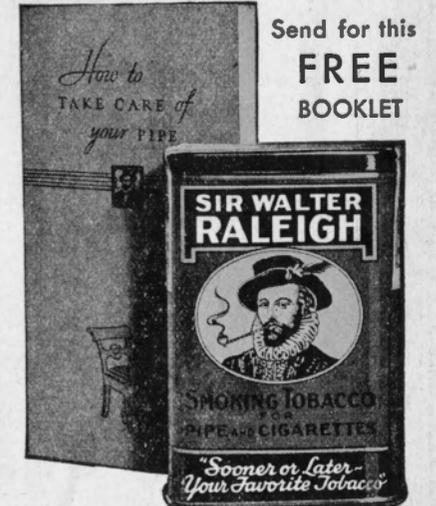
"BUT WHAT DOES HE LOOK LIKE, DEAR?"



TO Mabel, Charley seemed a good catch. To Mabel's mother, Charley was just a good cough. She never could see him with that nose-assailing pipe and his halo (?) of gassy smoke.

Mabel's new hero is also a pipe smoker—but his pipe is well kept and his tobacco delightfully mild and fragrant. You've guessed the plot. It's Sir Walter Raleigh. A blend of mild Kentucky Burleys so cool and slow-burning that the boys have made it a national favorite in five short years. Kept fresh in gold foil. Try it; you've a pleasant experience ahead of you.

Brown & Williamson Tobacco Corporation  
Louisville, Kentucky. Dept. K-42.



It's 15¢—AND IT'S MILD

master mechanic's office, Mason City, spent Christmas with her sister and brother-in-law at Milwaukee, Mr. and Mrs. E. J. Sullivan.

Mr. Meuwissen at Mason City has received order on a special car containing an imported Chinese bird. This is a special order and we are watching it very carefully. It is said this bird, the cormorant, is very interesting, in that the Chinese use it for fishing, tying a ring around its neck, and as the bird catches the fish in its long beak it is prevented from swallowing it by the ring, and the fish is safe for home consumption. It is rumored that this shipment is for F. H. Dickhoff at Mason City. We do not want to state as to that, as it might be construed as a solution of his fishing successes.

Mr. and Mrs. B. F. Jennings spent Christmas in Mitchell, S. D., with Mr. Jennings' sister, Mrs. Robert Craaz and family. Mr. Jennings is assistant agent at Spencer.

Division Staff Meeting was held Thursday, December 28, at Mason City, with the entire division staff attending. F. J. Swanson of Minneapolis was present, and Mr. O. E. Bradford, The Inspector, Austin.

Mr. C. C. Smola, Division Storekeeper, Mason City, visited his home at Savanna over the New Year's holiday.

Grace Moran, stenographer in the Divn. Frt. & Pass. Agent's office, says they surely raised funny English walnuts this year—the report is that some of them are all full of salt. How come, Dimples?

Herman Frazee, our smiling ticket agent at Mason City, surely did fine work during the holidays getting business via our line. Herman certainly is there with the school teachers. They all go our way after Herman sees them.

Chris Swanson, yardman, retired, has opened an eating house on 4th St., S. W. Mason City. Chris says business is good at the Blue Goose these days.

### Kansas City Terminal

S. M. C.

WE ARE indeed glad to report that our local revenues have shown a steady increase since May, 1933. For the first eight days of January, 1934, as compared with 1933, the increase was more than \$35,000.00. Brakeman Frank Leach is seriously ill with pneumonia. The report today was that he is holding his own. His many friends wish him a speedy recovery.

Wm. Lindsey took a two-day vacation during the holiday season.

The Milwaukee Family extend sympathy to Harry Hickey, switchman. Mr. Hickey's father, an old time Conductor on the Santa Fe, while making out his ticket report after having completed his run into Tulsa, passed away.

General Manager Harstad and party spent January 10 in Kansas City. We are

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Wood-Block Floors Paving Blocks  
Bridge Timbers Piling  
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We are equipped to handle all Standard Methods of Treatment, also Adzing and Boring of Ties

Built and operated first treating plant north of the Ohio River, year 1876

### Indiana Wood Preserving Co.

Chicago Office: 111 W. Washington St.  
Plant: Terre Haute, Ind.

Under all conditions and at all times, T-Z Products give unexcelled service.

- "Crescent" Metallic Packing
- T-Z Front End Blower Nozzles
- T-Z Smoke Preventer Nozzles
- T-Z Tender Hose Couplers
- T-Z Blow-Off Valve Mufflers
- T-Z Automatic Drain Valves
- T-Z Boiler Wash-Out Plugs

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

### T-Z Railway Equipment Co.

14 East Jackson Boulevard  
Chicago, Illinois

glad to have company and wish they came to see us oftener.

The Traffic Department here has a very optimistic outlook as far as the automobile business is concerned. They anticipate a decided increase in that tonnage this year. This also applied to the beverage shipments. This certainly is encouraging news.

Conductor A. J. Bagley paid a visit to relatives in Pensacola, Fla., shortly after the holidays. He arrived there in time to be present during the last hurricane that struck Pensacola.

Jim Talbott's New Year's wish: "Now that 1933 has passed out may we be more successful in securing some new business for the C. M. St. P. & P. during 1934. No matter how large or small, the shipment—get it."

Harry Williams at the Local Office says he has been bitten by the "Golf Bug." Now that he too has the fever, Schutte, Talbott, Baker and Springer will have some competition.

The Veterans' Association has a new member—Mr. R. G. Larson, Local Agent. Mr. Larson says, "How time does fly."

## HENRY H. CROSS COMPANY

INCORPORATED

### PETROLEUM PRODUCTS

GENERAL OFFICES

120 SO. MICHIGAN AVENUE  
CHICAGO

Mr. Johnson and Mr. Owens, two veterans at the local office, are wondering when the "Vets" will have another meeting. They say if they don't meet soon—they won't know how to travel.

Nellie McGraw had her hair cut short recently—and the boys from the Local Office say it is very becoming, and hope she will be a steady patron of the barber.

### D. & I. Division—First District

E. S.

ALBERT A. TAYLOR, Iowa Division Engineer, died at the City Hospital in Savanna, January 5, following an emergency operation for appendicitis. Mr. Tyler was born in Belvidere on July 27, 1860, had been in the service of the Milwaukee Railroad for 55 years, and was Engineer on Southwestern Nos. 125 and 126 up until the time he was taken ill, Dec. 29. He is survived by three sons, Irvin, William and Virgil of Savanna, and two daughters, Mrs. Arthur Higher, Savanna, and Mrs. Stanley Skrentne, Calumet City, Ill. Sympathy is extended to the relatives of the deceased.

The sympathy of the D. & I. Division force is also extended to the following:

Division Engineer and Mrs. E. H. Johnson, account the death of Mr. Johnson's mother in St. Paul, Minn., January 1st.

First District Engineer John L. Thompson, account the death of his mother, which occurred the latter part of December.

Switchman and Mrs. Jas. T. Kennedy, account the death of their baby daughter, June Charlotte.

On January 1st, at the home of Iowa Div. Conductor and Mrs. S. C. Malone, of Savanna, occurred the marriage of their daughter, Miss Evelyn, to Mr. George McDaniel, of Genoa. The bride is the only daughter of Mr. and Mrs. Malone and has resided in Savanna for the past twelve years. The groom is the foster son of Henry Bennett of Genoa, Ill. The young couple will make their home with the parents of the bride for the present.

Extra Operator Z. G. Reiff has been appointed to the position of Civil Works Superintendent for Carroll County, with headquarters at Mt. Carroll, Ill., and will have charge of the Emergency Relief and Federal Food Surplus activities in that county.

Miss Catherine Coates, daughter of Car Department employe, Gill Coates, received an appointment to a position in the Internal Revenue Department at Washington, D. C., and left Savanna, January 7th to take up her new work.

Mr. Peter Rachor, formerly Section Foreman at Green Island, is relieving Foreman Frank Gillen, temporarily, at Thomson, Ill., account sickness.

The D. & I. Division successfully completed the year 1933, without a reportable or lost time injury, and this record could be achieved only through the energy, application of the rules and co-operation of the employes and supervising force on this division. Now that we are beginning a new year, let's all show the same interest and co-operation that we did in 1933 and

complete 1934 with another clear Safety Record—making it two years without a reportable or lost time injury.

### West End T. M. Division

R. K. B.

WHENEVER Miles City High School has a first-class basketball or football team (and that's just about every year), it's a sure enough cinch that some of the junior editions of well-known Milwaukee employes at this point are on those teams. This year the first squad of our top-notch basketball team includes the sons of Fireman P. H. Dunn, Painter M. M. Ball and John Shields (whose dad is working in the Minneapolis Accounting Office at the present time).

Christmas time has always meant a lot to Uncle Ned Rierden, Boilermaker in the local shops, and he has always seen to it that his fellow workers can share his cheer at that season by distributing candy around to them a day or two before Christmas, and anybody else who wants to come and share his celebration with him is welcome. This year was no exception, and the candy that was provided was enjoyed by all.

The double holiday at Christmas time proved an incentive to a good many people to take short trips over the period and visit relatives or friends elsewhere. Time Receiver Joe Peschl, spent Christmas with his folks in the east, and Chief Clerk H. J. McMahon and family with Mrs. McMahon's folks in Deer Lodge. Roadmaster A. E. Moxness has just returned from a vacation in California, voicing his appreciation of the Montana weather. In spite of mists and showers and the absence of sunlight in California, however, he states he thoroughly enjoyed the Tournament of Roses parade and the Rose Bowl game on New Year's Day.

Other sojourners elsewhere over the New Year's period were File Clerk Adolph Carufel who visited in Spokane; Claim Adjuster J. T. Sleavin and family who visited in Minneapolis, and Instrumentman Victor Garvey and family who spent a pleasant vacation on the coast.

On New Year's day in Roundup, Montana, occurred the marriage of Miss Vivian Geelhart, daughter of Roadmaster H. M. Geelhart, to Mr. Walter Noctor of Miles City, who is employed in the Car Department here. The ceremony was attended by relatives and close friends of the two families. Sincere wishes for a happy married life are extended to the newly married couple.

The home of M. L. Johnson, Car Foreman at Miles City, was saddened by the illness and death of Mrs. Margaret Banks, mother of Mrs. Johnson, during the month of December. Accompanied by the surviving members of her family, the remains were taken to Austin, Minn., where funeral services were conducted and interment was made.

An attack of pleurisy incapacitated dispatcher Riley Beal for a few days in December, but he managed to get up in time to greet Santa Claus.

Margaret Gilbert of Miles City, formerly employed as a stenographer in the local office, has been working in Helena as stenographer during the present session of the State Legislature.

Miss Marie Blake of Spokane, daughter of Chief Carpenter O. E. Blake, visited her parent's home in Miles City on her vacation over the Christmas and New Year's periods.

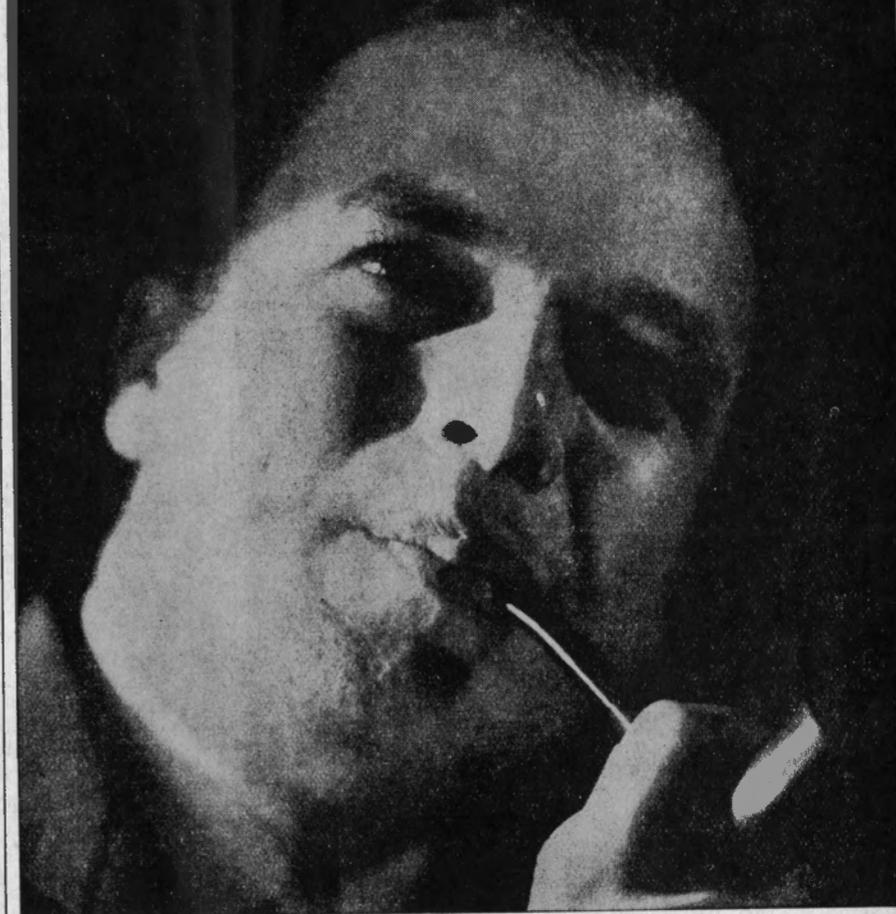
George Hilton has been relieving Ticket Clerk Ann Butcher while Ann has been laid up with an attack of the flu.

Another recent flu sufferer was Ann Anderson, stenographer, but at this writing she is once more back at work.

Among other college students who returned home to visit their parents over the Christmas and New Year's period were Bob and Jean Morgan, Bob Bennett, Montana and Faye Nimbar and Clint McCauley.

On January 15th in Chicago occurred the marriage of Miss Eleanor Grace Nee, daughter of Superintendent P. H. Nee of this division, and Mr. Robert P. Howard of Springfield, Ill. Mr. Howard is an employe of the Associated Press and is in charge of their Springfield, Ill., office.

"Sure, I could pay more  
... but for what?"



I'll admit I used to buy the most expensive brands of tobacco... But along came Old Man Depression and whispered in my ear: "Don't be snobbish... extravagance isn't fashionable any more!" So I bought a tin of Union Leader

for a dime. And believe it or not I have never tasted a sweeter smoke... It's Kentucky Burley, smooth as an old wine, and just as carefully aged. When 10¢ buys a man's sized tin of such tobacco... why should I pay more? (Mighty fine for cigarettes, too.)

© P. Lorillard Co., Inc.

# UNION LEADER

THE GREAT AMERICAN SMOKE



Michael Sol Collection

## The Milwaukee Comes

(Continued from page 9)

The financial woes which beset the M. & M. were many and trying. Since neither Federal nor State aid was forthcoming, President Kilbourn called upon the farmers and merchants of Wisconsin to support the project in order to keep out the dreaded bogy of eastern monopoly. By the spring of 1851, Secretary William Taintor placed the total subscription at \$967,900, the city of Milwaukee alone having contributed \$16,000 in cash and pledged its credit to the amount of \$234,000. Individual stockholders had subscribed \$435,600, of which \$62,338.26 had been paid in cash and \$282,300 in mortgages. The mortgages were on improved farm lands double the value of the subscription, and such securities were offered as collateral for the bonds of the company. During 1851 President Kilbourn issued \$1,900,000 of stock in the company to Jacob L. Bean of Waukesha, receiving only "one mill on the dollar" in return. But on January 7, 1852, the board of directors removed President Kilbourn from office for his "illegal" conduct; for refusing to report the transaction; and for "withholding all information on the subject." The company declared "all stock null and void not reported to the Board."

A new era in the company's history was inaugurated when John Catlin of Madison was elected president. The need of outside assistance was fully appreciated by Catlin, who floated bonds "to extend the road far enough into the country" to make the revenue "sufficient to pay the interest" on the cost of the road. At the same time Catlin appointed Edward H. Brodhead chief engineer and superintendent at a salary of \$3,500 plus \$1,000 for expenses. The "prudent and cautious management" of this skillful engineer proved of immense value to the company. In addition to a considerable freight business in 1852, three construction trains were "continually employed transporting iron, ties and gravel," without a single collision or the loss of life by any act of negligence.

On January 22, 1852, two weeks after Kilbourn had been removed from office, the track of the M. & M. was completed to Eagle. During the ensuing months the company was rigorously reorganized and Brodhead pushed construction rapidly. The road was completed to Palmyra, forty-two miles from Milwaukee, on August 3, 1852. Whitewater was reached on September 24th and on December 1st the first train steamed noisily into Milton, sixty-two miles from Milwaukee.

An inventory of the rolling stock in January, 1853, listed 8 locomotives, 6 passenger cars, 35 eight-wheel box cars, 43 eight-wheel platform cars, 67 four-wheel gravel cars, and 7 hand cars. An additional locomotive, the *Madison*, was branded as "worthless" except for old iron. The company had spent \$141,402.54 on this equipment which Brodhead considered would be sufficient to meet the needs of the company in 1853 if 2 loco-

motives, 15 box cars, and 2 first class passenger cars were added.

The M. & M. carried 25,544 tons of freight during 1852—12,639 tons westward and 12,905 tons eastward. Its richest harvest was reaped from transportation of grain. The 236,649 bushels of wheat carried eastward was more than double the amount of the total shipment of corn, oats, potatoes, barley and rye. In addition to grain the trains rumbled into Milwaukee with wool, flour, butter, pork, livestock, flax, lumber, stone and potash. Westward trains bore the basic necessities of an ever expanding frontier community—lumber, laths, shingles, brick, furniture, stoves, coal, salt, merchandise and whisky. Immense quantities of iron were hauled for construction purposes. The revenue from the 41,093 passengers carried in 1852 totalled \$31,997.09, compared with \$43,343.81 from freight receipts.

Even before Milton was reached, the directors of the M. & M. had determined to extend their line to Janesville. Since the charter did not provide for such a road, the Southern Wisconsin Rail Road Company was incorporated. This company let the contract for construction to Walter P. Flanders and others. Flanders, the treasurer of the Milwaukee & Mississippi, was in a position to enter into a contract with the M. & M., giving it the "right to run and operate the road for the term of fifteen years." This eight mile stub was completed to Janesville on January 6, 1853, at a cost of \$98,969.18, and before the end of that year the "necessary enactments" were obtained from the legislature to consolidate the two roads. Brodhead urged the extension of the Southern Wisconsin line to the Mississippi in order to secure the business of the "most important agricultural and mineral portion" of Wisconsin as well as a "large portion" of the business of Dubuque and northeastern Iowa. The track was laid to Monroe by December 31, 1857, and a rich tribute was soon pouring into the coffers of the company.

Meanwhile, the contract for grading, masonry, bridging, and laying the superstructure of the road from the Rock River to Madison was let on April 4, 1853. The contractors agreed to complete the thirty miles to Madison by January 1, 1854, but the "unprecedented amount of public works" and the delay of four hundred tons of iron at Buffalo by the close of navigation hindered construction and the road did not reach Stoughton until January 2, 1854. During 1853 the M. & M. transported 67,000 tons of freight in addition to construction material. Brodhead was proud to report that 75,975 passengers had been carried without injury, and observed that the "only damage worthy of notice occurred when the train was thrown off the track in October, by running over a bull, which was repaired and all the loss of property connected with it satisfied for about \$1,200."

Madison turned out in gala attire to celebrate the advent of the railroad on May 24, 1854. Thousands flocked in from the country and the streets of the capital

were jammed. Many of the farmers had never seen a locomotive and waited impatiently on the banks of Lake Monona for their first glimpse of the awe-inspiring spectacle of an iron horse "with breath of smoke and flame." They were doubly rewarded, for the long train of thirty-two cars was drawn by two locomotives. More than two thousand visitors alighted from the cars, including the Milwaukee fire companies nattily attired in brilliant red uniforms and drawing their "glistening engines." The excursionists paraded to the capitol grounds, where dinner was served. Speeches and toasts were interspersed with music and general merriment.

While the road was still in progress of construction to Madison, chief engineer Brodhead had sent out surveyors to determine the route from Madison to the Mississippi. Prairie du Chien was selected as the western terminus and during 1854 engineer B. H. Edgerton precisely located and staked out the line which ran in a northwesterly direction down the Black Earth Valley to the Wisconsin River whence it continued down the valley of that historic waterway to the Mississippi. Construction was again delayed, however. Late in the autumn of 1856 the railroad was still twenty-two miles from Prairie du Chien.

The "neigh of the iron horse" of the M. & M. on the banks of the Father of Waters was hailed with delight throughout northeastern Iowa. Acclaimed by railroad officials as the "Gateway of Trade—the Thermopylae of North Iowa Commerce," McGregor was particularly enthusiastic. "Be it remembered," warned the editors of the *North Iowa Times*, "that on Wednesday, April 15, 1857, at 5 o'clock in the evening, the cars of the Milwaukee & Mississippi railroad anchored on the banks of the great river. The shriek of the Lake Michigan locomotive was echoed by the bluffs and responded to by a shrill whistle of welcome from a Mississippi steamer just coming into port. Hundreds of persons were in attendance to witness the arrival of the first passenger train, and when the smoke of the engine became visible in the distance there was such an expression of anxiety as we have seen when a new and great actor is expected on the stage. As the train came in view, and the flags with which it was decorated were seen waving in the breeze, a shout of welcome broke forth from the gazers that told how many hopes of friendly reunions were awakened in the contemplation of an easy and speedy return to their eastern homes. One large banner carried on its silken folds the busy emblem of 'Wisconsin, the Badger.'"

The arrival of the Milwaukee & Mississippi opposite McGregor was accomplished at no small cost. By the close of the year 1857 the total valuation of the company was placed at \$8,235,513.11. The cost of constructing the 235 miles of main line and 28 miles of side-track, including such particulars as right of way, fencing, depot grounds and buildings, water stations, and machine shops, was placed at \$6,841,627.11. The rolling

stock consisted of 44 locomotives, 3 passenger cars, 13 baggage and post-office cars, 411 house cars, 107 platform cars, 40 gravel cars, 39 hand cars, and 22 iron cars, valued at \$808,980. The smallest item listed was the telegraph line between Milwaukee and Prairie du Chien which was valued at \$7,600.

The company could take heart, however, in the report of \$882,817.89 earnings for the year—passenger receipts totalling \$399,089.65, freight, \$469,019.76, and malls and rent, \$13,808.48. An immense debt had been incurred and bonds would soon be due, but optimism was one resource with which the empire builders of the Milwaukee & Mississippi were richly endowed. The placid waters of the Mississippi, constituted no magic crystal to foretell the heavy shoals which lay dead ahead. When the panic of 1857 had subsided the Milwaukee & Mississippi Company was no more. But the line associated with such names as Solomon Juneau, Asa Whitney, Byron Kilbourn, John Catlin and John H. Brodhead, is today a segment of a greater system—the Chicago, Milwaukee, St. Paul & Pacific Railroad.

### Chicago Union Station

B. H. Perlick

IN THE last issue of our magazine we promised additional information about our young lady tap dancers, but luck has been against us. The ladies are wise to us and now perform behind locked doors. However, we expect bigger and better results after the holidays.

You have all heard of the fellow who "got a double" while duck hunting? S'nothing! Miss Olga Cermak of the tie department got one in the office the other day! Two drinking glasses into the wash basin. We hardly expected to find Miss Cermak connected with such a racket.

Folks, we are trying to revive interest in the Union Station column, which can be done by dropping a few lines now and then addressed "Milwaukee Magazine—Room 719." Anything of interest is welcome.

### Ode to a Flagman

WALTER A. BUTLER, crossing flagman, died Nov. 27, 1933, buried at Madison, Wis., Nov. 29.

These Verses Were Written and Read by the Rev. S. G. Ruegg at Mr. Butler's Funeral

A flag and a hut and a light never shut  
Where daily the traffic goes by.  
Were the means on two roads, where  
traveled great loads,  
That led a real Butler on high.

A servant was he, of true royalty  
As Butlers in times as of yore.  
Not seeking a throne but standing  
And tried to the core.

Fame he sought not, but daily his lot,  
He filled with service and cheer.  
In sunshine and rain, in cold and in pain,  
He stood where danger was near.

Off he did save men from the grave,  
Who thoughtlessly went on their way.  
Off came abuse when tongues were let  
loose,  
The price public servants must pay.

His signal to stop, all motion to drop,  
Gave trainmen a sigh of relief.  
With safety as first, no trouble to burst,  
Made duty an act of belief.

And thus, here today, in our own simple way,

## Bill Hallman shows his wife how fast LAVA SOAP gets grimy hands clean

A LAVA SOAP MOVIE WITH REAL PEOPLE  
Actors: Bill Hallman, Machinist, Corwith Shops, Santa Fe R. R.  
Mrs. Pauline Hallman

OH, BILL THIS STOVE BLACKING WON'T COME OFF. I CAN'T GO TO THE PARTY LOOKING LIKE THIS.

WAIT A MINUTE, POLLY. I'LL GO TO THE GROCERY STORE AND GET YOU SOME LAVA.

Mrs. Hallman has found that stove blacking is too tough a job for ordinary toilet soap to handle. But Bill Hallman knows from experience that Lava Soap gets any kind of grime or grease in less than a minute.

BACK FROM THE STORE

WHY, ALL THE DIRT'S OFF ALREADY. WHERE DID YOU EVER LEARN ABOUT LAVA?

I USE IT AT THE SHOP ALL THE TIME. I'D NEVER GET CLEANED UP WITHOUT LAVA.

Sure enough! Lava got even the ground-in grime around her knuckles and fingernails. Do you think all dirty-hand preparations are hard on the hands? Just read what Mrs. Hallman says about how soft and smooth Lava left her skin...

THERE'S GOING TO BE SOME AROUND HERE FROM NOW ON. FEEL HOW SOFT AND SMOOTH IT LEFT MY HANDS.

SURE, LAVA'S EASY ON THE SKIN. IT KILLS GERMS, TOO, AND HELPS PREVENT HAND INFECTIONS.

You know most hand infections occur when dirt gets into open cuts. Most railroad men have found that Lava helps prevent hand infections because Lava gets all the dirt. It helps heal up little nicks and scratches. And against most deadly germs, Lava is 5 to 10 times as effective as carbolic acid.

Here's how Lava works. Its thick, heavy lather and fine, powdery pumice team together to get even ground-in grime in less than a minute. Soothing oils and glycerine protect the skin—keep hands from getting rough and chapped. Lava works well in any water—hot or cold, hard or soft. Get Lava from your grocer today.



Takes the Dirt . . . Protects the Skin

A Procter & Gamble Product

## DELICACIES FOR THE TABLE

### Specialties

Butter, Eggs, Cheese, Poultry,  
Game, Fruits and Vegetables

**E. A. AARON & BROS.**  
CHICAGO, ILLINOIS

## To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

**Three Forks Creamery Co.**  
THREE FORKS, MONT.

## FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs  
Our Specialty

Phones Roosevelt 1993, all departments

**W. M. WALKER**

213-215 S. Water Market Pilsen Station  
Cor. Racine Ave. and 14th Place CHICAGO

This tribute we offer in praise,  
For a life that was spent in a service content,  
That evened the road and its ways.

O God, we pray take thy servant this day  
And lead him to the Heaven of peace.  
May the pilot indeed, the Christ that we need,  
Give mercy and rest and release.

## The New Hub of the I. & D.

*Wm. Lagan*

**R**OADMASTER J. M. MURPHY, of Sioux Falls, is sporting a new 1934 Ford V-8 and reports that it is sure a fine car.

Mr. and Mrs. A. O. Grendler of Meckling are the proud parents of a daughter born December 16th.

Section Foreman Geo. Christ of Sioux Falls, secured two passengers for New York recently. The passengers bought rail transportation to New York and steamer tickets to Salonica, Greece.

The State of Montana is offering 160 acres of land to men who will marry any widow who resides in the state of Montana, according to newspaper reports. We understand that we may lose two of our popular S. C. & D. brakemen, as it is reported that Mr. F. G. Draeger and Mr. Jackie Jackson are thinking very strongly of going to Montana.

Custodian Tom Shannahan of Fairview, S. D., secured two tickets for New York recently. Tom is a real business getter down around Fairview.

Mr. and Mrs. F. R. Doud have returned from a vacation spent in Southern California and report a most enjoyable trip.

## Aim High

**A** HOLIDAY greeting from Superintendent Charles Whiting of Chicago Terminals to members of The Milwaukee Family employed in the Terminals, carried the following verse which is "good medicine" and is here repeated. It is entitled "Aim High."

"It matters not whate'er your lot  
Or what your task may be,  
One duty there remains for you,  
One duty stands for me.  
It is that men have confidence  
In all you say and do,

*Thirty*

# CLASSIFIED ADVERTISING

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

**FOR SALE OR RENT**—Eighty acre farm. Immediate possession. Stock and machinery on place. Ten room house, barn, granary, garage, wood shed, corn crib, chicken coop. Thirty acres under cultivation, twenty acres to be broken up; balance in wood. Terms: \$3,000 and assume \$2,500 mortgage. Or, will rent place complete for \$25.00 per month. For further information write Earl W. Taylor, Dakota, Minn.

**FOR SALE**—Lantern handles of finest selected second growth hickory. Very serviceable. Price 50c. Write: Benj. R. Weber, 2524 W. Lisbon Ave., Milwaukee, Wis.

**FOR SALE**—Partridge Cochon Cock-erels, \$1.50 each, also some Pullets—Send 10c for package of castor beans. Frank Florer, 1408 Locust Street, Valley Junction, Iowa.

**FOR SALE**—Five-room frame house on 120x150 lot—landscaped with trees and hedges. House is furnished with modern improvements. Located on good gravel road one and one-half miles S. W. of Bensenville. Also—several hundred shade trees—elms, and ash, varying from ten to twenty-five feet in height—on hand. Inquire Anton Smeja, Bensenville, Illinois.

**FOR SALE** or will exchange Genuine Mahogany Stineway Electrical Reproducing Grand Piano, for cash, car, or what have you? H. F. Baker, 6355 Langley Avenue, Tel. Fairfax 4789.

**FOR RENT**—Modern apartment—three rooms and bath. Completely furnished—garage—3 blocks from station. Good suburban service. Milwaukee R. R. Very reasonable rent. E. E. Brewer, Telephone 223—P. O. Box 274, Roselle, Ill.

**FOR SALE OR EXCHANGE**—Six-room house on 50x120 lot, paved street, at 537 N. Ashland Ave., Green Bay, Wis. Will exchange for acreage near Tacoma, Wash. Address: Jno. Cathersal, 1703 N. Pine St., Tacoma, Wash.

**ROOMS FOR RENT**—Two large sleeping rooms, one has twin beds; private home; men or ladies. Mrs. N. J. Van Schoyek, 4717 N. Campbell Ave., Chicago, Ill. Tel. Ravenswood 2129.

**FOR SALE**—SCOTTISH TERRIER pedigree eligible for registration champion bloodline. Paul A. Larson, 354 Vincent Place, Elgin, Ill.

**FOR SALE**—One Evinrude "Fleetwin" motor. Used twice, guaranteed to be good as new. Price \$70.00. Gerhard K. P. Dern, 2124 N. 57th Street, Milwaukee, Wis.

**TO TRADE**—Eastman 3A Kodak, RR lens, with combination back for plates, also regular back, one portrait lens, one copying lens, two plate holders. Want No. 1 plate or film camera, size 2 1/4 x 3 1/4. What have you? Address: L. A. Carter, Agent, Darien, Wis.

**FOR SALE**—Modern five-room frame bungalow, on 50x187 foot lot. Paved street, beautifully landscaped. Two-car garage. For sale at depression price. Located in Villa Park, Illinois, fifteen miles west of Chicago and three miles south of Bensenville on the "Milwaukee." Write Thomas C. Taylor, 2228 N. Kilpatrick Ave.

**FOR SALE**—Five acres irrigated orchard mature bearing apple trees, near Otis Orchards or Green Acres, Washington, about thirteen miles from center Spokane toward Coeur d'Alene, Idaho. No buildings; land suitable for country farm or city suburban home; near steam, electric and automobile roads. Write Apartment 1, 112 South East Avenue, Oak Park, Ill.

It means that what you have you've earned  
And that you've done your best,  
And when you go to sleep at night  
Untroubled you may rest."

## Seasonal

*Station Agent*

T'is winter time, the time o' year  
When buckwheat cakes most oft appear.  
When busy house wives set the dough,  
While outer cold is ten below.  
The cakes make blood and body warm,  
That winter's cold can do no harm.  
For men who drive the cakes are good,  
And men who labor in the wood,  
And boys and girls whose cheeks are red,  
May buckwheats use in place of bread.  
Pale men with stomachs not so good,  
Had better choose some other food.  
While out door folks as you and I  
Will not pass buckwheat pancakes by.

## Credit Due

During a recent severe storm on Puget Sound the Tug "Milwaukee" and barge "M. T. 7" were beached and the following letter from General Manager Buford gives due credit to the men handling a difficult situation:

Peter Shibles, Captain Tug Milwaukee and Herbert Jenkins, Captain, Barge M.T.7, Seattle.

Gentlemen: Having had occasion to look over the beached freight barge yesterday, I feel yourself and crews are entitled to a lot of credit for the skillful manner in which you handled this emergency.

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

*A. T. B.*

**S**OME of the outstanding features and artists on the air from this station for this period are as follows:

F. H. Campbell, General Inspector Car Dept., just returned from a trip on Lines West, and will broadcast the latest developments in connection with the food conditions, etc.

Steve will handle the medical feature for this month and will be pleased to furnish information on the removal of splinters from unusual places. Please enclose self-addressed stamped envelope for reply.

Bill Tschantz will handle the shopping news for the month and can be consulted as to where the best bargains may be obtained on rubber soles, suspenders, blue overcoats and gray hats. If you want to economize get in touch with Bill.

Jerry will handle the architectural news. Anyone contemplating the building of a doll house will do well to get in touch with him.

Velma Shedler, who is filling the position vacated by Julia Barrows, will feature the fashion news for the month and will gladly furnish information on what the well-dressed tylist will wear.

Jack Bremser will handle the time signal for this station. How's the watch running these days, Jack?

We are now leaving the air until the same time next month, when we hope you will again turn your dials (eyes) to this station for more news by our staff and guest artists.