

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

MARCH, 1935



Skiing in Rainier National Park

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SUPERIOR



448 N. Wells St

A Celestial Visitor

Montevideo, Minn., Discovers a Meteor

IN recent months, what is believed to be the largest meteorite "in captivity" has been discovered in Minnesota, approximately two and one-half miles north of Montevideo station and not more than forty rods from Milwaukee Road tracks.

The visitor from realms out beyond arrived with the apparent intention of taking up permanent abode, for it buried itself in the ground to the depth of about twenty feet, being only stopped from further burrowing by a ledge of granite that obstructed its fall. However it is estimated that about four hundred tons of the strange visitor are still above ground. Its visible proportions may be compared with the figures of the women shown in the picture herewith.

Meteors, or meteorites, as these visitors to earth are termed, scientifically, have reached us from space out and beyond earth's atmosphere, out and beyond stratosphere, and they come from heights sixty to eighty-five miles up in the sky.

While the phenomena of "shooting stars" has been a study of scientists for hundreds of years, when one of these found a resting place on our planet, it was regarded with some superstition and considerable dread as to what malevolent influence its coming might have to the particular locality favored with the visit.

The history of their intensive study dates back to the early part of the 19th century, after an especially brilliant exhibition of meteoric showers in 1833; and it is now quite definitely established that meteorites are masses of mineral matter reaching the earth's surface from far out in outer space; their velocity is measurable, and it is computed that they enter the earth's atmosphere at speeds ranging from ten to forty-five miles a second; but their speed decreases from resistance to the atmosphere until

they finally drop with only the usual velocity of a falling body. The depth to which they penetrate depends on their speed, form, weight and density, as well as the nature of the ground.

Their surface becomes very hot during the early part of the flight through the air, but as speed decreases they cool off, and when they finally land, they are usually only warm to the touch, if immediately dug out of the ground. It is rare that meteorites reach the earth without exploding, and in the case of the huge "Meteor Crater" of Arizona, little of the meteorite itself was ever found after gouging out a hole to the depth of five hundred feet and three quarters of a mile in diameter and scattering earth and rock over the ground for miles.

Meteorites have been found in many parts of the United States, numbers of them having been ploughed up in fields under cultivation, many of these now being held in museums. Prior to the discovery of the Montevideo stranger, the largest known of its kind was discovered in Greenland in February, 1920, by Admiral Peary and was brought to the Museum of Natural History in New York City. Its gross weight is thirty-six and one-half tons and special equipment had to be constructed for its removal from the bed in which it was found.

Specimens of the Montevideo meteorite have been submitted to a research laboratory, and a report from the director on its elements and its rating is of interest. It says in part:

"The phenomenon of Meteors is very broad, but nevertheless they contain similar substances as found on earth. Some contain certain new elements entirely different from those known to recognized scientists. In this particular meteor, I have found a substance which is unknown and different electrical and chemical treatments have been given to it in order to determine its composition.

"Meteors are an aggregation of cosmical matter which if carefully examined, will be found of considerable interest and benefit to mankind and science. Some meteors have at least one substance that is different. Previously, little attention was given them until recently and for that reason the majority of scientists are not fully acquaint-

ed with cosmical matter. I have previously made a number of revelations following our scientific investigations and discoveries on various subjects, but not until the isolation of the new element No. 93, have I been able to realize the extreme importance of the entire structure of dynamic wave-matter existing in the whole universe.

"In the large heavy meteor discovered by me and my associates in 1932, I had a very difficult time to separate the contained associated elements but finally succeeded in doing so, found a superior radioactive element, which is heavier than uranium and more powerful than radium. You probably have a conception as to what can be gained through discovering a new element or a group of substances, that function differently from the known 92 elements. A new element does not only mean a new metal, liquid or gas added to the standard series, but it may provide a new combative source to diseases or ailments, or extending our researches, if the substance possesses certain superior qualities and properties? Moreover, it requires time to develop a new element so that it can be applied to many good purposes in various laboratories.

"Now, with respect to the meteor specimens which you sent me, there may be a possibility of reaching something definite that would be another building block in the universe. So if you can gather spare fragments from this meteor or even from any other, I shall be glad to receive them, and enable me to continue when the old shattered samples become obsolete. In this manner I hope, we shall be able to determine the properties now under rigorous investigation. Consequently, when final decision is made, you shall be informed as to what new substance has been discovered and its possible value."

From this it would appear that Minnesota is to add to its other and varied attractions, one of "the world's greatest," as well as one of profoundest interest.

The location of this celestial visitor is in surroundings of scenic beauty, as well as in a part of the world of singular geologic interest. Its rocks, its hills, and its valleys tell clearly a story of the Ice Age in North America and the great recession of the ice cap. It is a land of infinite beauty and full of the thrills of the unwritten records of prehistoric ages.

And whether this stranger came hurtling through space from the mountains of the moon, whether it took part in a titanic bombardment from our neighbors on Mars or came from far out in interstellar space where unnumbered universes swing along to the rhythm of the spheres, it finds a resting place in a land of beauty and peace until perhaps in a million years or more, this little planet of ours goes on a bombarding expedition of its own into Infinity.



The Montevideo Meteorite.

Restaurants on Wheels

By L. M. JONES

Excerpts from an address by L. M. Jones, superintendent of Milwaukee Road Sleeping and Dining Cars, before the Washington State Hotel Association and the faculty and students of Washington State College.

FOOD of the best quality, expertly prepared and courteously served in comfortable dining cars is the rule of the American railroads today.

Dining car service is not profitable, notwithstanding the fact that many earnest souls with the best of intentions have tried to show that dining car menu prices are extortionate and have offered figures of their own housekeeping expenses in support of their statements. I think I am safe in saying that no railroad would operate dining cars if they could be eliminated, but, because of public demand, dining car service is an established necessity on all first-class passenger trains.



L. M. Jones

So far this year (Nov. 1934) our cost to obtain \$1.00 revenue has been approximately \$1.40 to \$1.45 with probably 55c representing food cost, 64c car labor expense. The balance of 21c to 26c covers equipment renewals, interior cleaning of cars, lodging of crews on line, stationery and printing, superintendence and storage room expense, coal, ice, water, laundering linens and miscellaneous minor items.

Our operating loss for 1934 will probably be something more than \$200,000. In 1929 with over 50 diners in service, with about 85 units operating on which we served food, our loss was almost half a million dollars. This loss we anticipate does not include interest on investment, which is a considerable item of itself, since a modern diner, equipped to serve 36 people, represents an investment of about \$80,000; nor does the figure I give consider return on invested capital in the necessary real estate and buildings required in Chicago, the Twin Cities and on the West Coast to maintain our service. Neither does it include the cost of shopping the cars, amounting to about \$3,000 per unit every 20 months; nor do I include the cost of fuel and other expenses incident to hauling dining cars in trains.

Even though dining cars may be in operation on some trains 24 hours of the day, it is difficult to average more than two meal services per car per day. For example, there are many overnight trains between commercial centers that have a car out of the initial terminal for dinner and into the destination for breakfast. The remainder of the day the car is idle. In the case of pool diners, there is a layover at the far terminal

of the car of one or two days as well as a rest period at the home station of three, four or five days. These layover periods also provide time for the thorough cleaning and overhauling of the cars.

When a restaurant closes its doors, the help goes home and the management is at no expense to provide accommodations or sustenance for the employes. In dining car operation, not only must we sustain the men but we must provide suitable sanitary and healthful sleeping accommodations for them. Years ago it was a common practice for dining car crews to sleep in the dining cars, either at layover points after being set out from one train and before being picked up by another, or while in a through train at night. This was recognized as insanitary and distasteful, so now at layover points, comfortable and sanitary sleeping rooms with bathing facilities are provided and on through trains special sleeping space is furnished in a car other than the diner, usually termed a dormitory car.

Now a bit about the car and its crew in service out on the line. We view the steward as the manager of his unit. He is responsible for the car, equipment and service. He must be well groomed personally and, in addition, be experienced in correct service and the keeping of accounts. He must have the ability to handle men with fairness and maintain good discipline. His personal contact with our patrons is of great importance as the impression received in the dining car is often the basis for one's friendly or unfriendly feeling toward the whole railroad system. A good steward is a most valuable asset.

Recently while in New York I discussed with George Rector, who for several years was associated with our service as director of cuisine, this talk. He said, "Praise the dining car waiter. He turns out a wonderful job compared to other waiters. He has no service table, no omnibus, he works in small quarters and does all well." All of that comment is true. A good waiter is a student of human nature and the proper serving of the menu is by no means the limit of his ability. Among other things that experience has taught him is dexterity. You

have noticed how he balances a large tray of dishes passing other waiters in the narrow aisle of a rapidly moving diner, stepping aside for entering or departing guests, all with ease and poise

The waiters have many duties besides serving at the table. These duties, divided among the crew, include making salads, salad dressings, preparing fruits, cleaning silver and glassware, dusting, checking linen, and others.

The dining car chef has spent the best years of his life at his art under trying conditions. He works in a very limited space over the white heat of the broiler or the fierce heat of the range, concocting delectable dishes to please the travelers' fancy. The temperature of his work space is frequently over 100 degrees—oftentimes much higher than that—yet he is ever active, preparing and serving a large variety of dishes, supervising the work of his assistants, careful to send out nothing from the kitchen that shall not prove pleasing to the eye as well as the palate, for his guests include the epicure, the gourmet and, at times, the finicky or invalid. His reward—the complimentary expression of the considerate patron. He and the men who work with him are the backbone of our service. Each man, on entering our service, must undergo a thorough medical examination and pass a similar examination every four months thereafter. This expense is assumed by the railroad.

In our instruction kitchen in the Chicago commissary we conduct a series of demonstrations and lectures on the preparation of meals. Our crews are allowed their regular rate of pay for time spent in attendance. Every steward, chef, pantryman and assistant chef must attend. This school is in charge of Rene Chauveau, instructor chef for the railroad. Rene, a native of Northern France, who, save for the years as an officer in the French Army during the World War, has spent his time since



A Milwaukee Dining Car in Action.

early boyhood in kitchens of the old world. Since 1928 he has been in our employ and, in addition to presiding over the cooking school, spends his time in travel up and down the railroad inspecting the dining car kitchens and counseling the chefs that we may have a uniform standard of service and of a high quality.

We also have a small staff of capable inspectors constantly traveling. These men are looked upon as counselors by the crew, rather than trouble seekers, and are welcome aboard for their guidance as each trip usually presents some new problem. I myself spend every minute that can be spared from my office in observing our service from a critical passenger's point of view. Also we use an undercover service, employing observers definitely trained for work on diners, not especially for financial checkups but to receive and report on service such as the average passenger would be given. In addition, we ask our railroad associates, particularly those of the traffic department, to give us their suggestions and intelligent criticisms—all of this for the purpose of affording the best service obtainable for the patrons of our railroad.

There is no question but that air con-

ditioned cars have made our passengers more comfortable, more agreeable and decidedly easier to handle. Apparently it also had an effect upon their dining car food habits for we found that we served more hot soups, more solid foods, more meats and desserts, and the consumption of hot coffee this past summer, for the first time, was greater than that of iced tea. Then the stewards and waiters worked with greater ease and were more presentable.

There were other phases of our operation that are interesting, such as our laundry in Chicago with the capacity in an eight-hour day of 11 tons or about 42,000 pieces of linens and cottons used in our service; and there is our hotel at Gallatin Gateway, Montana—our entrance to Yellowstone—where we ship all our stale bread and other wholesome but condemned food supplies to be used for poultry feed. From the poultry yards we have established there we receive in return chickens and eggs for the diners. Here also we have a large vegetable garden that produces its quota of products for our cars.

EDITOR'S NOTE: It is regretted that space limitations do not permit reproducing the complete address which was printed in the Hotel Monthly for December, 1934.

Air Conditioning Gives Employment to Many Shopmen

CREATING added comfort for next summer's travelers by installing air conditioning equipment in passenger train cars is providing winter employment for many railroad shop workers.

On the Milwaukee Road alone more than 300 men, working five days a week, will be employed for four months equipping a fleet of 123 cars of many types. In 1934 the railroad installed air conditioning units in 30 lounge and dining cars.

The program, which includes Pullman sleeping cars, in addition to dining cars, observation, parlor cars and coaches, provides for completion of the job so that the Olympian, Arrow, Day Express, Pioneer Limited, Southwest Limited, Fast Mail and the new streamlined speed train will be completely equipped before the summer travel season opens. The work is being done in the Milwaukee Shops.

Known as the Safety-Carrier system the method employed by the Milwaukee

Road does not require the use of a refrigerant gas or ice. Using steam generated by the locomotive through steam jets at high velocity a vacuum is created to cool water to 45 degrees, which is pumped into cooling coils located overhead inside the cars. A blower forces fresh air through the coils to be chilled, then into ducts opening into the body of the car and circulated just fast enough for coolness and comfort without drafts.

The system is controlled thermostatically, to maintain uniform temperature, and any temperature may be selected to meet weather conditions. Since the cars are practically sealed they will be clean and quiet when in operation.

Increased travel comfort through the introduction of air conditioned cars together with recent decrease in passenger fares and the reduction in sleeping car charges is expected to stimulate travel by rail this summer, according to passenger traffic dept. officials.

J. A. Merrill of Rockton, Ill.

H. J. B.

these days, when all of us are accustomed to "view with alarm" it is a real relief to be able, for one to "point with pride."

And the employes of the Milwaukee Division Second District feel that we have every reason to feel proud of the remarkable record, and it is far from a closed chapter, of our veteran Agent-

Operator J. A. (Allie) Merrill, of Rockton, Ill.

Mr. Merrill was born November 6, 1857—about one year after the Racine & Miss. Ry. opened the line where he spent his life. At the age of eighteen he went to work for the old Western Union Ry.—successor to the Racine-Miss. Ry.—as operator, under Supt. D. A. Olin and Chief Dispatcher D. L. Bush. He worked as third trick operator in the Dispatcher's office for two years—

then went to Rockton. He has remained there ever since—as operator and then as agent. In fact, since the Rockton station was opened, in 1856, there have been but two agents at that point—Mr. E. L. Stiles from the opening to 1896—then Mr. Merrill.

Mr. Merrill has a seniority date on this division of August, 1875—nearly sixty years—and Mr. N. P. Thurber is authority for the fact that his record is "CLEAR."

As further proof—if any is needed—of Allie's ability, it might be well to state that for the past two years he has taken over the work of taking and consolidation of the division "37 reports"—a job that has stopped many an aspiring operator of half "Mr's" years—and is doing as good—or better—job than any of his predecessors.

We regret that Mr. Merrill was unable to furnish us a photo of himself—says he hasn't had one taken in fifty years. But the record speaks for him—and we doubt if it can be equaled on this or any other railroad.

We Point With Pride—and hope that his remaining years may be many and prosperous.

Skiing Event in Rainier National Park

NATIONAL Ski Championships for the United States, in slalom and downhill racing will be decided at Rainier National Park on next April 13 and 14. At the same time, Olympic tryouts will be held, and the team which will represent the United States in these events at the Olympic ski events in Germany, in February of 1936, will be selected.

Because of the tremendous interest in Winter sports and skiing in the Pacific Northwest, as well as the tier of northern states across the Continent, attendance of probably 20,000 spectators is expected. To insure care for safety of the crowd in matters of traffic and accommodations in Paradise Valley, Rainier National Park, a committee is already at work.

This group, the Washington State Olympic Ski Committee, including civic and community leaders, and experts in Winter sports, likewise is taking every precaution to insure perfect condition for contestants who will include the most experienced skiers in North America.

What Is the Answer?

A traveler on a train notices that $2\frac{1}{4}$ times the number of spaces between the telegraph poles that he passes in a minute is the rate of the train in miles per hour. How far apart are the poles?

Hobo: "Boss, will you give me a dime for a sandwich?"

Gent: "Let's see the sandwich."

Lawyer (to colored prisoner): "Well, Rastus, so you want me to defend you? Have you any money?"

Rastus: "No, suh, I hain't got no money but I got a 1922 model Fo'd cah."

Lawyer: "Well, you can raise some money on that. Now let's see—just what do they accuse you of stealing?"

Rastus: "A 1922 Fo'd cah."

ACCIDENT SAFETY FIRST PREVENTION

Look Both Ways—and Live!

Employes and Others Must Be Cautious

By L. G. BENTLEY

Chairman Committee on Education of Safety Section, A. A. R. R.

THE Safety Section of the Association of American Railroads, through its Committee on Education, has again directed an appeal to railroad officers and employes of all departments to form the habit of looking both ways before stepping on any railroad track, even though the track is known not to be in use.

Safety men are convinced that if this habit is formed to the extent that a man subconsciously protects himself against a danger that does not then exist, he will benefit by the habit when danger approaches.

Periodically for the last 15 years posters and educational circulars have been distributed to railroad men bearing on the subject "Look Both Ways and Live," as a means of preventing accidents due to employes being struck or run over by locomotives or cars. The latest circular, which will be in the hands of more than 100,000 railway officers and employes on February 1, through a unique folding arrangement of its pages, follows an employe from the time he first crosses a track without looking both ways until his last attempt to do so when, lacking the habit of looking both ways, he is struck by a train and killed.

Accompanying the illustrations is the following comment by the Committee on Education:

"All Railway Employes and Their Families:

"More railway officers and employes have been killed when struck or run over by engines or cars than from any other single cause. You are developing a state of Safety-Mindedness as you move about on railroad tracks that has saved you and many others from death during recent years, but we find many men in railroad service who still fail to 'Look-Both Ways' before stepping on tracks, and while they still live it will be only a matter of time before accident will overtake them, unless they form new habits.

"You should be encouraged to think very seriously of this matter because, although you have done much in the last 15 years, there still is much to do before everybody becomes Safety-Minded.

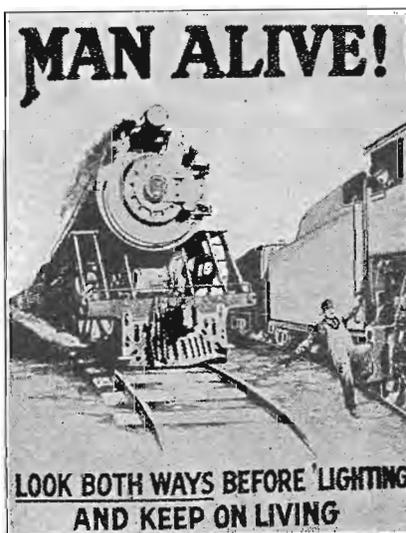
1928 359
1933 101

"Isn't this record worth continuing? Take this folder home and talk it over with the wife and children."

The effectiveness of this method of reminding human beings of unsafe methods of conduct is seen in a comparison of some of the statistics in this circular, as they apply to railroad employes and to persons not in the railway service and who therefore have not been subject to the educational influences of the program of the Safety Section.

We know that the number of locomotive miles is the mechanical yard stick for measuring exposure to the danger of being struck or run over by locomotives or cars. In other words, if the locomotives of the railroads are run a million miles, there are one million units during which a man might be struck or run over. If the locomotive miles reach ten million, there is just ten times as much likelihood of a man being involved in such an accident.

Using the year 1918 in comparison with 1933 we find that during the latter year locomotive miles were 40 per cent less than in 1918, and that fatalities to railway employes declined 91 per cent, but persons other than railway employes who were killed when struck or run over declined 41 per cent, or almost exactly at the rate of reduction in locomotive miles. This shows conclusively that railroad men are becoming more Safety-Minded and that



Total employes killed when struck or run over

1918 1,229
1928 522

other persons have given this matter practically no thought at all.

Concluding its appeal to continue the good work, the Committee on Education offers some suggestions which are vital to the safety of railway employes and all other persons who at any time or place are brought into proximity to railroad tracks. Keep these suggestions in mind:

"When stepping on any track, whether it is alive or dead—Look Both Ways.

"When lighting from an engine or car which is either moving or standing—Look Both Ways.

"When coming out of a building or from behind a building near any track—Look Both Ways.

"When crossing in front of any engine or car, moving or standing, allow plenty of room for Safety and—Look Both Ways.

"Do not sit under cars or walk or stand on tracks whether they are alive or dead unless duty requires.

"Form the Habit of doing these things at all times, even when you know there no danger, and the habit will save you life when danger comes."

Goggles Save Eyes

RECENTLY some track men at a terminal point were engaged in changing out a broken rail in a solid concrete highway crossing. Track chisels and sledge hammers were being used. On two different occasions on the same day, flying chips of concrete struck the goggle lenses of two men working on this job. The statements of the two men involved were as follows:

"Had I not worn goggles I would be suffering from the loss of one eye."

"Brooms were placed on edge on both sides of chisel and held there to keep pieces of concrete from flying in the faces of the men near me. I had my face covered with cloth to prevent flying pieces of concrete cutting my face and above all I wore my goggles. I am thankful to the R.R. Co. for furnishing a good goggle. A piece of concrete struck my goggles and shattered one lens into many pieces. Had I not worn goggles I would have lost one eye."

The value of goggles cannot be overestimated. The foregoing statements should indicate to every employe why it is important to comply with the goggle rules.

Just Natural

"Liza, you remind me fo' all de world of brown sugah."

"How come, Sam?"

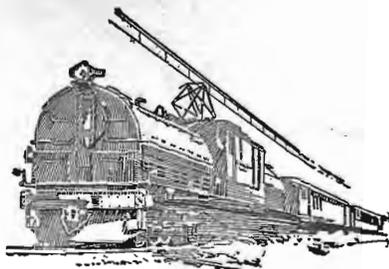
"You am so sweet and so unrefined."

Mr. Murphy was taking his first flight in an airplane. The pilot was taking him over Dallas, and when they were about 3,000 feet up, the plane suddenly went into a nose-dive.

"Ha, ha," laughed the pilot as he righted the plane. "Half of the people down there thought we were falling."

"Sure," said Murphy, "and 50 per cent of the people up here thought so, too."

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



Service An Aid To Solicitation

Although employes do not have an equal opportunity to obtain freight or passenger business for the railroad, we can all help out to some extent.

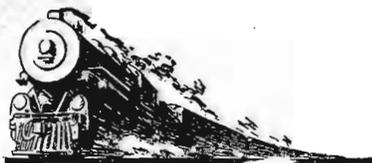
We can aid solicitation by giving travelers and shippers 100% service so that they will continue to use The Milwaukee Road and recommend it to their friends. Every member of the Milwaukee Family, whether working on a train, on the tracks, or in an office, has it in his power to make our service satisfactory or otherwise to our patrons, and by performing individual tasks efficiently eliminate delays and complaints.

The improvements in service and equipment that have been made by this railroad within the past year, and those now under way, coupled with the intelligent efforts of all of us to render the best in personal service, should attract additional patronage and bring most satisfactory returns.

A handwritten signature in cursive script that reads "J. D. Gillis". The signature is written in black ink and is positioned above the title "Vice-President".

Vice-President

Contributed by M. K. Buckley, Office of General Superintendent of Transportation





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

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The Long and Short Haul Rates

IN a recent public discussion of the "long and short haul" rate issue Clyde M. Reed, former Governor of Kansas and a recognized student of transportation regulation, made the following significant and interesting comment:

"When the Panama Canal was projected and built with the enthusiastic acclaim of the midwest we did not foresee its whole influence on our business. We looked upon it as a matter of national defense and assumed that the ports on both oceans would use it for their commerce.

"Both of those things happened, but it did not stop there. Traffic from as far inland as Chicago and Indiana moves, now, eastward to the Atlantic ports, principally Baltimore, and thence through the Panama Canal to the Pacific destinations. Much traffic then moves inland by truck from the piers to the towns in the coast states. The effect is a decay of the transcontinental railroads. There is not enough business originating between the summits of the Rocky Mountain range and the Sierra Nevada mountains to maintain these railroad plants. They must have through business to live.

"It is a truism that the less traffic that remains upon the rails, the higher rate the remaining traffic must pay. The more traffic there is, the lower a reasonable rate may be. That fact espe-

cially concerns the western farmer. His grain traffic, particularly wheat, and his long haul livestock are 'tied to the rails.' As other traffic diminishes, the greater his proportionate share of the cost of maintaining the steam railroads must and will be. I've tried too many rate cases for Kansas and Kansas farmers to have any illusions on that point.

"The railroads are asking repeal or modification of the Fourth section of the Interstate Commerce act. I do not go with them so far as to advocate repeal, but I do favor some modification that will enable them to more fairly compete with the Panama Canal. They must make rates to Pacific Coast terminals lower than the intermediate rates, in order to get any of the business. If all their rates had to be reduced to that competitive level they would be bankrupt.

"It is a very practical question. I have had contact with it and opinions upon it for many years and I have always favored, and now favor, allowing the transcontinental lines to make rates that might return traffic to their rails—so long as these rates gave them any percentage of profit. To the extent that they can increase their profit making business, profit from traffic which they do not now handle to that extent they relieve the burden upon other traffic, add to their volume of business and to their revenues, both gross and net."

Support the Railroads

IN a copy of "The Daily Reminder," an advertising "flyer" issued by The Red and White store of Montevideo, Minn., the following appears large on the front page, and is "good medicine" in connection with the Ship-By-Rail movement.

SHIPPING FOOD BY C. M. & ST. P. R. R.—The consumer buying food, possibly has not given this much thought.

The support of the Railroads needs and deserves the patronage of every citizen, consumer and business man; not only the support given them in the severe part of the winter when the highways are blocked, but continuous support the year around, by shipping by rail.

Railroad men are and have been a big part in the welfare and advancement of Montevideo. They pay a big part of the taxes, are interested and active in our city affairs, in the city council, and in

our schools. The Railroad Women's Clubs and Men's Railroad Organizations have always taken an active part in civic affairs, such as sponsoring the big Christmas party for Montevideo and surrounding territory, and many other activities throughout the year.

When buying food, give it a thought, if you are a railroad man or not, whether it reaches the fair city of Montevideo by a box car on highways or a box car on rails. Montevideo needs the railroads and the railroad needs the support of the citizens of Montevideo.

Your Red & White Store in all these past 40 years, has been loyal to the railroads and insisted that all shipments from wholesalers of groceries, dry goods, shoes and crockery be shipped by rail, also a big part of fruits are shipped by rail, part of which comes from our nearest fruit branch house at Willmar, to which it is shipped by rail.

We invite you to trade at our store

and assure you of the best in Quality, Service and Fair Prices.

TRADE AT RED & WHITE—Shipped by Rail.

Agent Fisher at Montevideo sends it to The Magazine.

A News Stand

Blind, He Secures a News Stand Concession—Former Milwaukee Road Employe the First Ever to Establish a News Stand in U. S. Postoffice

VETERANS of Milwaukee Division service will read the following, reprinted from The Rocky Mountains News, with interest:

"A man who once dispatched trains on the Chicago, Milwaukee & St. Paul Railroad and then became blind, was happy yesterday because the U. S. government had granted him a concession to run a news stand in the postoffice building. For years L. D. Stockton of 2917 W. 43rd avenue has been struggling to make a living despite the loss of his sight. He was ambitious and determined that he would make a success.

The news stand which was placed in the postoffice building near the 18th street entrance yesterday is the first one of its kind in the United States, authorities said.

Worked in Freight Office

Born in Ohio, Mr. Stockton obtained his first job with the railroad when he was 20, and worked in a local freight office at Chicago.

Then he was made agent at Golf, Ill., where is located an exclusive club for Chicago's followers of the white ball. This was in 1898, and several years later he was sent to Wadsworth, Ill., as an agent.

In 1904 his sight began to fail and became an officer in the army recruit service. Mr. Stockton came to Denver for a time and was married here, later returning to his old job as ticket agent.

Then on the night of March 23, 1909, came the tragedy of his life.

Wakes Up Blind

After a hard day's work he retired to wake up next morning in a world that was as black as night to him—he was blind. Refusing to be whipped by his affliction, Mr. Stockton has worked at many tasks to make a livelihood for himself and his wife.

In 1933, while Frank L. Dodge was postmaster, he made application for space in the postoffice to sell papers and magazines. A year later Washington postal authorities asked a local committee to investigate and pass on his application.

The application was approved and the postal officials at Washington sanctioned the concession. Friends furnished him with the lumber for his little stand and yesterday Mr. Stockton started in business for himself."

BULLETIN

AT A recent meeting of the Executive Committee of the Milwaukee Employe and Taxpayers Association, it was brought out that the agitation for needed legislation in connection with competitive methods of transportation has been carried on so well that the federal and state administrations have put such measures in their recommendations for immediate passage. Under the circumstances, it appears neither necessary, nor advisable, to longer

devote all the efforts of an employe organization to this end alone.

The two years during which the organization has been in existence have proved, what everyone already believed, that the employes are anxious to assist the railroad if they can find a way to do it without doing more harm than good. In an effort to learn how other employe organizations have met this problem, a committee was appointed to study similar organizations on other roads. They found several clubs that have been active for a number of years and all of these clubs are devoting their efforts to keeping the employes posted on the conditions with which the railroads are confronted. The monthly meeting is primarily a social affair, given at small cost, but a short period is devoted to the delivery of any message the club may decide is required and the members kept informed of the best manner in which they can "boost" their own railroad.

Upon receipt of this report the Executive Committee passed resolutions recommending that the by-laws be changed to provide for such an organization and that the name of the association be changed to "The Milwaukee Road Booster Club."

To give the membership an opportunity to pass on this proposal I am calling a general meeting of the entire membership to be held in connection with a dance and card party in the Fred Harvey Cafeteria, Tuesday, February 26th. Dinner will be served, cafeteria style, from 5:30 to 6:30 and at 6:30 there will be a short business session to pass on the above resolution and elect officers for the coming year. The dance and card party will start at 7 and the club will furnish the music and prizes. The club will not provide the dinner but will arrange for a special dinner to be served at 40 cents through tickets sold in advance. A later bulletin will be issued covering all the arrangements for the party, including the menu and the list of prizes.

C. R. HOGE, President.
Chicago, Ill., Feb. 9, 1935.

Here's How to Earn 6% on Your Investment

PERHAPS you are not aware that a Credit Union has been established in the Car Department at Milwaukee. A handful of thrifty minded employes organized this Credit Union on April 19, 1933. Since that time this little organization has prospered, and on December 31, 1934, it had a working capital of \$1,914.85. The officers announced a 6% dividend at the close of the year 1934 and members received their dividend in cash just a few days before Christmas.

What is the PURPOSE of a Credit Union? The primary object is to promote thrift among its members and to take care of their own credit problems at a legitimate rate. Under this plan of saving it is possible to bank as little as 25 cents at any time. The treasurer is right on the plant—no time to lose in making your deposit.

If you are able to save, start an account AT ONCE—25 cents will start you out. When you have deposited \$5 you are a shareholder.

IF YOU NEED MONEY, feel free to approach the officers—no lengthy application to fill out—no red tape—no collateral to pledge—we loan money on your character—your good name and at 1% per month on the unpaid balance. Just SIGN a note.

How can I become a member? All that is necessary is that you be an employe on the Car Department payroll at Milwaukee or employed in the District Accountant or Mechanical Engineer's office. Only a small entrance fee of 25c is necessary.

To whom do I apply? Consult any of the officers. For your convenience their names are shown below:

H. Jos. Glaub, President—Employed in the tin shop.

Max Martens, Vice-President—Employed in the new freight shop.

Herbert W. Stark, Treasurer—Employed in the district accountant's office.

Martin J. Biller, Secretary—Employed in the superintendent of car department office. (Continued on Page 20)

A Golfer's Dream

In some two months, it won't be long,
The birds will fill the air with song.
I like birds singing near my door,
But best of all—when on my score.

This year I know my game will be
A perfect one—you wait and see,
My drives will go so straight and true,
I know they will—I'll follow through.

Nor shall I ever get a slice;
Don't smile at me—it isn't nice.
And furthermore—I shall not hook
My hard hit ball into a brook.

My irons, too, will I use right,
And will it be a pleasing sight
To see the ball that I hit true,
Land on the green—and stay there, too!

But on the green is where I'll shine,
That's where my game will be sublime.
Two putts is plenty—you'll agree,
I'll never take as many as three.

I hope to play the game so fine,
There'll be no argument over mine.
And when the eighteenth hole is done,
You'll buy two drinks and I'll take one.

This is no dream, I'll have you know,
I don't smoke dope or hops—and so,
It won't be hard for you to find
The writer of this note—IT'S SIGNED.
—R. L. WHITNEY, Traveling Accountant.

Going the Rounds

He took her hand in his and gazed proudly at the engagement ring he had placed on her finger only three days before.

"Did your friends admire it?" he inquired, tenderly.

"They did more than that," she replied, coldly. "Two of them recognized it."

Hubby: "The bank has returned that check."

Wife: "Isn't that splendid! What can we buy with it this time?"

"TOO LONG AT THE WHEEL"

Study by National Safety Council Reveals That "Dozing," Due to Long Hours, Causes 20,000 Motor Accidents Each Year

A scathing indictment of long hours on duty, common in certain branches of the motor trucking industry, has just been made public by the National Safety Council, following a country-wide study of the part played by exhaustion and drowsiness in traffic accidents. Since the research was started last October special reports have been received from all states and two Council engineers have made a personal investigation of conditions existing in nineteen states.

In the published report, entitled "Too Long at the Wheel," the Council charges that in spite of existing regulations in 42 states and the District of Columbia definitely of Columbia limiting the hours of work for certain commercial drivers there is little or no attempt at enforcement, and as a result such drivers, either because of natural travel exigencies or because of vicious financial emergencies, are often compelled to work without sleep to a point of sheer exhaustion. Very often, in addition to the hours of actual driving, they must be on the job many additional hours loading, unloading, or waiting.

Cause 1 Per Cent of All Auto Accidents

The report finds that the number of "asleep-at-the-wheel" accidents officially reported varies from 0.5 per cent of all the motor vehicle accidents in North Carolina to 5.1 in Illinois, representing an average of 1 per cent in fourteen states where records were available. There are about 20,000 "asleep" driver accidents in the country each year, the Council estimates, with a fatality rate many times greater than for traffic accidents as a whole. This number would be greatly increased if to the figure could be added the accidents in which general fatigue, rather than sleep, plays a contributing part.

The Council points out that in many cases fictitious causes are given because drivers, especially commercial operators, are unwilling to admit dozing at the wheel. Further evidence of "under reporting" is indicated by the fact that a great many more so-called "mechanical failure" accidents are reported during the

early morning hours, when obviously there is no more reason for them at night than during the day. Violations of existing laws are most common and serious in long-haul for-hire trucking, particularly among drivers who own their own vehicles; although flagrant offenses often occur in other types of trucking and are not uncommon among some of the cut-rate bus companies.

Most of the fatigue accidents occur between four and six a. m. There is a decided upward trend also in the early afternoon hours, reflecting the effect of mid-day warmth and full stomachs. About half of the "asleep" accidents occur on straight highways and mostly on country roads, for the drivers seem to snap out of their drowsiness when in the urban districts. When the driver goes to sleep at the wheel he collides with another vehicle in about 30 per cent of the cases, which, of course, adds to the seriousness of this particular hazard.

Long Hours Induce Fatigue

The report finds that sixteen, eighteen, or even twenty hours of continuous duty are quite common among the owner-driver outfits, especially in the transportation of live stock, farm produce, and long-distance coal hauling. Competition for business is keen, and often contracts are taken at a price that rarely pays expenses to some distant point, in the vain hope that a better paying return load may be obtained. Such a situation not only induces fatigue but also makes it difficult to maintain the vehicle in safe mechanical condition.

The Council recommends that fleet operators and individual truck owners organize their business so as to avoid excessively long hours of duty; that every state limit the hours of all commercial drivers, and that such limitation should cover total working and waiting time and not merely the time spent at the wheel. It is also recommended that states adopt a definite form of procedure for the enforcement of such rules.

The Agricultural and Colonization Department

Proposed Recreational and Wild Life Preserve

WISCONSIN is to have one of the largest and most accessible wild life or game preserves in the country according to plans of the Rural Rehabilitation Corporation, U. S. Biological Survey and Agricultural Adjustment Administration.

The plan is to acquire several townships of land in central Wisconsin, particularly in Juneau, Wood, Adams, Jackson, Clark and Eau Claire counties. A large part of the land to be acquired is north and west from our lines Milwaukee to LaCrosse and New Lisbon to Wisconsin Rapids.

The area is described as sub-marginal. A few farmers are located in the area, whose lands will be purchased and the farmers moved to farm lands where they may produce a decent standard of living. These purchased sub-marginal farms are to be combined with large tracts of tax delinquent lands and the whole turned over to the U. S. Biological Survey, who will use them to grow game birds, fish and small game animals. Game cover will be grown, water and nesting places provided and such other natural environment that will lead to the rapid stocking of the preserve.

When fully developed, it is proposed to allow limited hunting for sportsmen, as well as recreational privileges to tourists and others who enjoy a few days or weeks in the woods surrounded by harmless wild life.

Green Peas and Head Lettuce— Two Growing Areas in Washington

GREEN peas and head lettuce are two fresh vegetables that an increasing number of people are learning to enjoy, as well as demand during all seasons of the year. Two comparatively new growing areas of these two vegetables have recently come into production that apparently are destined to help supply this growing demand. These areas are both Milwaukee served in the state of Washington.

The growers near Sequim and in the vicinity of Montesano have made consistent progress in their production and are now closely studying means by which the quality of the crop may be held consistently uniform. This to be done by the use of fertilizers, packing, types of packages, transportation, etc. Each step has been undertaken after consultation with representatives of this department and

others interested in the success of the project.

During 1934 the growers near Sequim marketed 39 carloads of green peas and began to move a limited amount of head lettuce to the trade. At Montesano the growers have been in major production for several years so that they are now putting on the market liberal quantities of both peas and head lettuce.

New Soy Bean Plant

To Use Crop Grown by Milwaukee
Served Farmers

NEW discoveries and manufacturing processes are opening up a much wider use for several farm crops. One of the crops so affected is soy beans, and the industrial uses to which the soy bean may now be put will assist many farmers in their problem of adjusting their land usage. Each acre used to grow soy beans for manufacturing processes will remove that much land from competition in the food and feed markets.

A recently completed soy bean processing plant, located on our rails, is expected to use the crop grown on at least 100,000 acres during the coming year. Nearly all of the processed beans will return to the consumer in the form of paint, automobile parts, and other non-edible forms.

Farmers in soy bean growing areas served by the Milwaukee Road are being encouraged to grow beans that will meet the needs of this new plant. This Department has co-operated with the soy bean manufacturing company in making dealer and farmer contracts which it is hoped will lead to a permanent working relationship.

Mid-Yellowstone Project Now Being Surveyed

THE Mid-Yellowstone Irrigation Project is now being surveyed by the U. S. Bureau of Reclamation. Engineers are accurately appraising the economic and physical features of the Valley between Miles City and Glendive, Montana. The purpose of determining these features is to establish the feasibility of developing the power and irrigation assets of this part of the Yellowstone River.



A Grain field near Miles City, Montana, showing what crops can be produced in that area.

Already, an engineer from the Bureau of Reclamation has made his preliminary estimate of the field force and equipment needed, and the Bureau has allotted the engineer's request. Offices which will serve as headquarters for the field force have been rented and the survey work begun.

Valley lands on both sides of the River are believed to be irrigable by using water from the Yellowstone. When such lands are irrigated, local advocates believe such irrigation will make possible increased production of sugar beets and assure large production of alfalfa and feed crops, with consequent stabilization of the livestock industry throughout the large range areas, both north and south from the Yellowstone River.

4-H and Vocational Agriculture Contributions for 1935

TO hundreds of boys and girls, scattered throughout the areas served by The Milwaukee Road in eleven states, the news that the C. M. St. P. & P. R. R. will again cooperate with their State Extension Services and Vocational Agricultural Departments, no doubt, will be welcomed with much joy and new determination to win honors.

In each of the eleven states contributions will be made to the 4-H Club departments of the Extension Service and to the Agricultural Divisions of the Vocational Education Departments. The contributions will be used by each department as that department feels best for the good of club and high school agricultural work.

For many years our Road has contributed to these Departments in the states we serve. Among the many tangible and intangible benefits these contributions result in close personal contacts with the boys and girls affiliated with 4-H Clubs and Vocational Education. They help to mold the lives of the boys and girls into men and women with broader vision, better understanding, more self-reliance, greater appreciation of citizenship and generally improved character. And while these benefits may be hard to measure, there are others that might be listed each of which could be evaluated but they each would be material and in this cause our road takes pride in its opportunity to assist in building real American men and women by a purely American method.

Missouri Development in South Dakota

CITIZENS of South Dakota are becoming increasingly interested in the development of the Missouri River in their state for power

er and irrigation. Several old proposals have been brought forth, featuring as many developments at points through the River's course in the State.

Realizing that it will be best to center attention and effort on those projects found to be most economical, having broadest possible usage, and capable of giving earliest relief needs to the greatest needy number, the State Planning Board has recommended a resurvey of

the River in the State, asking that such survey particularly include present economic, as well as physical factors. When that survey is completed and the facts are known, it will then be fitting and proper for all citizens of the State to join in developing a workable program leading to the construction of those power and irrigation projects which may be most useful and economical to the State as a whole.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Madison, Wis., Chapter

Mrs. C. E. Mahaffey, Historian

THE regular meeting of Madison Chapter took place January 9 with 39 present. Plans were made for a box social to be held January 24 and a card party on February 7.

Mrs. Ray Schernacker reported the Christmas party a huge success, with approximately 115 children receiving candy, nuts, popcorn balls and apples.

Mrs. A. M. Killian will have charge of the sewing circles to be held every Thursday afternoon.

The officers elected for 1935 are as follows: Mrs. Robert Mathis, president; Mrs. Myron Welty, first vice president; Mrs. P. Smithson, second vice-president; Mrs. J. L. Speckner, treasurer; Mrs. Carl Knoper, secretary; Mrs. C. E. Mahaffey, historian; Mrs. John Lynes, corresponding secretary. The chairmen are: Mrs. P. Smithson, relief; Mrs. Wills Bletham, sunshine; Mrs. Joy Shipley, house and purchasing; Mrs. John Lietz, constitution and by-laws; Mrs. J. F. Blazek, ways and means; Mrs. C. B. Corcoran, social; Mrs. C. Allemang, membership; Mrs. C. A. Parkin, program and entertainment; Mrs. Fred Leigois, auditing; Mrs. Henry Johnson, publicity; Mrs. Chapman, safety first; Mrs. A. M. Killian, sewing.

Mrs. Mabel Davy reported \$47.20 having been spent for relief work during the month of December.

Special tribute should be given to our past president, Mrs. Carter, whose untiring efforts have contributed so much toward the success of the year's work.

We are glad to welcome Mrs. H. R. Jones as a new member, having recently moved to Madison from Green Bay. Mr. Jones is car foreman.

At the conclusion of the business meeting a delightful lunch was served, with four members having birthdays in January being our guests.

Twin City Chapter

Mrs. G. F. Hañcer, Historian

MRS. DON BAGNELL took over her duties as president of the Twin City Chapter at the last meeting which was held February 4th in the club rooms. The other new officers for the ensuing year are: First Vice President—Mrs. Washburn of St. Paul.

Second Vice Pres.—Mrs. Eric Gehrke. Treasurer—Mrs. Carl V. Hammer. Secretary—Mrs. Palmer Nickey. Corr. Secretary—Mrs. Phil Bomcamp. N. W. Director Genl.—Mrs. C. F. Holbok.

The committee chairmen are: Constitution and By-Laws—Mrs. Donahover.

Telephone—Mrs. C. D. Galvin. Program—Mrs. Ben Benson. Ways & Means—Mrs. Al Neese. Membership—Mmes. Faucett and Hendrickson.

Welfare—Mrs. A. W. Peterson. Sunshine—Mrs. Grace. Social—Mrs. J. W. Johnson.

Scholarship—Mrs. Philpot.

Purchasing—Mrs. McCollum.

Safety First—Mrs. John Berg.

Publicity—Mrs. Arnold.

House—Mrs. Hack.

After the business meeting a "pot luck" supper was served by Mrs. Arnold, chairman of the committee. Assisting her were Mesdames Berg, Benson, Grace and Galvin. About 52 members were present to enjoy the delightful supper and participate in playing cards.

A beautiful quilt which was made by Mrs. Arnold and her committee, Mrs. Grace, Mrs. Johnson and Mrs. Benson was raffled with proceeds netting over \$200.

Mrs. Donahower has donated several boxes of home made candy which have been raffled at our "pot luck" suppers from which the club realized a very nice sum of money. Mrs. Grace also has contributed generously with boxes of candy which were likewise raffled, the proceeds of which were given to charity.

Hillary's Orchestra has been booked for the Club dance to be held Feb. 21st at the Curtis Hotel. Mrs. Al Neese, who is chairman for the dance, together with Mrs. Bagnell, have spent two days in St. Paul selling tickets. Mrs. Neese states that ticket sales have been very successful and from all reports we should have a record crowd. For those who do not care to dance, cards will be played and prizes given.

Mason City Chapter

Mrs. Robert McClintock, Historian

THE January meeting of Mason City Chapter was featured by a pot luck supper with about one hundred present. Mrs. Carpenter Kendall, acting president general and Miss Etta Lindskog, secretary general, were our guests and both gave wonderful talks, telling of the work which is being done among the chapters and urged us to be diligent to keep up this good work.

Some selections on the xylophone were given by Ruth Buehler, the talented daughter of Mr. and Mrs. George Buehler of the car department. Ruth is a member of the International Marimba Orchestra and expects to sail with that organization to play before King George of England on the occasion of his jubilee celebration.

Superintendent Ingraham, Messrs. Beerman, Gallagher, Howard, Meuwissen and Weurth also addressed the members, praising the Women's Clubs for the excellent work they accomplished in relief of the needy, sick and afflicted.

A dance was proposed for February and committees appointed to make the necessary arrangements. In order to stimulate attendance, it was decided to try holding our meeting in the afternoon, when possibly more of the women will be able to attend.

Officers elected for 1935 are: President, Mrs. W. F. Ingraham; 1st vice president, Mrs. E. J. Patton; 2nd vice president, Mrs. F. J. McDonald; secretary, Mrs. J. Nelson; treasurer, Mrs. R. Goelz; corresponding secretary, Grace Moran; historian, Mrs. R. McClintock.

Seattle Chapter

Mabelle E. McDougal, Historian

A WISH FOR THE NEW YEAR

We would be like a burning candle
Shedding beams along the way,
Making weary hearts more joyful,
Brightening up dull cares each day.
We would frown a bit less often,
Have our smiles be ever kind,
And in giving loving service,
Contentment we'll be sure to find.

—M. E. M.

THE first meeting in the month of January came on the 17th day, which was also the annual birthday of our chapter. During the noon luncheon a large cake was wheeled in all ablaze with ten pink candles, then cut and thoroughly enjoyed when served with ice cream.

After luncheon the business meeting was called to order by our new president, Mrs. F. W. Rasmussen. The incoming officers assumed their new duties, a transfer of the property and records having been made by the retiring officers. The records of the past year were gone over briefly, and I am sure that each member felt proud of our accomplishments and grateful for having had a part in the splendid work done.

Mrs. Rasmussen suggested that our quota of one hundred books for the Marine Library be completed at once. We have met this obligation for the past several years and our records show that the books are greatly appreciated by the seamen sailing to and from our ports as well as many other ports on the high seas.

Several calendar dates were made for entertainments to be held in our clubroom in the near future.

On March 1st an evening party is being arranged for the club members and their families. Some unique plans are being thought up, so we feel assured that a good time will be in store for all attending.

The speaker for our January meeting was Miss Silvia Johnson. She is one of Seattle's public visiting nurses and she gave a very instructive talk on the character of the work they are doing in this city.

At the same meeting Mr. Floyd Murphy sang several solos which were exceptionally well rendered. He was accompanied at the piano by Marie Alice Lano.

The president then gave a brief talk and outline of our new year's work and the meeting was adjourned.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

SANTA CLAUS arrived in Sioux Falls Friday evening upon his special train decorated, as usual, by the train crew. A beautiful sight for both young and old! Bags of goodies were given to each child present.

A benefit card party was held at the passenger depot with Mesdames Henry Kruck, Leslie Drew, Tom Cavanaugh, J. Wheeler and Ed Todd having charge of the arrangements. Prizes for high scores in "500" and bridge were given and refreshments served. The prize of the evening was a \$5 bill.

At the last meeting in December the nominating committee gave its report, as follows: For president, Mrs. Leslie Sweeney; 1st vice-president, Mrs. Henry Kruck; 2nd vice-president, Mrs. R. V. Manson; secretary, Mrs. John Haffey; treasurer, Mrs. John Bell; corresponding secretary and historian, Mrs. Tom Cavanaugh.

Christmas baskets were given to many needy families and good cheer to many.

Sanborn Chapter

Mrs. Ellis Miller, Historian

UNDER the supervision of the president, Mrs. J. W. McGuire, Sanborn Chapter, Woman's Club, assisted by the Commercial, held its annual Christmas community program at the Opera House on Saturday, Dec. 22. A very large crowd was in attendance.

The stage was beautifully decorated with Christmas trees gorgeously illuminated with pretty colored lights.

The children of the public schools fur-

nished appropriate music, readings and playettes, followed by a Christmas talk by Rev. Father Fitzpatrick of St. Cecilia's Catholic Church. Others who assisted on the program were Rev. Ernest Stanworth of the M. E. Church and Rev. A. C. Grafton of the First Presbyterian Church.

At the conclusion of the program about five hundred sacks of candy were distributed to the children by Santa Claus.

Sanborn's Main Street was beautifully decorated by a large Christmas tree donated by the club, and the colored lights used on the tree and in the arches which extended the full length of Main Street, were donated by Sanborn Chapter and business men.

On Christmas eve the club distributed thirty-four baskets filled with groceries and fruit to the needy and shut-ins, to the amount of \$69.77.

The ways and means committee held a benefit card party at the club rooms on the evening of Dec. 28. Owing to the extremely bad weather a small crowd was in attendance. The sum of \$5.48 was realized. Delicious refreshments were served.

The first meeting of the new year was held at the club rooms with the new president, Mrs. Dale Dick, presiding. Reports from various committee chairmen were given as was the treasurer's report, also the secretary's minutes.

This being installation night, the following officers were installed and took charge of their various duties: President, Mrs. Dale Dick; 1st vice-president, Mrs. Fred Riley; 2nd vice-president, Mrs. Bert Merriam; secretary, Miss Emma Julle; treasurer, Mrs. Dick Leemkuil; historian, Mrs. Ellis Miller.

At this time it was decided that the chapter plant a tree in the spring in the railroad park in memory of Mrs. Lydia T. Byram.

The club again was asked to purchase some school books for the children of a railroad family which we have been helping for several years.

No further business, the meeting adjourned. Cards were enjoyed the remainder of the evening. Light refreshments were served.

Lewistown Chapter

Mrs. Wm. Bratz, Historian

LEWISTOWN CHAPTER held its first meeting of the new year on Thursday afternoon, January 3rd. Due to the absence of our president, Mrs. N. H. Fuller, first vice-president, Mrs. C. E. Strong, presided.

Preceding the meeting a delicious dessert luncheon was served by the hostesses, Mrs. T. J. Hanson and Mrs. Earl Short. Business was followed by a social game of contract bridge in which Mrs. Roy Gilham scored high; Mrs. Short, second high, and Mrs. T. J. Hanson received the traveling prize.

Mrs. John Williams, who now resides near Chico, Calif., was a club guest.

Superintendent and Mrs. N. H. Fuller recently returned from Seattle where Mr. Fuller had been taking treatments. Since their return Mr. Fuller has been very ill with pneumonia. We are very glad to hear that he is reported to be much better.

The club met again on Thursday, January 17th, for the regular social afternoon, when Mrs. J. L. Lindbloom and Mrs. C. E. Strong were hostesses for the dessert luncheon. High score in contract bridge was made by Mrs. C. E. Strong, and Mrs. Wm. Tobin scored second high.

Council Bluffs Chapter

Mrs. Hugh McLean, Historian

OUR regular meeting day is on the first Wednesday of each month. It is usually well attended. In the past few months we have had several benefit parties, one, an annual affair, given by Mrs. Etta McDermott. This is a "kid party," and we always have lots of fun. Mrs. Nels Jensen gave a party in her home for the benefit of the club. At our November meeting we had as our guest Miss Etta Lindskog. A "pot luck luncheon" was served. Our Christmas party came next. We had a

beautifully decorated tree. At the sound of the trumpet Santa Claus entered escorted by fairy dancers. Patsy Post, who led the way, did clever acrobatic stunts. At the close of the program candy and popcorn were distributed and each little girl received a small doll, a present from Mr. Leffert. Doughnuts and coffee were served by the club. Twenty-two Christmas baskets were sent out.

Bensenville Chapter

Mrs. Olve Hugdahl, Historian

OUR chapter met January 10th in the club rooms with our president, Mrs. Oakes, presiding. The new officers were introduced. Activities for the new year were discussed.

The Sunshine chairman reported several personal and phone calls made. Relief chairman reported baskets sent at Christmas. The ways and means chairman reported a card and bunco party for January 29th. At the close of the meeting refreshments were served.

The February meeting was held on the 6th with a very good attendance. Three members celebrated their birthdays and received gifts. It was decided to send flowers to those ill at hospital or seriously ill at home.

We are having a Valentine shower for Mrs. Grote, who is in the hospital, and one for Mrs. Mattie O'Keefe.

The librarian reported 931 books on hand with several new ones. At the close of the meeting our Elgin members served a delicious lunch.

Savanna Chapter

Mrs. Raymond Schreiner, Historian

THE second departmental meeting of Savanna Chapter was held on January 14th. The meeting, which was sponsored by the operating department, opened with a pot luck supper, with Mrs. H. P. Buswell, chairman.

During the business meeting, the president, Mrs. Oscar Kline, appointed the following committee chairmen for the year: Mrs. W. T. Bowen, relief; Mrs. Nettie Lynn, membership; Mrs. Dan Airhart, good cheer; Mrs. M. K. Lynn, ways and means; Mrs. George Humphrey, auditing; Mrs. Wm. Sheetz, song leader.

A one-act play was enjoyed, the cast being composed of Misses Eunice Stevens, Doris Calehan, Marie Clifford, Audrey Buswell, Mildred Eaton, Merle Rima, Eileen Kane and Mrs. George Lanning.

Mrs. Stafford of Dubuque gave a specialty number which was greatly applauded. After the program dancing was enjoyed, the music being furnished by the Merry-Makers.

At the February meeting, held on the 11th a fair-sized audience was in attendance. During the business meeting a report of the bake sale was given, showing \$19.12 cleared.

Following the business a social time was held honoring the retiring officers. Bridge was played, with honors being awarded to Miss Marie Clifford. Refreshments were served by Meses. Oscar Kline, H. P. Buswell, Boyd Latham, Albert Lahy and V. L. Schwartz.

Committees were appointed for the departmental meeting to be held in March by the transportation department.

We regret to report the death of the following, and wish to extend sympathy to the surviving families: Mrs. Katherine Stolder Kuhn, wife of car repairer, Andrew Kuhn; Mrs. Nancy Eaton Ritenouer, wife of Wm. Ritenouer, formerly one of our Savanna carmen.

Harold Crist, a machinist who lived in Savanna a short time ago, died in Dubuque in January; and John Foren, machinist in Savanna shops for 53 years, died February 10th.

Dubuque Chapter

Mrs. W. O. Wright, Historian

DUBUQUE Chapter held its regular meeting on the evening of December 6th. The principal business was election of officers and completion of plans to raise

money for the special Christmas charitable activities.

A "Turkey Turnout" was the unique title of a benefit card party sponsored by Mrs. Graff, chairman, and her co-workers, Meses. Munson, Litscher and Wellman. It was very successful, adding over \$25.00 to the treasury. The Misses Lillian and Elizabeth Butterfield had charge of the candy booth.

Installation of officers was held January 7th, Miss Elizabeth Nutterfield acting as installation officer. The officers installed were: President, Mrs. H. Wiedener; 1st vice-president, Mrs. John Litscher; 2nd vice-president, Mrs. W. F. Keefe; recording secretary, Mrs. Clyde Kinney; corresponding secretary, Mrs. H. C. Munson; treasurer, Mrs. Jos. Chaloupka; historian, Mrs. W. O. Wright.

The committee chairmen appointed were: Constitution and by-laws, Mrs. Frank Morgan; welfare and relief, Mrs. John Benzer; ways and means, Mrs. S. Parmele; good cheer, Miss Lucille Millar; membership, Mrs. Al. Bensch; house and purchasing, Mrs. Allen Woodward; program, Mrs. John Kohler; publicity, Mrs. H. Unmachtel; serving, Mrs. George Laskey; flowers, Mrs. Frank Leonard; safety first, Mrs. Otto Wellman; social, Mrs. P. McGough; auditing, Mrs. Wm. Hoppe.

After the business session, Miss Millar entertained with several readings, followed by refreshments.

The February meeting was held on the 7th, Mrs. Eidener presiding. A brief summary of the work done by the committees during the year was given by the various chairmen: Membership, 68 voting and 104 contributing; good cheer, 255 personal calls, 60 telephone calls and 111 cards sent. Fifty baskets, each containing 10 pounds of sugar, one pound of butter, chicken, a large piece of meat, beans, celery, cranberries and one-half box of apples, were sent out. Four large boxes of apples and 16 small boxes were given out by Mrs. Morgan, relief chairman, who also furnished eleven tons of coal during Christmas time.

Four wreaths were sent to the families of Messrs. Rupprecht, Mann, Kurt and Crawford, also nine bouquets donated by Mrs. Wiedener and Mrs. Hall, were given to the Milwaukee Road patients in hospitals.

On account of the extensive relief furnished, the treasury is now depleted and plans are being made for a card party to be held soon.

After the business session Miss Winifred Raymond of the Iowa State Employment Service gave an interesting talk, explaining the service she represents.

The president of the Junior Girls Club, Miss Margaret Meisenberg, presented a gift to the chapter, and also a gift to Mrs. Wiedener for her services rendered in helping to make the Junior Club a success. Refreshments were served.

Madison, S. D., Chapter

Mrs. Harvey Kelly, Historian

OUR chapter installed Mrs. C. A. Berg as president for the second year, at our regular meeting on January 8th. Standing committees appointed were: Welfare and scholarship, Mrs. Claude McAdams; constitution and by-laws, Mrs. Harry Kelly; good cheer, Mrs. Al Gregerson; ways and means, Mrs. J. J. Ashenbacker; membership, Mrs. H. Weseby; social, Mrs. W. G. Coppin; auditing, Mrs. Tom McGee; house and purchasing, Mrs. John Moore; safety first, Mrs. Joe Lawler; refreshments, Mrs. Herbert Sheldon.

Many pleasing reports were heard about our Christmas party. Thirty-five boxes of apples were sent out to our needy families.

Our sympathy is extended to the Vidler family on account of the sudden death of the father, Felix Vidal, engineer on this division, and we regret to learn of the illness of John Crow, engineer.

On January 23rd a social meeting was held and a good time enjoyed.

We are trying afternoon business meetings in order to increase the attendance, and so far we have seen a great improvement.

Janesville Chapter.

Mary Andreas, Historian

OUR December meeting was held on the regular date, the first Tuesday of the month, with 25 in attendance. A Christmas party for the children was held on December 23, with 123 attending. Old Santa was such a jolly good fellow, the children did not want him to leave them. Mrs. Willis Taylor was general chairman. Christmas baskets were sent to nine families. The past year has been one in which exceptional interest has been shown. Special tribute should be given to our retiring president, Mrs. Chas. Gregory, whose untiring efforts to create the fine spirit of friendliness and cooperation among all members that resulted in our men attending regular meetings and with fine results. We now can boast of steam heat and toilet facilities in our club house, thanks to our men folks.

January meeting opened with a 6:30 supper; 75 members and contributing members attended. Mrs. J. Fox was general chairman of kitchen and Mrs. J. Sollinger had charge of the tables. Following the supper, the regular meeting was opened by the retiring president, Mrs. Gregory. She gave a brief summary of all work done during the past year, and thanked her officers and chairmen for their fine cooperation. She presented the club with a picture of George Washington, to be hung in the club house.

Mrs. Gregory then turned the meeting over to installing officer, Mrs. J. A. Lovaas, who created the installation ceremony at which the letter M—for Milwaukee—dominated in formations. Mrs. Albert Hunter was the installing officer, while Mrs. Alice Wendland and Mrs. J. Sollinger were conductors.

Pupils of Miss E. Josephine Fitzgerald made up a program of dance members, vocal solos, and readings. Also a fine talk was given by Mr. George Ryan. Installation accompaniments were played by Miss Vivian Lovaas. The following officers were installed.

President, Mrs. Thomas Kennaugh; 1st vice-president, Mrs. Carl Edwards; 2nd vice-president, Mrs. W. B. Wilcox; treasurer, Mrs. Willis Taylor; recording secretary, Miss Blanch Hayes; corresponding secretary, Mrs. T. De Coster; historian, Mary Andreas.

We all wish our new president, Mrs. Thomas Kennaugh, and her workers a most successful year.

Green Bay Chapter

Catherine Browning, Historian

OUR regular meeting was held on January 6, 1935, preceded by a pot luck supper. After the supper meeting called to order by Mrs. F. T. Buechler, 1st vice-president, due to the illness of our president, Mrs. Henry Martyn.

A number of letters of appreciation were read from those receiving Christmas baskets. It is certainly gratifying to know that good cheer was brought to so many homes during the Christmas time by these baskets.

On December 21st we held a Christmas party in the passenger station at Green Bay. A brightly lighted Christmas tree was erected and Santa arrived on a 7:00 o'clock special. After a short program by the children Santa delivered candy and nuts to those present. There were about 75 children present to greet Santa on his arrival.

Our ways and means chairman reported that during the year 1934 our net earnings were \$91.82. The corn party alone netted us \$53.57.

After reports from the various chairmen meeting was turned over to the incoming president, Mrs. Geo. H. Gunn.

It was decided to hold a card party during the month of January and then have a dance after Easter.

The president then announced the board for the year 1935 as follows:
President—Mrs. G. H. Gunn.
1st Vice-Pres.—Mrs. E. F. Palmer.
2nd Vice-Pres.—Mrs. Henry Martyn.
Recording Secretary—Mrs. Otto Grebe.

Corresponding Secretary—Mrs. F. T. Buechler.

Treasurer—Mrs. A. F. Carlson.
Historian—Catherine Browning.

Constitution and By-Laws—Mrs. H. C. Ballard.

Welfare—Mrs. C. B. Cheaney.
Asst. Welfare—Mrs. Henry Bennett.

Sunshine—Mrs. O. A. Keyes.
Ways and Means—Mrs. W. H. Hart.

Program—Mrs. Frank Baenen.
House—Mrs. Etta Stickler.

Purchasing—Mrs. Herman Huth.
Publicity—Mrs. Frank Sant Amour.

Safety—Mrs. Arthur Maloney.
Auditing—Mrs. Josephine McClean.

Telephone—Mrs. Harry Jansen.
Social—Mrs. Oscar Hendrickson.

Membership—Mrs. Edwin Crim.
Musician—Mrs. A. J. Manteufel.

Meeting adjourned and cards played, prizes going to Mrs. King and Mrs. Carlson.

At our next regular meeting, February 5, 1935, we were honored by the presence of Miss Etta Lindskog, Secretary General. We were more than pleased to have Miss Lindskog with us as this is the first visit we have had from any member of the General Board for some time.

The meeting was preceded by a pot luck supper. The tables were very prettily decorated with flowers and there were about 75 in attendance.

After supper a short program was had in which dance numbers were given by two little tots, piano selections by Bernard Delwiche and vocal selection by little Miss Manteufel.

The various reports were given by the chairman and then Miss Lindskog gave us some very interesting and welcome information relative to the club's activities and what is expected of the club in the line of welfare work. We surely hope to be able to do many things during the year.

Miss Lindskog said that Mrs. Kendall would like to have our old clock for the Museum at Chicago and a motion was made and carried that the clock be sent to Chicago for the Museum. This clock is a good many years old and we certainly are glad to be able to send it to the Museum where we know it will be taken good care of.

We are glad to have Mrs. Cheaney back with us after being ill and Mrs. Martyn is reported getting along nicely and we hope to see her at our next meeting.

After the meeting cards were played at about 15 tables.

Fullerton Avenue Chapter

Mrs. Flo Hurless, Historian

THE January meeting, held in the Fullerton Avenue Club Rooms, was presided over by Mrs. Meyer, program chairman, as our president, Mrs. Baker, has been suffering from an attack of laryngitis. Dinner was served in the cafeteria, after which the meeting was called to order. The following reports were read by chairmen of the various committees:

Membership—Total of 898 members.

Ways and Means—Total receipts for the year, \$464.65.

Welfare—From Jan. 1 to Dec. 31, 1934, \$961.64 was expended. Value of donations, \$235.40; 89 tons of coal; 87 families given help, and \$185.00 spent for Christmas cheer.

Library—1187 books on hand; 300 books sent to other chapters from our library, and \$47.00 taken in more than was spent for books.

Treasurer—Reports \$1,103.06 on hand. Chairmen of House and Purchasing, Social, Publicity and Program also have done splendid work during the year.

After the business meeting was over, Mrs. Meyer introduced Mrs. Leiber, Lecturer and Parliamentarian, for the benefit of those who did not hear her talk before. Mrs. Leiber gave a splendid talk on current events.

It would be greatly appreciated by Mrs. Baker if the club members would advise her if they are interested in hearing Mrs. Leiber again. She is very interesting and those who have not heard her have missed a real treat.

On Saturday, February 16, a luncheon and card party will be held. A prize will be given for each table. We will no doubt have more about that in our next article in the magazine.

Membership dues are now payable for 1935. Please join and help the good work continue.

The regular monthly meeting of the sewing group of Fullerton avenue and Union Station Chapters was held February 14th, and was the occasion also of celebrating the birthday of Mrs. Baker, president of our chapter, with a Valentine party. A large birthday cake with lighted candles was brought to the lunch table and was the signal for the singing of "Happy Birthday to You" to Mrs. Baker. The group is diligently sewing for our needy families, and accomplishing much good. Mrs. H. A. Scandrett is chairman of the sewing group.

Austin Chapter

Inez McCarthy, Historian

ON January 3rd the regular meeting of the board members was held in the club rooms. The welfare chairman's report showed an expenditure of more than \$300.00 for the year 1934. Several of the members met in the club rooms on January 16th and sewed all day. One quilt was tied and one quilted. At noon a delicious lunch was served by Mrs. B. Brown.

On January 8th the regular monthly picnic supper was held. A very entertaining program was given under the direction of Mrs. Harris Igou. Mrs. F. M. Valentine, Mrs. E. H. Kough and Miss Patricia Leib had birthdays in January so were honored by sitting at the birthday table. The birthday cake was furnished by Mrs. G. A. Van Dyke.

Death called Mrs. E. W. Rudloff, a member of the Austin chapter, on January 6th. She will be greatly missed by the members and our sympathy goes out to Mr. Rudloff and Miss Daisy Rudloff in the loss of the wife and mother.

On January 23rd a card party was held in the club rooms with Mrs. Carl Voelker and Mrs. Frank Doering acting as chairmen. They were assisted by Mrs. Thomas Damm, Mrs. C. M. Leighton and Mrs. Eva Smith. Despite the extremely cold weather of thirty degrees below zero there was a fair crowd out who enjoyed auction and contract bridge and 500.

The good cheer chairman, Mrs. Carl Voelker, reported eight cards of condolence and many messages of good cheer sent out during the month of January.

Black Hills Chapter

Mrs. Ira A. Wintrobe, Historian

BLACK HILLS CHAPTER held its annual birthday dinner on December 9th. One hundred adults and 25 children were seated.

Fred Diehl in chef's cap and apron was the bright spot in the kitchen where he helped carve the turkey.

A huge birthday cake baked by Mrs. Christianson was another feature.

A nice program was given after the dinner.

The first meeting of the year was held at the James Johnson home and the new officers installed: Mrs. Thomas Hickson, the new president, appointed her committee chairmen for the year: Mrs. Clifford Smith, ways and means; Mrs. L. B. Hughes, welfare and good cheer; Mrs. Matt Anderson, membership; Mrs. Joe Feuerhelm, social. It was decided to organize a Junior Club and Mrs. Clarence Grube and Mrs. Stanley Hejak were elected chairmen.

On Jan. 20 the men entertained the ladies at dinner and cards at the Coffee Club. A fine time was reported.

The February meeting was held at the Julian Fallbeck home. There was a good attendance of both men and women.

Avery Chapter

Mrs. C. C. Ham, Historian

OUR Christmas party was held in the club rooms on December 15th. The

rooms were decorated with fir boughs, wreaths and streamers in Christmas colors. The Christmas tree was the center of attraction with its lovely decorations.

Pinochle was played at nine tables, high scores going to Mrs. Paul Yates and Mr. C. C. Hiigel. During the evening a vote was taken to choose the most handsome gentleman present. The honor went to Mr. Harry Mason, for which he received a looking glass. (We understand Harry has this looking glass hanging over his work bench at the roundhouse, where he is often caught casting glances of smug satisfaction in that direction.)

After lunch was served everyone received a gift from the Christmas tree. They were supposed to be funny presents and they were funny, judging from the howls of laughter that greeted all of them as they were unwrapped. Everyone reported a grand time.

On December 19th our regular meeting was held. Roll call was answered with New Year's resolutions. Secretary's and Treasurer's reports were read and approved. A Christmas card from Mrs. Saunders to the chapter was read. Membership chairman reported a total of ninety-eight members for the year. For our small community we think that is wonderful.

After installation of the new officers the meeting adjourned until 1935.

Well folks, may you forget the troubles, trials and disappointments of the past year and enjoy health, happiness and success throughout 1935!

The January meeting of the chapter was held on the 30th, Mrs. C. C. Hiigel, our new president, presiding. Fifteen members recited the club motto in unison and answered to roll call with the name of their birthstone.

Reports from chairmen of the committee showed that all have been working hard, particularly the Sunshine Committee, as we have had a great deal of illness in Avery this winter.

After the business meeting refreshments were served by Mrs. H. E. Theriault, assisted by Mrs. Frank Kroll and Mrs. R. Walker. Several tables of pinochle followed after which the meeting adjourned.

On February 7th a silver tea was held. A large number of the members attended.

Union Station Chapter

Kathleen O'Neil, Historian

ABOUT forty members of Union Station Chapter enjoyed supper in the Harvey Cafeteria preceding the regular monthly meeting, which was called to order in the club room by Mrs. Dolan, president.

Annual reports of the officers and committee chairmen were read, after which the evening was turned over to the program committee. Our good friend, always more than willing to do her bit, Mrs. O. W. Dynes gave one of her splendid talks, her subject being "Home News of Interest," which was truly enjoyed by all present. Mrs. Dynes, in turn, presented Mrs. Frederick A. Dow, guest speaker of the evening. Mrs. Dow's review of May Ellen Chase's book, "Mary Peters," was most interesting, and it is hoped we will soon again have the pleasure of hearing her review other books. Her kindness in appearing before our chapter is truly appreciated.

A chop suey supper was served in the Club room to about thirty-five members before the regular monthly meeting which was held on Tuesday evening, February 5. Our thanks are extended to the committee who arranged the nice supper and served it so well.

The business meeting was called to order by Mrs. Dolan, president, at the conclusion of which cards were played, lovely prizes being distributed to the lucky ones.

The Milwaukee's Christmas Party at Montevideo

W. S. Hasleau

OVER three thousand children and nearly as many grown-ups gathered at the Milwaukee depot just before sundown to

Fourteen

witness the arrival of Santa Claus on a special train, which is provided each year by the railroad men of Montevideo.

The crowd was entertained by several addresses and Christmas carols until a mighty shout from the children announced the arriving of the Santa Claus Special, which was first sighted crossing the river just west of town. The train was brilliantly decorated with flares, and the large callopie whistle with now and then an aerial bomb assured the children that it was the most important train of the year.

Considerable difficulty was experienced in trying to awaken Santa, who, exhausted by his year's work and long ride from the North Pole, was sleeping soundly in his private car. At first the children assumed the responsibility of trying to awaken him, and, although they did their best, shouting in unison, Santa Claus slumbered peacefully on. A large aerial bomb was then brought forth and with a detonation that shook Santa's car and painted the sky with colors, it succeeded in arousing the time-honored guest.

After a few well-chosen remarks to good girls and boys, which, he said, included all of them, Santa invited them to accompany him to the public school grounds where a

brilliantly decorated Christmas tree awaited them. After a short program Santa requested the children to pass by him in single file and he handed out 3,200 bags of candy and as many apples, provided by the Civic and Commerce and other organizations. In addition to the candy and apples each child received the imprint of a rubber stamp on his right hand, "just to make the candy go farther," as Santa Claus said.

Very few of us ever heard of Santa Claus bringing a deputy with him, but "The Olympian" was due at 7:10 and Conductor Harrington had wired that 40 children were aboard. Santa was busy with the program at that particular time so he produced a deputy who went through the train and gave each child a present when the train stopped at Montevideo.

Arrangements for the train were made by Ben Bishop and a score of assistants. Frank Natzel, roadmaster, played the part of Santa Claus, and W. C. Westfall, G. Y. M. emeritus, acted as deputy. The Christmas party was a grand success but the greatest satisfaction derived by those who sponsored it was the fact that a very large crowd was handled, every one had a good time and not a single child was injured.

GOING TO LONDON TO PLAY FOR KING GEORGE

Talented Mason City Girl Enrolled in International Marimba Symphony Orchestra

RUTH BUEHLER, sixteen year old daughter of George Buehler, employe of the car shops at Mason City, is the talented young lady of the picture above, shown with her beautiful new marimba which she expects to take on her tour of Europe with the International Marimba Symphony Orchestra, of which she is a member.

Artistic talent is Ruth's birthright—her father is a landscape artist of high degree. His flower gardens and lily ponds are noted and are visited each year by many hundreds, while music is a part of the daily life of the family.

The Marimba Orchestra is an organization with a national reputation, and this spring it sets sail to foreign lands to spread its name and fame abroad. The orchestra is composed of fifty members, young men and women of exceptional talent, their ages ranging from 15 to 25 years, and Ruth is one of the youngest of the players. This orchestra was heard last summer at Century of Progress, gaining great credit and praise from the thousands who heard their splendid performance at that time.

In April the organization under the direction of Clair Omar Musser, originator of the Marimba Orchestra, will sail from New York to take part in the jubilee celebration of King George of England. After playing before the king, it will go on to play in Paris and other European music centers.

Ruth plays the marimba with exceptional skill and feeling, standing with the foremost among the players, most of whom are much older than she is, and have had more years of training experience, many of them being among the aces of marimba band players. The trip of the International Marimba Orchestra has been sponsored by music patrons interested in the future of this variety of symphonic expression, and the amount subscribed is expected to cover the train and boat

expenses, hotels in England and on the continent and return to New York City.

Following the European trip the orchestra plans to play in ten of the large cities of this country, and radio and motion picture contracts are also in the offing.

The beautiful new instrument which Ruth will take on her journeyings is the latest and most complete model, which has been named "The King George." They are of black mother of pearl, gold pipes and brown wooden keys. It is 35 inches high and six and one-half inches long and is four octaves in length. Mr. Musser, speaking of having Ruth in his organization, says: "I am certainly pleased to have Ruth, as the orchestra looks bigger and better than ever, and again I repeat, she will be one of my choice first players."

Hush!

Landlord (to prospective customer): "You know we keep it very quiet and orderly here. Do you have any children?"

"No."

"A piano, radio or victrola?"

"No."

"Do you play any musical instrument? Do you have a dog, cat or parrot?"

"No, but my fountain pen scratches a little sometimes."

Agony

Talk about torture—nothing is worse than sitting in a barber's chair with your mouth full of lather, watching the boy trying to give another customer your new \$6 hat.



Ruth Buehler and her new Xylophone.

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Designed in Sizes: 14, 16, 18, 20, 32, 34, 36, 38, 40 and 42. Size 18 requires 4 1/4 yards of 39-inch fabric. Price 15c.

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8413. Smart Tunic Frock.

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48, 50 and 52. Size 44 requires 6 1/4 yards of 39-inch fabric for the tunic dress with 1 1/4 yard of 35-inch fabric for the upper part of the foundation skirt. Plus 9 inches by 12-inch contrast for vestee. For dress with full length skirt and no underskirt size 44 requires 5 3/4 yards of 39-inch fabric. Price 15c.

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Designed in Sizes: 6, 8, 10, 12 and 14 years. Size 10 requires 2 3/4 yards of 39-inch fabric with 1/2 yard contrasting. Price 15c.

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Designed in Sizes: 36, 38, 40, 42, 44, 46, 48, 50, 52 and 54. Size 44 requires 4 1/4 yards of 35-inch fabric with 1/2 yard contrast. Price 15c.

Favorite Recipes

Lenten Croquettes: Soak one-half cup lentils and one-fourth cup dried lima beans over night. In the morning, drain, add six cups of water, one onion, one stalk of celery, one small carrot. Cook until the

beans and lentils are soft. Remove from fire, drain, remove seasonings and rub to a puree. To this add one half-cup bread crumbs, one egg, slightly beaten, and salt and pepper. Make a white sauce of one tablespoon of butter melted, one tablespoon of flour and one-third cup of hot cream, poured on gradually. Combine the two mixtures and let stand until cool. Shape into croquettes, dip in rolled corn flakes, beaten egg and flakes again and fry in deep fat.

Halibut Timbales: Boil one pound of halibut in salted water until thoroughly cooked. Drain and rub through sieve. Season with salt, paprika and the juice of half a lemon. Beat one-third of a cup of thick cream until stiff and add to mixture. Then add the whites of three eggs stiffly beaten. Turn into small, well buttered moulds, place in a pan of hot water and bake twenty minutes in moderate oven. In electric range the pan of hot water is unnecessary, with heat at 325 degrees. Remove from moulds, arrange on platter and pour around the following sauce: To one cup of white sauce, add a slice of onion, slice of carrot, bay leaf and sprig of parsley. Cook twenty minutes and strain. Melt one-fourth cup butter, add one-fourth cup flour, one cup of scalded milk and the first mixture. Season to taste.

Lima Beans and Pork: Soak two cups dried lima beans over night. Drain, place in casserole or baking dish and sprinkle with salt and pepper. Slice fat salt pork in small pieces and fry out. Add one small onion, one-half cup shredded carrot and stir constantly until vegetables are brown. Add to the beans, dot with butter or small dices of salt pork, pour over water to half the height of the beans. Cover and bake slowly until the beans are soft.

Glazed Carrots: Slice three medium sized carrots lengthwise and cook in boiling salted water until tender, then drain. Place in baking dish with syrup made one-fourth cup butter, one-fourth cup brown sugar and one tablespoon chopped fresh mint leaves. Bake in oven 450 degrees forty-five minutes, basting occasionally. place carrots on serving dish and surround with one can of French peas, drained and heated.

Nesselrode Pudding: Place one-half cup sugar, two tablespoons cooking brandy and yolks of two eggs in top of double boiler and beat while heating until light and creamy. Remove from heat and continue heating until cold. Fold in one cup of cream stiffly beaten, eight marshmallows cut in fourths, one-half cup rolled and sifted macaroon crumbs and one-fourth cup blanched and chopped almonds. Turn into freezing tray, set control at coldest temperature and freeze without stirring.

Ain't It the Truth?

"Babe" was a pretty and ambitious girl and had studied the matrimonial problem to a nicety.

"Yes, I suppose I shall wed eventually," she said, "but the only kind of masculine nuisance that will suit me must be tall and dark with classical features. He must be brave, yet gentle. Withal he must be strong—a lion among men, but a knight among ladies."

That evening a bow-legged, lath-framed youth, wearing checked trousers and smoking a cigarette that smelt worse than a burning boot, rattled on the back door and the girl knocked four tumblers and a cut-glass dish off the sideboard in her haste to let him in.

The dog, says the dog lover, often fills an aching void. This is especially true of the hot dog.

A horse shoe is an all-right luck piece, but can't come up to a smile.

A man isn't old until he begins to resent too darn much respect for age.

The ice man is not the only one hurt by refrigeration. What about the poor joke-smith?



SPECIAL COMMENDATION



SECTION foreman Harry Dakolios, Barber, Montana, observed brakes sticking and wheels sliding on passing train, December 29th, and succeeded in flagging the conductor, stopping the train before any damage occurred.

Charles Ichmeal, K. C. Division, discovered broken arch bar on car in train No. 78, December 22nd. Car was set out and further damage averted.

J. D. Kite, Kansas City Division, while inspecting train at Lawson Junction, December 9th, discovered a badly broken arch bar, setting the car out without further damage.

O. B. Kern, Kansas City Division, found a broken arch bar on train while at Chillicothe, December 20th, setting the car out.

J. E. DeMoss, Kansas City Division, while inspecting train at Lawson Junction, found a broken bar, and set car out.

F. Morrison, Kansas City Division, found broken arch bar in train No. 64, December 31st, and set car out.

J. C. Gray, Kansas City Division, found broken bar on tank car train No. 70, January 4th, setting car out.

Section foreman E. E. Shear, Calypso,

Montana, discovered a dragging brake beam in train No. 264 while passing him, January 12th, and had train stopped before any damage occurred.

J. J. Foley, conductor, Coast Division, found a broken rail on No. 7 track east of the platform at Seattle Union Station and promptly reported same.

M. E. Voight, Milwaukee Division, discovered broken arch bar on car of gas-line, setting car out.

Train No. 68, Iowa Division, conductor Shipley, discovered broken arch bar on car containing cattle, stopped train and hauled the car slowly into station, thus avoiding an accident to the cattle.

W. E. Reinking, engineer, Coast Division, train No. 264, night of January 29th, one and one half miles west of Tekoa, Washington, felt a broken rail in passing over. Inspection developed two broken single bars.

J. L. Clark, conductor, Iowa Division, while inspecting train at Tama, found a broken arch bar and had car set out.

James C. Meyers, brakeman, Kansas City Division, discovered a broken arch bar in train No. 86, January 27th, setting car out.

Cannot Praise Too Highly

Sioux Falls.

Mr. W. B. Dixon,
General Passenger Agent.

Dear Sir: I wish to express my thanks of the Transportation Committee and the entire organization of the Minnehaha Mankor to you for the splendid accommodations and the wonderful service extended to us on the occasion of the movement of the special train to Fargo for the Sangerfest at that place.

We feel that we cannot say too much in praise of the way the entire trip was handled and wish to refer particularly to your man, Mr. West at Sioux Falls, for the most wonderful, courteous and efficient way he looked after our comfort and the accommodations. Also for the wonderful co-operation and aid extended by your Mr. Wolverton from Sioux City.

Hoping that we may be able to work out something for 1936 in our trip to Duluth and assuring you that you will have every consideration, I remain,

Yours Very truly,

(Signed) Charles E. Brewster,

For the Transportation Committee and for the Minnehaha Mankor.

Our Business Getters

Following reported by agent, Miles City, is a list of those who have recently given us tips on prospective passengers.

Fred Reynolds, Machinist.....	Ticket to Minneapolis
John Jacobson, Store Dept.....	Ticket to Los Angeles
Ray Dorland, Switchman.....	Ticket to Minneapolis
Mrs. Wm. Cullen, wife of Chief Carpenter.....	Two Tickets to Chicago and Return
Phil Braden, Conductor.....	Two Tickets to Spokane
Harry Tolson, Brakeman.....	Ticket to Keokuk, Ia.
Mrs. Rudd Groth, wife of Engr. Groth.....	Ticket to La Crosse, Wis.
Arnold Running, Mech. Dept.....	Two Tickets to Minneapolis
Al Kindem, Brakeman.....	Two Tickets, Spokane to Detroit
W. E. Ring, Div. Engr.....	Ticket to Los Angeles

The following named employes have sent in traffic tips which are much appreciated: Frank Wallace, yard clerk, Muskego Yard, secured three cars of hides via our Southeastern Division; also one for Chicago which shippers hand intended routing by truck.

George Kappke, yard clerk, Stowell District, advised of car destined Neenah, Wis., which had been routed against us.

Rose Lienhauser, stenographer, Chestnut street office, advised of five cars routed against us, which we were able to take up on future business.

E. P. Stelzel, cashier, North Milwaukee station, secured long haul on carloads to Kearny, N. J., Fort Benning, Ga., and Louisville, Ky.

J. G. Wetherall, assistant district engineer, Milwaukee, advised of car to be shipped to Cedar Rapids.

Hugo Zarling, yard clerk, North Avenue district, and Herman Herbert, chief clerk, North Avenue station, have both been instrumental in securing long haul business.

The foregoing is reported by W. J. Cavanaugh, general agent, Milwaukee.

H. & D. engineer, Frank Warner, was instrumental in securing sale of one ticket, Minneapolis to Spokane.

E. S. Howes, oil plant engineer, Seattle, was instrumental in securing a passenger, Seattle to Chicago, passenger enroute to England.

P. T. O'Neill, assistant division master mechanic, Spokane, furnished traffic tip, securing sale of round trip ticket, Spokane to St. Paul, and return.

E. A. Farr, dispatcher, Miles City, furnished traffic tip, securing one passenger, Miles City to Chicago. Mr. Farr is very active in securing business for our line.

W. H. Hunter, conductor, Spokane, secured sale of one way ticket, Spokane, to New York, our line to Chicago.

Henry Krebs, Hosmer, S. D., was instrumental in influencing a passenger to use our line to Seattle enroute to Vancouver, B. C. Party had been using other lines in his travels, but reported on his return that he would hereafter patronize The Milwaukee, because of his satisfaction with the service.

H. J. Johnson, Mineral, Washington, secured sale of four one way tickets, from Hazard, Kentucky, to Tacoma, our line from Chicago.

F. J. Alleman, local freight agent, Tacoma, secured sale of two round trip tickets, Tacoma to Chicago and return.

J. E. Brady, roundhouse foreman, Tacoma, secured sale of one way ticket, Tacoma to Chicago.

W. A. Munroe, dispatcher, Tacoma, furnished traffic tip resulting in sale of one way ticket, Tacoma to Topeka, Kansas, using our line, Tacoma to Omaha.

C. E. Doran, cashier, Dubuque local freight office, secured twenty-three cars of freight moving to various points on our line, with prospect of receiving more in the near future.

George Webb, fireman, Coast Division, was helpful in advising a patron who had missed his train en route from Hoquiam to New Lisbon, Wis., which the passenger greatly appreciated.

"I haven't much time for meals," said the bus driver, "so I generally have a bite at the wheel."

"That's a bit tough, I should think," said his listener.

A Pleasant and Happy Memory

JAMES C. MINOR, M.D., F.A.C.S.
Kansas City, Mo.

Mr. Geo. B. Haynes.

My dear Sir: Just a word of commendation for the service I received on your train, the OLYMPIAN, returning to Kansas City from Seattle via Minneapolis. My train was due to make connection in Minneapolis Sunday night about 10:15—but for some reason an hour and three quarter's time was lost, and apparently it was impossible to make up more than three-quarter's of an hour the rest of the way into Minneapolis.

It was highly essential that I make my connection so as to meet an appointment in Kansas City Monday afternoon. Through the untiring efforts on the part of your train conductor, Mr. J. E. Lally, and your Pullman conductor, Mr. J. J. Carroll, in the way of interchange of messages with the Rock Island people at Minneapolis, arrangement was made to hold the Rock Island train fifteen minutes. Your train conductor arranged with Yellow Cab to meet train at suburb of Minneapolis, and after a hurried short-cut trip to St. Paul I made the connection just by the "skin of my teeth."

I think such effort on the part of your men is highly commendable, and I assure you is thoroughly appreciated. They did this without complaint, all of which leaves a very pleasant and happy memory with me and, of course, very naturally I shall never miss an opportunity to put in a good word for both the Milwaukee and the Rock Island service.

Yours very truly,

(Signed) James C. Minor.

Good Foundation

"Mandy, how come you-alls feet grow so big?" inquired Rastus the first evening he called on the village queen.

"Well, I used to live down Souf' where the soil am rich, an' goin' barefooted so much jes' made 'em grow big."

"Suttahnly," remarked Rastus, with a broad grin.

"Look-a-here, Nigger, what you-all laffin' 'bout?" asked Mandy.

"I—I was jes' thinkin' you-all must a done a heap o' settin' down, too!"—The Burning Question.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville, Ill.
 M. Dreyer.....Pullerton Avenue, Chicago
 Ruby M. Eckman.....Care Trainmaster, Perry, Iowa
 John T. Raymond.....Care Dispatcher, Marion, Iowa
 Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City
 Miss C. M. Browning.....Care Superintendent, Green Bay, Wis.
 Miss Naldrea M. Hodges.....Care Superintendent, La Crosse, Wis.
 W. J. Kane.....Care Superintendent, Aberdeen, S. D.
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 Miss Leda Mars.....Care Local Agent, Minneapolis, Minn.
 Miss N. A. Hiddleson.....Care Mechanical Department, Minneapolis
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
 A. T. Barndt.....Care Supt. Dept., Milwaukee Shops

V. J. Williams.....Care Superintendent, Austin, Minn.
 Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
 William Lagan.....Care General Agent, Sioux Falls, S. D.
 Harriet Shuster.....Care Refrigerator Department, Chicago
 Mrs. Dora M. Anderson.....Care Local Agent, Moberly, S. D.
 Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
 A. M. Maxeiner.....Local Agent, Lewistown, Montana
 Miss Ann Weber.....Care Agricultural Department, Chicago
 R. K. Burns.....Care Superintendent, Miles City, Montana
 Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
 Albert Roesch.....Care Superintendent, Tacoma
 R. R. Thiele.....Local Freight Office, Spokane
 F. H. Bradt.....Care Superintendent, Transportation
 Miss Laura Babcock.....Care Local Freight Agent, Seattle

Iowa (East) Division

John T. Raymond

EDWARD McGUIRE of Marion has completed his 55th year in the service of the Milwaukee Railroad and has received a veteran employee's button from Mrs. Grant Williams, the secretary-treasurer, Chicago, as evidence of that fact. Mr. McGuire looks well and has stood the wear and tear incident to the directing of the affairs in the B. & B. department on the Iowa Division for all these years. He has a daughter, Alice, employed in the chief operator's office, Marion; Edward, operator Manilla, and James, operator at Marion, so the industry and efficiency that has been characteristic of Mr. McGuire's work these past 55 years will be well maintained by the rising generation that bears that name. Mr. McGuire has attended a good many of the Milwaukee veterans' reunions and we hope to see him enjoying the fellowship at the next one. The Milwaukee employees join in hearty congratulations to Mr. McGuire in having completed so long a term of service.

Conductor W. D. Rassmussen with crane outfit was engaged in early February removing the spans on south side of Cedar River bridge which are to be placed on a bridge in Idaho.

Foreman John Melcher and force have taken out the spans at Cedar River bridge, near Covington, early in February. This is the third time Mr. Melcher has been engaged in the reconstruction of this bridge since 1906, on account of single and double track changes.

Trainmaster W. J. Hotchkiss conducted a class of trainmen on rules and regulations at Marion Dec. 10th.

Isaac Burgess of Marion has been appointed pumper at Covington, effective Feb. 1st.

Agent A. J. Gibson of Dixon was away several weeks first part of February. Ernest Clausen relieving.

Rules Examiner A. C. Peterson was in Marion couple of days latter part of January examining train dispatchers.

C. A. Sanburg of Milwaukee and crew foreman, Charles Robertson, and crew were at Marion several days early in February removing wires from south side of Cedar River Bridge and putting them in a cable. Mr. Robertson and crew returned to Blakesburg after completing the job.

Mrs. Lydia Parmenter, 85, widow of deceased conductor, S. A. Parmenter, passed away at Marion Thursday, Jan. 31st. The funeral services were held Saturday, February 2nd. Mrs. Parmenter was the mother of Mrs. Rowe, wife of Agent Chas. T. Rowe of Marion. The sympathy of many friends on the division are extended to the bereaved family in their great loss.

Agent J. A. Kelly of Delhi has recovered sufficiently to resume work.

Agent "Bert" Campbell of Atkins was on the sick list several days early in February, Opr. Ottaway and C. R. Peasley relieving him.

The Milwaukee Women's Club held their regular meeting Feb. 14th (the day these notes are sent in) and will give a dinner party for Milwaukee families Monday evening, Feb. 18th, at Hallwood Cafe.

We were greatly pleased with the fine writeup given the Milwaukee Women's Club by the editor in the February magazine. It was a fine recognition and well deserved. The work is well sustained by the Marion Milwaukee women and as Rip Van Winkle would say, "may they live long and prosper."

Harry E. Ramsey, 70, of Oxford Jct., Iowa, passed away at his home Sunday, Feb. 3rd. Mr. Ramsey at the age of 19 became a railroad employe and for 51 years followed that occupation; 48 years were spent in service as agent for the Milwaukee Railroad, serving efficiently and faithfully at Herndon, Keystone, Arlington and Oxford Jct. During these years of long service, Mr. Ramsey has made many warm friends among the traveling public, the officials and employes of the railroad, and his death is greatly regretted. The funeral service was held at the home Feb. 6th. Interment made in the Arlington, Iowa, cemetery. The Milwaukee Magazine and many friends extend their deepest sympathy to the bereaved family in their great loss.

Mrs. George Lines of Marion, who was taken to a Cedar Rapids hospital latter part of January, has returned to her home and is convalescing slowly.

Jan. 16th a staff meeting was held at Marion and Jan. 18th a meeting of the operating-traffic department of this territory was held at Cedar Rapids. Both meetings presided over by Supt. A. J. Elder.

The Cedar Rapids Evening Gazette notes in the Jan. 18th, 1905, items says that "George Crabb, day ticket clerk at the Milwaukee station, was visiting in Hayesville." Better attend the next meeting of the Milwaukee Veteran Employees Ass'n, George. We see you are eligible.

Engr. Bert Stafford is on the Savanna-Clinton turn around. Engr. John Cain of this run has not worked for some time.

Engr. "Bob" Strayer and Lou Howell have been handling 25 and 26 on Marion-Calmar run this winter while L. C. Low and G. W. McElwain are laying off.

Condr. Frank Diouhy of Marion was absent early in February on account of being sick and is in hospital at Cedar Rapids for treatment. He is improving nicely.

Born to Condr. and Mrs. H. S. Crist at Savanna Feb. 2nd, a boy. This new addition makes four boys. Hearty congratulations.

Engr. William R. Barber of Marion was off duty a week early in February on account of illness, George Schrimper relieving.

Mr. and Mrs. Bernard Schenken of Marion went to Rochester, Minn., early in February where Mrs. Schenken received favorable medical treatment and her ultimate recovery is hoped for, by many friends.

Conductor John Higgins has received a button which indicates he has given 55 years of service to the Milwaukee Road as a conductor. Previous to 1879 he had been in service on the Davenport and Northwestern, which the Milwaukee Road bought at that time. Mr. Higgins has been a faithful and loyal employe, friendly and accommodating and has made many friends among the traveling public, officials and employes with whom he has been associated through the years. The Milwaukee Magazine joins in extending congratulations on this fine achievement. Jack goes out quite regularly on his run on 7 and 8 between Marion and Omaha and resides in their beautiful home in Monticello, Iowa. Their son, Frank, wife and three boys reside at Marion. Frank is employed in the Milwaukee mechanical department at Cedar Rapids.

That was a big "hand" and I can but say "Thank you" to L. B. and F. C. B. for their fine commendation of the writer. Am glad that F. C. B. finds the Marion column so interesting. Ben Mentzer and Carl Owen are still in Marion to give Frank a warm greeting when he returns to the "old town." About the picture, you just wait, L. B., until we celebrate the Employes' Magazine's silver anniversary—won't be long.

L. & R. Division

W. M. H.

MR. Wm. Haddock is our new assistant roundhouse foreman at La Crosse in place of Mr. G. Reinold, promoted to roundhouse foreman at Portage, Wis. Mr. Haddock was transferred from Milwaukee, Wis., to have charge of the middle shift, while Mr. A. R. Kidd, night roundhouse foreman, has charge of the last shift.

Through the alertness of Mr. F. L. Cole, and with the company's interest in mind, three brake beams were noticed dragging on Extra West, Sullivan, West of Minneapolis, January 28, and by signaling the train crew, train was brought to a stop, no doubt averting an accident. Also, Mr. L. H. Dieball, signal maintainer at Hastings, discovered brake beam down on train No. 264 at St. Croix Tower, January 28, and succeeded in getting signal to rear of train so that same could be stopped and repairs made, also eliminating the possibility of an accident. These men should be commended for the action taken and having the interest of the company in mind.

The following statement illustrates a ticket presented on the Pioneer leaving Minneapolis recently. The Milwaukee Road portion read from Minneapolis to Chicago, then from Chicago to St. Louis via the C&A, from St. Louis to Kansas City via the Burlington Route, then from Kansas City to Denver via the Burlington Route, from Denver to Ogden via the UP, from Ogden to Salt Lake via UP, from Salt Lake back to Ogden via UP, then from Ogden to Spokane via UP; Spokane to Butte via NP, from Butte to Portland via NP; Portland to San Fran-

cisco via the SP, San Francisco to Los Angeles via the SP, Los Angeles to El Paso via SP, El Paso to New Orleans via T&P, New Orleans to Evansville via the L&N, Evansville to Chicago via the C&EI, and from Chicago back to Minneapolis via the Milwaukee Road. More power to the holder of this ticket as he or she certainly believe in traveling by rail.

The L & R Division extends its sympathy to the family of Mr. Wm. Fandrich, who died at his home at Wisconsin Rapids, Wisconsin, January 27, 1935. Mr. Fandrich was employed by the Milwaukee Road as a B & B carpenter.

I would certainly like to know what the attraction is in Florida. The most recent list of vacationers is as follows: Mr. F. P. Miller, division master mechanic, left on February 9, to visit in Miami, Florida, for a month. Machinist Thomas French and wife left February 10 for a six weeks' vacation at Miami, Florida. They also expect to make trips to Havana and Bermuda. Mr. French is an ardent fisherman and expects to do some deep sea fishing before he returns. He told us some great fish stories after his return last year. (We are wondering what stories this trip will offer.)

Brakeman Earl Voldersen and Andy Jacobs are sojourning in Florida. Earl says in a card, just received by one of the boys, that the crowds are bigger than ever and prices have gone up accordingly. He also says that Andy and he are booked for a steamer trip to the Bahamas, Nassau, Jamaica and Venezuela. They expect to return about the middle of April.

Conductor John Pate and family have left for Texas and the sunny south. They will spend most of their time at and near Brownsville, Texas.

Mr. C. D. Taylor wrote from Monterrey, Mexico, February 8, that they were enjoying their trip immensely and viewing scenery that is entirely different from anything in the "States."

George Biegel, crane engineer from Tomah, Wisconsin, has accepted the position of clam shell engineer at La Crosse roundhouse and will move his family to La Crosse in the near future. We welcome them to La Crosse.

West End T. M. Division

R. K. B.

HAD just sat down to write these notes when news came to the office of the passing of A. E. Oliver, for many years locomotive engineer on this division, and prior to that on Lines East. For the past two years Mr. Oliver has not been in good health, but his sudden illness resulting in his death today (Feb. 13th) came as a sorrowful surprise to his many old friends all over the division. Have not been informed at this writing as to the funeral arrangements that will be made.

The elimination of several sections some weeks ago on this division has resulted in some of the foremen moving around quite a bit. Among the longest jumps taken was that by Chris Tarpo, who moved from Harlowton, Mont., to New England, N. D.

After the stock rush last fall we all looked forward to some pretty slim months until summer opened up again, so it is all the more cheerful to note that the division completed the month of January with something over a 30 per cent increase in both freight and passenger business over the same month last year. The upturn in passenger business was an especially cheerful sign, and has been attributed to the ever-growing popularity of the new coach equipment on the Olympian trains through this territory.

First of the year saw operations begin in the new rock quarry at Musselshell, where B. & B. Foreman E. M. Erickson and his gang have been busily engaged in getting out the rock. The rip-rap placing gang is in charge of Foreman Mike Ott and at this writing is located at Bonfield, where a wary eye is being kept on Old Man Yellowstone River. The rock is being unloaded with Orton Crane No. 8 in charge of Operator Roy Nichols.

An acute attack of appendicitis while he

was out on the job caused the hasty removal of Chief Carpenter Wm. Cullen to the hospital at Miles City the latter part of January, and at this writing he is convalescing in great shape and expects to be back on the job right soon.

Speaking of the hospital reminds us that Locomotive Dept. Clerk Pearl Huff has just returned to work again after a serious operation and resulting complications, but is once more looking the picture of health.

Master Mechanic H. E. Riccius has just returned to Miles City from a business trip to Milwaukee.

My notes for the January issue of the magazine somehow didn't get prepared, so have neglected to advise of the marriage of file clerk Adolph Carufel, which occurred in the late fall of last year, while Adolph was on his vacation. This important news was successfully kept from the office force for quite a while, but finally came out, and upon the establishment of their new home in Miles City Mr. and Mrs. Carufel were presented with an appropriate gift from the bunch. The presentation speech was made one afternoon last month in the office, with Trainmaster Al Herven acting as master of ceremonies.

Now that we are on the subject of marriages, the thought occurs that it is about time for some of the old die-hards around here to take a similar interest in life. The good example set by George Hilton around Christmas time should have inspired his old friend Joe Peschl to some kind of action or other, but it still looks like Joe's first love is his Chevrolet. Then there's Ann Butcher. Likewise the Hon. I. H. Rodgers. Seems to me, Mr. Rodgers, that that little blonde in the green dress ought to hit it off with you pretty well.

Manager of Refrigeration Department and Claim Prevention W. L. Ennis was a visitor on the division latter week in January.

Understand that Mrs. R. E. Kimpton, wife of the fireman, has entered the hospital for treatment for pneumonia.

Pneumonia weather has also laid low Claim Adjuster J. T. Sleavin, who is confined to his home with a severe cold.

The two young daughters of Operator Leo Thiel of Roundup on Sunday, Feb. 10th, we understand, were rather seriously injured in an automobile accident which occurred on the Roundup-Billings road. Earnestly hope the accident was not as serious as reported.

We are having another one of those mild winters again. I say this now after three weeks of grand weather, but would probably not have said it last month when the thermometer hovered between 25 and 30 below several days. We could use some more moisture, even though it would mean slushing through mud for a spell yet.

Agent-Operator J. P. Kennedy at Vandanda had been gone for several days before I noticed it, and upon inquiring around found he has hied himself to Miami, Fla., and will be gone until the late spring. Guy P. Herod is now relieving Joe at Vandanda. Other Florida vacationers from off this division are Agent Freda Jacobson of Haynes, N. D., and her mother, and John Rodenbaugh, agent at Shields.

The passing of train baggageman Albert Johnson last month was a severe blow to his countless friends all over the railroad. Mr. Johnson had not been in the best of health for some months, but it was hoped that rest and good care would gradually restore his health, so his sudden passing was unexpected. He was born Oct. 30, 1875, and entered service on this division as baggageman on August 19, 1908, and throughout his 23 years of service had an excellent record. He was a member of the local Masonic order, and memorial services were conducted in the city prior to his transference for interment at Beaver Dam, Wis., his old home.

Switch foreman L. E. Carlisle, just recently recuperated from an attack of pneumonia, has again entered the local hospital, this time for treatment of stomach ulcers, and it is expected an operation

will be required. Sincerely hope, Lee, everything will turn out O. K. and that you will be back with us as quick as possible.

Mr. Clarence A. Nummerdor came down to the office all puffed up one day, but we let that pass, but happening to read the papers that night we found where young Numi had made the first high school basketball team. Thinking quite highly of the kid, we watched him in action one night last week and agree with the aforementioned Clarence that the boy is a real basketball player.

Another patient in the local hospital Hostler Jim Loughlin, who will undergo treatment for the next few weeks.

The New Hub of the I. & D.

Wm. Lagan

A LETTER from Agent H. B. Olson, who is vacationing in California, states that he is enjoying the nice warm weather there and is going to stay another month at least.

On February 3rd, Engineer Wm. Hopkinson was taken ill at Hawarden, Iowa, and had to be taken to the Hawarden hospital. At this writing, Bill has recovered sufficiently to be taken to his home in Sioux City, and we all hope that he makes a complete recovery.

Mr. D. S. Westover, chief perishable freight inspector, was in Sioux City on business recently conferring with Nels E. Nilan of the Sioux City freight inspection department.

Steve Burke, section foreman of Dell Rapids, S. D., has returned from a vacation trip in Texas.

Agent George Thorpe of Tripp, S. D., has fully recovered from an illness caused from being poisoned by something he had eaten.

Agent Chas. Whitham and Mrs. Whitham were Sioux Falls visitors Sunday, February 3rd.

Conductors Geo. Robinson and Meacham had their beds stolen out of a coach at Mitchell, S. D., Sunday morning, Feb. 10th. The boys haven't offered a reward yet but are thinking very strongly of doing so.

Mr. J. E. Mehan, of Milwaukee, and Mr. F. J. Swanson of Minneapolis, both of the car department, were Sioux Falls visitors the first week in February.

Effective the first of February Mr. Earl D. Jefferson, of Sioux City, was appointed as traveling engineer in place of H. S. Rowland, who is taking an extended leave.

Cecil Davis of Tripp, S. D., has draffed the first trick operators' position at Sioux Falls, and is expected to move there about the middle of February.

On February 8th, Mr. Doud had the misfortune to have his car catch on fire while down town in Sioux City. Although there was little damage done to the car, Mr. Doud has now purchased a new Studebaker.

We wish to congratulate Mr. Burt Brashear, conductor, of Sioux City on his marriage there recently to Mrs. Harriet Edwards. Mr. and Mrs. Brashear spent their honeymoon at Miami, Fla.

Conductor Tom Biggs and Mrs. Biggs have returned from a vacation spent in California.

A. O. Grender, agent at Meckling, has been elected secretary of the West End Agents' Traffic club account the resignation of Cecil Davis of Tripp, S. D.

We regret to report the passing of Geo. Wulf, veteran engineer of Sioux City, Ia., who passed away in Iowa City the latter part of January. Milwaukee employes wish to extend their sympathy to the bereaved members of his family.

Mr. and Mrs. Dave Murphy of Sioux City have returned from a trip to California.

The agent at Scotland was looking out of the window of his station recently when he noticed a dense smoke coming up the track. Knowing that there weren't any trains due at this time he was at a loss to figure out the dense smudge until the wind lifted the smoke a little and behold here it was Section Foreman Bill Beverage who was breaking in a new pipe.

Agent C. R. Fletcher of Elk Point, S. D., has returned to work after being on a forced vacation caused by the flu.

Conductor M. G. Meacham reports that he is much put out about the loss of his bed roll at Mitchell lately, especially the loss of a salmon pink comforter which was trimmed with a stitched-in design of cupids around the border. Conductor Geo. Robinson, who also suffered the loss of his bed at this time is offering a reward for the return of his buffalo robe which is a family heirloom and is very much missed by George these cold winter nights.

Around the Seattle Terminal

With L. E.

AS these items are being written, it is freezing weather in Seattle, deep snow, slippery streets and the wind is cold. The thermometer has gradually been falling and it is now 12 degrees above zero, the coldest on record in this country since February, 1923, when it reached 10 above.

This is "unusual" weather for Seattle and while it may sound very cold and cheerless it is a novelty to the folks out here and we are enjoying it.

But if winter comes, spring can't be far behind. The bill room reports heavy shipments of garden seed; the Oriental department is in the midst of handling 17 carloads of bamboo (Easter) baskets imported from the Orient, and now comes Frank Berg with his lovely camellias that have blossomed right through Seattle's cold snap.

Sympathy is extended to Mr. and Mrs. Merritt Hurd on the passing of his mother, Mrs. Mary Hurd, at Los Angeles, Calif., December 28th, at the age of 75 years.

Donald Hayes is back at work in the Yard Office after a siege of illness which confined him to his home in Spokane.

We are glad to announce regular barge service between Seattle and Port Townsend again. The dock that went out during the October storm has been rebuilt and we are enjoying nice eastern business from the Peninsula.

Theodore Wall is now working as swing watchman at Ocean Dock, Mr. Ganty having displaced him as watchman at the local office.

Wonder what the thoughts of a vestryman are when, after spending a quiet evening in session at his affiliated church, he discovers his overcoat missing from the cloak room? Malfeasance or not, Agent Campbell is taking his loss like a true Christian that he is, and while many suggestions have been offered in this crisis the only helpful one that has come to the desk of the correspondent is—"Don't go to church!"

An attractive wedding solemnized at the Puyallup home of the bride's parents, Mr. and Mrs. F. M. Webb, took place Sunday afternoon, January 27th, when Daisy Webb became the bride of Arthur Heester of Seattle.

Only members of the family and a few close friends attended the service. Carnations and heather formed the background for the improvised altar and candles gave the only light as Miss Webb, escorted by her father, who gave her in marriage, and other members of the bridal party took their places.

The bride was lovely in her gown of pale rose crepe. She carried a bouquet of pink roses and freesias. Her only attendant, Charlotte Webb, a niece, wore a frock of green taffeta and carried yellow roses and freesias. A nephew, Edward Webb, was best man for Mr. Heester. The couple will make their home in Seattle.

Congratulations are being received by Mr. and Mrs. George Foreman—chief equipment cleaner—on the birth of a daughter, Shirley, January 1st. The little girl was the sixth baby to arrive in Seattle on the first day of this year.

Robert Shipley has returned to Tacoma where he is working in the yard there as assistant chief yard clerk.

Account of serious interruptions on the Fraser River, and other parts of British Columbia, during the latter part of January the Milwaukee Road had the pleasure of handling considerable passenger busi-

ness of the Canadian Pacific Railroad. It was necessary to route from Calgary through Kingsgate and Spokane. Approximately 300 passengers and seven cars of mail and express were handled in this detour. A number of these passengers were enroute to Australia and the Orient and transferred to Canadian Pacific boats at Seattle.

If you are looking for Harry Anderson, the Swedish boy with the Bostonian accent, you will find him working as comptometer operator at the local freight office.

Lee Sonnedecker, son of Ira B. Sonnedecker, sharp shooting forward from Washington State College, Pullman, Wash., will be one of the Cougars who invade the Athletic pavilion on Friday and Saturday, February 8th and 9th, to play the Washington Huskies. Sonnedecker is always at his best when playing here.

The B & B Department have a pile driver at work on our Ferry Slip renewing piling.

How many of you who ride the First Avenue South street cars in the morning have heard the whistling motorman on the No. 2 car? From Madison street, where the correspondent boards the car, one can hear "Love in Bloom," "Stay as Sweet as You Are" and other ditties of the day. 'Tis a cheery sound these winter mornings.

The correspondent is happy to learn that her uncle, Don Askew, traveling storekeeper for the Milwaukee Road, with headquarters at Milwaukee, Wis., has recovered from a serious attack of pneumonia.

W. H. Campbell attended the meeting of the committee of direction, American Railway Association, Freight Station Section, held at the Knickerbocker Hotel, Chicago, on February 19th and 20th. Mr. Campbell was selected from the Pacific Coast Territory for election to the committee at their annual meeting in June, 1934.

Just because some people have broad shoulders and a good understanding (feet) doesn't necessarily mean they can sit in as critics of the correspondents. In order to write an item that will bring forth a laugh, one must have a subject. I COULD write something about YOU, Amos!

Work

Lucille Miller

Work, Blessed Work
How I love you—
You come as a
Solace from Pain;
As sweet as a breath
Of the Freshened Air
After a long, long
Season of Rain.

Work, Blessed Work,
I embrace you—
You are all in the
World to me!
I gladly announce
Once more I am one
Of the C. M. St. P & P
Fam-l-l-y.

D & I Division—First District

E. S.

OPERATOR and Mrs. O. S. Kline, Savanna dispatcher's office, held open-house, Sunday, Feb. 4, in observance of their silver wedding anniversary. Guests were received from three to six o'clock in the afternoon and from seven to nine o'clock in the evening. Refreshments were served at small tables arranged in the dining room and the Kline's two daughters, Joan and Ruby Jean, served. The superintendent's office force extended their congratulations, and we hope we will have the pleasure of saying "Congratulations" twenty-five years hence.

It is with a great deal of regret that we report the death of Miss Nettie Phillips, which occurred January 28, at her home in Elgin, Ill. Miss Phillips had been in the employ of the Milwaukee Railroad for 29 years, and cashier at Elgin station for 25 years. By her pleasing disposition Miss Phillips made many friends among the public with whom she came in contact and will be greatly missed by all who knew

ner. Sympathy is extended to Attorney R. R. Phillips and brothers.

On Feb. 10th death claimed another of our veteran employes, machinist John Foren, Savanna roundhouse. Mr. Foren was born in Madison, Wis., Dec. 16, 1866, and up until the time of his illness, had been in the employ of the Milwaukee railroad for 53 years. Surviving are his widow, two daughters and one son. Funeral services were held at Savanna, Tuesday, Feb. 2, with interment in the Catholic cemetery. Sympathy is extended to the Foren family.

Sympathy is also extended to the following:

Car Dept. employe Wm. Ritenour and family, Savanna, account the death of Mrs. Ritenour, Feb. 9th, following an illness of many months.

Mr. Sam. Hengel, Savanna, account the death of his mother, Mrs. Barbara Hengel.

Sam Campe, who has been employed in Savanna yard office since Aug. 15, 1932, has accepted the position of cashier at Elgin freight station made vacant by the death of Miss Phillips. The position of yard clerk at Savanna is being filled by Charles Gross.

Chicago Terminals

Guy E. Sampson

THE weather conditions the past month have been such as to make our occupation very dangerous as the ground has been continually covered with ice. But thanks to the safety consciousness of the employes of our railroad, very few met with injuries from the slippery conditions. Never in the history has the ground been covered with ice for so long a time. Every precaution was taken by officials and men working on these slippery leads to avoid accidents and a good record was made, for which all are thankful. Safety first instructions have surely paid well for their cost on all roadroads. This is proven on our road by the reduction in accidents since we really got down to business in regard to safety first.

Switchman Ben Miller and wife attended the silver wedding of an old time associate and his wife in St. Louis the latter part of January.

Switchman Wilber Remington enjoyed a visit around Waterloo, Ia., the forepart of February. Says there was just as much ice but more snow there than here in the terminal.

Mrs. Harold Klevan and Mrs. Donald Smethurst, wives of two terminal employes, spent a week in Kentucky this month visiting Mrs. Smethurst's brother and taking in the sights on the inside of the Mammoth Cave. They are still talking about that wonderful cave they visited.

Chief Carpenter Leo Denz, we are informed, underwent an operation at a Chicago hospital the fore part of February. We learn he is improving nicely.

Switchman Thor Klevan and wife are rejoicing over the arrival of another son in their home the last part of January. Congratulations to son and parents.

Your correspondent, who has only been able to work part time since last October, went to the hospital this month and had X-ray pictures taken and learned that the bones of both knees carried a growth that will eventually force us to obtain work where footwork is not necessary. Well, that's what we get for living to be old.

Yardmaster J. O. Capoot and wife were elated when they learned that they were grandpa and grandma on February 3rd when a baby daughter was born to their son Gerald and wife. Congratulations to all.

Switchman Eugene Lewin, who suffered a badly injured foot some weeks ago when a piece of iron that was kept on the caboose stove fell when a sudden stop was made, has been convalescing at his home in Indiana. However, he has now returned to work.

Mr. and Mrs. Rands enjoyed a trip to Sioux City for a little visit this month.

Quite a number of employes who are working in yards and roundhouse at Ben-

SPECIAL

This Month Only

**SUITS, OVERCOATS and
TOPCOATS
at \$30.00**

JOSEPH KAHN

Est. 1904

MAIN FLOOR (Jackson Blvd. Lobby)
Union Station Bldg. Chicago

senville are talking of moving to the suburbs this spring to eliminate the long ride from and to the city before and after work. The new home owning program is appearing to many as a very good thing. When steady employment is again assured there will be more wanting to own their own homes.

Switchman (Old Pal) Zimmerman has left for his annual vacation, which he spends in Florida. He usually gets back just under the wire, 89 days, so as to get in a day before his 90 days are up. Bet he's having the time of his life down there.

Northern Montana

Max

PRELIMINARY surveys on 25 water conservation projects in Milwaukee territory in Montana were included in the inventory requested by the Public Works Administration engineer, Co. D. A. McKinnon, and the State Planning & Water Conservation Board, in Helena February 11th, according to information received by agricultural agent, D. E. Noble.

Construction of all or any part of these projects will mean continued stable business in the territory where any of the projects will be built. The points included are: Petroleum, Fergus, Cascade, Missoula, Powell, Jefferson, Gallatin, Meagher, Wheatland, Golden Valley, Musselshell, Rosebud, Custer, Prairie and Carter Counties.

Seed pea acreage on the Agawam line during 1934 was 3300 acres. This is what is called the Sun River project. There will be an increase of 100 per cent in the acreage for 1935. Acreage is now being contracted by the seed pea companies. The territory is particularly adapted to seed pea production both in yield and production, which was very satisfactory last year.

The Montana Live Stockmen's convention will be held at Great Falls the latter part of May, where plans are now under way to make it an outstanding event.

Assistant superintendent N. H. Fuller is convalescent after a severe attack of pneumonia which was contracted in Seattle shortly after leaving the hospital where he underwent an operation. He expects to soon be able to make the trip to California where he will rest for a month or six weeks. His brothers Wilbur and A. G. Fuller of Moberge who were in Lewistown during Mr. Fuller's illness have returned home.

Mrs. G. F. Baumgartner left for Denver, Colo., being called there account of the serious illness of her sister-in-law, Mrs. P. T. O'Neill.

Mrs. H. T. Morrison and daughter Gloria, of Glengarry, are visiting relatives in Fort Williams, Ont.

John Quinn, of Moore, has resumed his duties in the track department after being sick for some five weeks.

C. H. Van Alstein has returned to Harlowtown after working at the Lewistown passenger station in place of Neil Grogan for two weeks.

Roadmaster C. R. Strong is again in charge of his territory having been out of service for some three months account of a broken leg. Phil Richardson, who was acting in the absence of Mr. Strong has returned to Deer Lodge.

Miss Gladys Haines, of Great Falls, is visiting in Seattle, Wash.

Mr. and Mrs. S. E. Robinson and children left for Duluth, Minn., where they

MILWAUKEE EMPLOYEES' CREDIT UNION

Treasurer's Report—December 31, 1934

(Continued from Page 9)

COLLECTIONS

	Shares	Deposits	Repay- ment on Loans	Entrance Fees	Bank Loans, Dr.	Interest	Totals
January	10.00	\$ 22.00	\$ 25.00	\$ 2.50		\$ 1.00	\$ 60.50
February	25.00	23.75	35.00	3.25		.60	87.60
March	35.00	23.00	35.00	1.00		.85	94.85
April	35.00	48.15	35.00	3.75		1.60	123.50
May	335.00	51.65	25.00	4.25		2.35	418.25
June	80.00	43.10	50.00	2.75	\$ 73.87	6.58	256.30
July	60.00	69.50	80.00	3.75		8.60	221.85
August	140.00	49.25	85.00	3.00		10.35	287.60
September	230.00	51.50	140.00	1.00	197.00	10.85	630.35
October	76.55		170.00	1.00		17.58	265.13
November	62.14		127.50			13.58	203.22
December	51.20		145.00		49.50	17.55	263.25
Totals	\$1,139.89	\$381.90	\$952.50	\$26.25	\$320.37	\$91.49	\$2,912.40
Cash on hand December 31, 1933							100.75
Balance							\$3,013.15

DISBURSEMENTS

	Loans	Expenses	Notes Payable	With- drawals	Totals
January	\$ 50.00	\$19.73			\$ 69.73
February	50.00				50.00
March	100.00	8.91			108.91
April	85.00				85.00
May	445.00				445.00
June	250.00	5.00			255.00
July	285.00	.24			285.24
August	255.00	6.76			261.76
September	350.00	2.53	\$ 73.87		426.40
October	410			100.00	510.00
November	185.00	4.53			189.53
December	70.00	3.84	197.00	15.00	285.84
Totals	\$2,535.00	\$51.54	\$270.87	\$115.00	\$2,972.41
Cash on hand December 31, 1934					40.74
Balance					\$3,013.15

CHARLES J. KNAPP, Treasurer.

Election of officers of Milwaukee Employees Credit Union, Jan. 8, 1935.

Directors for three years: Dewey Hiler, Edward Gautsch, John Elliott.

Director for one year in place of R. F. Green, resigned: Robert Engelke.

Dividend for 1934 at rate of 5 per cent was distributed at the annual meeting to those in attendance.

will spend two weeks with Mrs. Robinson's parents.

Mr. and Mrs. D. N. York left for Seattle, Wash., where they will remain for about a month.

If you want to know what the styles in men's shoes were ten years ago, ask the employes of the Lewistown station. They all took advantage of the dollar day sale recently held in this city.

Kansas City Terminals

S. M. C.

SWITCH Foreman Harry Swartz is not working at present account of holding revival services down in Oklahoma.

Wm. Lindsey, operator at Coburg, has been talking new car for some time. However, when he and Mrs. Lindsey visited the auto show he says they didn't get any farther than the electric refrigerators on display. And just when he thought he had that refrigerator question buried.

Earl Smart, switchman, has been off some time account of ill health. However, we are glad to report that he is recovering and expects to be back on the job soon.

We used to think Coburg was a busy place but now since we are making delivery to the Santa Fe with freight arriving on train 75, we really are busy. It takes all hands on deck, including the office cat.

Harry Fehler is getting fat and he says the reason is because of a new electric stove at home. He can't mention anything to eat without his wife cooking it. She likes to cook on the new stove so well.

Now that spring is almost here the golf bugs at the local office are looking forward to a better year for golf; 1934 was too hot but the weather was always a good alibi

for those who came in with the highest score.

Howard Jones, the janitor at the local office, says a mechanic can tell you how much or how little certain autos go to the shop for repairs, but it takes a man in his position to find out how often they need a bath.

Bill Webber, one of the crack shots from the local office was invited out to a farmers near Lee's Summit to exterminate the pigeons on the farmer's place. Bill says if you think you are a good shot try shooting at pigeons flying out of a barn loft, and you won't have such a good opinion of yourself.

One day last month Harry Vail came in all bent over and someone asked him if he was hunting for something he had lost. Harry said, "No, not exactly, I have found lumbago but I would like to lose it."

We expect that Nell McGraw will soon be back in the cashier's cage. The cast has been removed from the broken limb and Nellie says it won't be long now.

Iowa and S M

V. J. W.

WE WERE indeed very sorry to hear that Dispatcher John Moore of Madison, S. D., has been very ill. He underwent an operation January 21st.

Freight Service Inspector O. E. Bradford was also off a few days the last of January due to illness.

We were very glad to see Conductor Tom Callahan out and around again. Tom has been off sick for the past seven months.

Assistant Cashier Ellery Barker was

among the ailing the first part of the month. It was reported that "Bark" contracted a bad cold at the Bush Lake ski jump in Minneapolis Feb. 3rd.

Switchman Bernie Skjeveland and Mrs. Skjeveland announced the arrival of a bouncing baby boy Feb. 9th.

We were indeed glad to welcome Paul Christenson back to work after his having been laid up following an injury.

Operator Albert Hayes of Albert Lea returned to work Feb. 11th after two weeks' sick leave.

STJ. E. Felker, agent at Ramona, S. D., was off a few days early in the month. R. A. Helsler relieved him.

Lost, strayed or stolen: One doorman's uniform. Reward for return to the cashier's desk.

Machinist Bert Elefson is on the sick list.

Engineer Leon Comeau and wife and Engineer Sam Pettingil and wife left for a vacation in California Feb. 10th.

We recently suggested in this column that Boiler Foreman Tom Bowler should build a filling station near the Bridge street bridge. Roadmaster Luskow has now seconded the motion. In fact, Frank was seen checking up for the 706 report on the bad delay getting home the night of Feb. 12th. He inadvertently hitched a ride with Tom and then had to sit it out while Tom rustled a little gas.

On Feb. 5th Felix Vidal, veteran engineer of the second district, passed away very suddenly at his home in Madison, S. D., from a heart attack. Deepest sympathy is extended to the bereaved relatives. Mr. Vidal entered the service as a fireman Oct. 31st, 1883, and was promoted to engineer Oct. 22nd, 1887.

That tired expression on the faces of the general manager and treasurer of the Credit Union you may have noticed Monday morning, Feb. 4th, was not due to overwork on their finances. The boys went rabbit hunting the day previous and about all they found was snow.

The Milwaukee Credit Union held their annual meeting Friday evening, Jan. 18th, and announced a total membership of 84 employes, of whom 57 were extended loans aggregating \$2,782. Directors announced a 6 per cent dividend upon outstanding shares. Officers elected were as follows: L. M. Flannery, president; J. H. Igou, vice president; L. E. Beers, secretary; H. J. Swank, treasurer; H. A. Wunderlich, J. L. McCarthy and Edward Conlin, directors.

Members of the credit board are M. D. Hoff, J. P. Devir and Marshall Franklin. The supervisory board is composed of G. J. Williams, Wm. R. Smith and O. C. Peed.

Veteran Engineer John Crowe of Madison, S. D., is reported as very critically ill and in the hospital at Madison.

Brakeman Bert Willard and Walter Lincoln and Fireman Erickson of Madison were in Austin helping out during the severe snow storm late in January.

John Demick, stationary fireman at Madison, is in the Madison Hospital for an appendix operation. He is reported as getting along nicely.

Murel Nelson, machinist helper at Madison, is reported as the busiest man in town, working days in the roundhouse and washing dishes in a cafe nights. Evidently "spring is just around the corner."

Have you noticed our new paint job on the yard office?

I & D Items

E. C. A.
eca

SINCERE sympathy is extended to the family of Section Foreman John Barnett, who passed away at New Hampton, Iowa, on January 26th after an illness of five years. Funeral services were held on January 29th. John Barnett was born in Clayton County, near McGregor, on July 12th, 1859. He commenced work as section man at McGregor when 14 years of age. Before going to New Hampton 44 years ago, Mr. Barnett was section foreman at Emmetsburg for one year and also acted as foreman at Clear Lake for four years. He is survived by his widow, three sons,

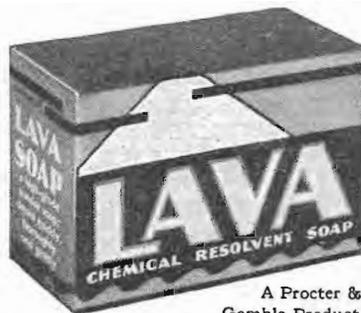
"COUNT ME IN ON THE
'DIRTIEST-HANDS-IN-THE-WORLD'
CHAMPIONSHIP" says Robert Kerch



But agrees that only LAVA SOAP
can get grimy hands clean fast

First, Floyd Wright and Herbert Kohne of the C and O claimed the dirtiest hands in the world. Then Michael Carr, Illinois Central engine-wiper put in his bid. Now Robert L. Kerch, Signal Maintainer of the Chicago, Milwaukee, St. Paul and Pacific jumps into the argument . . . with both hands.

We caught him at the end of a day's work. "Look at these hands," he said . . . and they were mighty



TAKES THE DIRT . . . PROTECTS THE SKIN

dirty. "Signals and signal-boxes," he continued, "are just buried in grease, grit and grime. And if there are any hands in the world that get dirtier than mine, I got to see 'em to believe it. I'm glad to give Lava a clear track, though . . . there's nothing else like it for getting grime off fast and being easy on the hands."

So the argument on the "dirtiest hands in the world" goes on. But so far there's nothing but agreement on the best and safest way to get grimy hands clean. They all say Lava. And a majority of railroad men from Coast to Coast say Lava. Lava's rich lather and fine, powdery pumice team together to get any kind of grime in less than a minute. And Lava's glycerine protects the skin, helps heal up little nicks and scratches. Works well in any water—hot or cold, hard or soft. Get Lava today.

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six daughters, three brothers and five sisters. Among those who attended the funeral were Roadmaster A. W. Bahr and Mrs. Bahr and Section Foremen Wm. Casey, and sister from Marquette; H. Samek, F. Samek, Wm. Reardon, Herman Schrader, Vance Macha and Albert Bulgren.

The I & D division was honored with the presence of Mrs. Carpenter Kendall, president general, and Miss Etta Lindskog, secretary general, of the Milwaukee Women's club, on Jan. 29th at the regular meeting of the Mason City Chapter. Following a pot luck supper, meeting was held open to all of those present. Miss Ruth Buehler favored the gathering with several musical selections on the xylophone, which were highly enjoyed.

Mr. R. C. Blakeslee, Telegraph Dept., Milwaukee, has been in Mason City for past couple of weeks working with line-man Chas. Blanchard on the installation of the equipment in the new Chief Dispatcher's office. The new office changes at Mason City are fast nearing completion and it is expected that within a very short time everyone will be re-established.

Mr. J. M. Oxley, Train Rules Examiner, visited at Mason City, on Jan. 29th.

Trainmaster O. A. Beerman, Mason City, is back on the job following several days' confinement at his home with the flu.

Mr. F. J. Swanson, Minneapolis, and Mr. J. H. Mehan, ARA, Milwaukee, called on Car Foreman Larson at Mason City, Jan. 29th.

Condr. E. G. Larson, Mason City, has returned to work after being off duty on account of sickness.

Mr. J. E. Bjorkholm, Supt. Motive Power, Milwaukee, called on Divn. Master Mechanic J. Turney at Mason City on Jan. 17th.

Supt. W. F. Ingraham returned to Mason City Feb. 5th following a trip into Chicago on business.

Mr. D. S. Westover, Special PFI, Chicago, was in Mason City Jan. 30th.

Mrs. Esther Baldwin is working in Superintendent's office as stenographer during the absence of Mrs. Stuege on account of illness.

Division staff meeting was conducted by Supt. W. F. Ingraham at Mason City, Jan. 30th, with all division supervisors in attendance.

Yardmaster F. H. Dickhoff, Mason City, has returned to work after being at his home for couple of days account illness.

Mr. J. E. Bodenberger, traveling road foreman, Milwaukee, Wisc., arrived in Mason City, Feb. 7th, on business.

Mr. C. E. Oeschger, Chief Clerk, division storekeeper's office, at Mason City, was called to Sebawaing, Michigan, on account of the sudden death of his father. The I & D Division extends sincere sympathy to Mr. Oeschger and family.

Mr. F. R. Doud, asst. superintendent, Sioux City, was in Mason City on business Feb. 9th and 10th.

We were very sorry that F. H. D. had to stay in for a few days, but it did seem nice to have a little peace and quiet.

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

D. H. A.

MR. O. B. TRIPP, veteran station agent of the Coast Line at Hettinger, N. D., started the new year right by having the distinction in January of booking and selling a ticket "around the world" from Hettinger to Hettinger to Mr. Paul W. Boehm, prominent attorney, who began his journey, leaving Hettinger on the Olympian January 30 for San Francisco, with the following itinerary: Embarking at San Francisco January 11th on Dollar Steamship Lines, SS. Pres. Pierce for Honolulu January 25th, to Kobe on SS. Pres. Monroe; Kobe to Shanghai, SS. Pres. Jackson; Shanghai, Benang and Bombay on SS. Pres. Van Buren; Bombay to Suez, SS. Pres. Garfield; Alexandria to Naples, SS. Pres. Polk, and from Genoa on SS. Pres. Adams, arriving New York, June 2nd, thence via rail home. The cost of this ticket first class was approximately \$855, including cost of U. S. tax and visas for the various European countries. Mr. Boehm will make side trips by auto and rail and airplane, visiting Damascus, Jerusalem and many other ancient and historical spots. Bon voyage.

Emil R. Gruett, the genial mail clerk of the Faith Line, and wife, are the proud parents of a baby girl born December 21st. The little miss has been named Mona Dee.

Miss Mildred Robison of Seattle spent her Xmas vacation at Moberidge, the house guest of Miss Betty Nath. She reports her folks are doing well in their new business venture at Seattle.

Mr. and Mrs. Edwin Carlson and daughter, Jean Ann, spent Xmas with Mrs. Carlson's parents at Miles City.

Mr. V. C. Cotton, local chairman for the Order of Railway Conductors, spent ten days at Seattle. He reports that Mr. G. A. Robison was installed as general chairman for the O. R. C. on Milwaukee Lines West, succeeding Mr. M. B. Van Wiegman. Mr. Robison is a former trans-Missouri conduc-

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Established more than forty years ago.
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(NOTE:—All of The Milwaukee Road Depositories are not represented here.)

tor and his many friends here are glad to hear of his appointment.

Mrs. William Leaf, wife of Engineer Leaf of Marmarth, passed away on February 7th from illness following a stroke. She leaves to mourn her loss her husband and a daughter, Maxine. Funeral services were held at Marmarth on Feb. 9th, the remains taken to Perry, Ia., for burial. The following Moberge ladies attended the funeral at Marmarth: Mrs. Wm. Morris and daughter, Irene; Mrs. S. W. Crowley, Mrs. V. C. Cotton, Mrs. Harry Worix, Mrs. Harry Catey and Mrs. Worley.

Mr. P. Burns is back on his old trick again as first trick car clerk after an absence of six months spent at Seattle and the West Coast, where he has been resting and regaining his health.

Mrs. Chester Helme and children left today for Glencross for a visit with her father, Mr. R. S. Lewis and family.

Two rather unfortunate accidents have occurred on our division since the new year. Fireman H. E. Goodness, who has been hostling at Marmarth, slipped and fell from the engine on Saturday evening, January 19th, receiving a bad cut over his eye and also injuring his spine. He is a patient at the Moberge hospital and it will be some time before he will be able to be

out and around again. Conductor Ross Stubbart also had the misfortune to slip from the car and break some bones in his right ankle while working at Bowman, N. D., on January 22nd. He spent ten days at the Moberge hospital and is now recuperating nicely at his home.

Mrs. Bert Doud and son, Forest, spent ten days at Trego, Wis., visiting at the home of her parents.

Mrs. Dora Anderson spent her holiday vacation visiting with her mother and sister at Oakland, Calif.

Mr. A. G. Fuller returned from a trip to Lewistown, Mont., where he was called on account of the illness of his brother, Mr. N. H. Fuller, who was stricken with pneumonia. He was unable to see his brother on account of his serious illness, but at the present time he is very much improved and they plan to leave for California as soon as he is able to travel. Mr. and Mrs. Wilbur Fuller left on No. 15 last night for Lewistown for a visit with them.

Agent Marvin Tripp of Marmarth passed through Moberge on January 9th en route to Kansas City.

Mrs. E. E. Nepp and children of Minneapolis spent the holiday season here with Mrs. Nepp's parents, Mr. and Mrs. A. R. McCauley.

Mrs. Verona Holman and son, Billy, of Ottumwa, Ia., spent Xmas here, guests at the Chamberlain home.

Sincere sympathy is extended to Mr. and Mrs. Ervin Schueler on the death of their seven-year-old daughter, Marjorie Lou, who passed away at a Miles City hospital January 15th from complications following the measles. She was operated on January 2nd for a mastoid, which later developed into cerebral meningitis. Marjorie Lou was a sweet, lovable child, dearly beloved by all, and will be greatly missed in her home as well as by her teachers, schoolmates and little playmates.

News was received of the marriage of Dick Byington, son of Engineer Paul Byington, who was married to Miss Helen Dunicliff at Reno, Nev., on New Year's day. Miss Dunicliff is a niece of W. Dunicliff of Moberge.

Agent O. B. Tripp of Hettinger, N. D., passed through Moberge on February 8th en route to St. Paul and Hot Springs.

Fireman Dal Walrath is spending a few weeks at Hot Springs, Ark.

Supt. P. H. Nee and Secretary Robert Burns, division engineer, W. E. Ping and Trainmaster A. W. Herwin spent Wednesday, Feb. 6th, at Moberge, leaving Thursday morning on an inspection tour on the North Line.

Kansas City Division

K. M. G.

MRS. H. O. EVERSON returned to Ottumwa on January 27 from Wichita, Kans., where she had been confined to a hospital for several weeks. She has re-

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covered from her illness and departed on February 18 for Hammond, Ind.

Mrs. Bee Allen, daughter of Chief Clerk Sowder, was instrumental in securing one passenger from Ottumwa to Kansas City, who had all plans made to travel via bus. She even went to the extent of furnishing taxi service and brought her patron to the Sherman Street station, Ottumwa, to take the Southwest Limited to Kansas City.

News was received of the accidental death of Mrs. Zoe Melcher of Davenport, who was killed there on Friday morning, February 1, when the car in which she had been riding stalled on a railroad crossing and was struck by a train. She was the sister of Conductor Grant Young. Funeral services were held in Davenport on the following Monday morning.

Mrs. I. A. Summers, wife of agent at Cone, departed on February 12 for Vinton, Iowa, to visit with relatives. En route home she stopped in Cedar Rapids for a short sojourn.

Mrs. B. Beistle and daughter Louise of Chillicothe, Mo., spent the week end of February 9 with Mr. and Mrs. Wilfred S. Dawson, Monroe City, Mo. Mrs. Dawson is also a daughter of Agent Beistle.

Section Laborer L. Sampson and wife of Sewal, Iowa, spent a week in St. Louis during the month of February as guests of Mr. Sampson's brother, who is in the Postal Department there.

A visitor in the home of Roadmaster P. J. Weiland for an indefinite period of time is Mrs. Frances Leiferman of Bridgewater, S. D., mother of Mrs. Weiland. Florence Weiland, sister of Roadmaster Weiland, visited in Ottumwa for several days during February, departing on February 8 for her home in Bridgewater, where she will enter a hospital and take a course in nurses' training.

Funeral services were held at 1:30 p. m. on January 21 in Centerville, Iowa, for Julius Fromm, aged 70, who died of pneumonia at his home there during the previous week. Burial was in the Seymour cemetery. Mr. Fromm is survived by his wife, two daughters and two sons, one being M. L. Fromm, agent at Farson, Iowa.

Claude B. Gardner, formerly a conductor on the Terre Haute Division, Bedford, Ind., passed away in the home of his sister, Mrs. C. L. Bearicks, on January 19 while visiting in Ottumwa. His remains were taken to Bedford for burial.

A joint birthday celebration was held in Kansas City on January 25, attended by Mr. and Mrs. Ambur L. Towns and their daughter, Mrs. Teele. The occasion was celebrating of the birthday of Engineer Towns, one sister in Kansas City and another in Shenandoah, Iowa, all of whom have a birthday the latter part of January.

Mr. and Mrs. S. A. Allen of Linby announced the marriage of their daughter Olive to Hubert Stevens of Cedar Rapids.

Seattle General Offices

"Yesterday's News Tomorrow"

F. H. B.

IT'S Lincoln's birthday and the banks are all closed for another "Bank Holiday." However, that doesn't interfere with our business so much, because we refuse to have anything to do with these dogged banks and bankers since they got in such bad repute. Well, we're not paid to discuss the financial situation, so let's let it go at that. What we started to say was that it's a real March day with the sl City heavy with clouds of spring fever ready to grab a fellow most any day. Out here on the coast the gardens have started to show above the ground, or at least that's the story. And the excuse for the above is that nobody has sent in any news and there just isn't any to be dug up.

Mr. W. L. Ennis, manager Refrigerator Service and Claim Prevention, looked in on us one day recently.

Another visitor to God's country is Superintendent L. K. Sorenson of the Rocky Mountain Division.

This goldurned Demurrage Department seems to be getting in our hair more than somewhat of late, but I guess we've got to print what we're told to or get off the air, so here's the dirt: "Handsome Jack" Woodward just came galloping up to the mike and asked that we gently break the news to all his friends, enemies and would-be friends and enemies back in the frozen midwest that, the day being bright and sunny and no big bad wolves abroad, he has this day taken his clubs out of the mothballs or the pawnshop (or wherever he stores 'em for the winter months) and sallied forth on to one of Seattle's many beautiful golf courses to teach the local natives a few of the finer points of the game. The boy abstained from lunch this past week and turned up this noon with a cap that even his mother couldn't love him in. Oh, well, he's out on the line most of the time. We might add that Henry Williams of the vice president's office, who suffered such a hard stroke last week end that he made a "hole in two," has recovered sufficiently to join Woody and the boys in their game today. The final report is that Woody sat down a couple of times at locations on the course where the management had neglected to furnish any benches, thereby getting himself slightly out of control, with the result that he was "high man."

Maybe this is the sports column, or somep'n, anyway right now we're delaying going to press awaiting the outcome of the intra-office bowling tournament at the Elks Club, in which "Sock-'em-on-the-Nose" Kennedy of the general managers office and "Hit the Gutter" Stablein meet "Speed Gets 'Em" Meyer and "Kid" Murtha. So stand by, folks, and we'll soon

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

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tell you who pays for the lunch. Incidentally, "Sock-'em-on-the-Nose" Kennedy was sort of placed on the spot, "Kid" Murtha having promised to cast him out the window if he soaked more pins than he did, and "Gutters and Splits" Stablein threatening the same reward if he blows up, so what's a poor guy gonna do? And to make a bad matter as bad as possible, EDK says he hasn't bowled since he was a drummer boy with Sheridan. Ah, my public, are ya listnin'?—here's the finals: With tears in his eyes and an empty pocketbook EMS broke down and confessed that Meyer and Murtha dined at the expense of Kennedy and himself; yes, dined was the right word, as the guests decided to have their dinner at noon just this once for some reason or other. Of course EMS offered no alibi, but he did mention something about making 200 if there had been another frame, that the darned alley had gutters on both sides and the balls were a trifle heavier than usual. Anyway, if any of you Lines East bowlers want a little stiff competition, come up and see us some time.

Looking younger than ever, Mr. F. D. Campbell accompanied his son, W. E., on a visit to our city one day last week.

There's been more or less said about the present administration's agricultural policies, but until recently we hadn't taken them very seriously. However, since Joe Nupp has gone into the poultry business in a big way, we're going to see if we can't get Uncle Sam to pay him not to raise a couple of thousand birds and thereby eliminate our competition.

Dubuque-Illinois Div., 2nd Dist.

E. L. S.

"HAPPY Days are Here Again" for Miss Lucille Millar, who started working at Dubuque Shops again on Jan. 19th, after having been off the railroad payroll for several years. Lucille is now clerk for storekeeper, Herb. Unmacht, and we welcome her in our midst.

Condr. Merwin returned to his home at La Crosse latter part of January, and hope he will be able to return to work soon.

Engr. Wm. Luther is again sojourning in Florida, and departed on his annual trip to the southlands latter part of January.

Sympathy is extended to Agent Forrest Dohlin, and Opr. Harry Dohlin, whose father, A. (Andy) Dohlin, passed away on Feb. 1st, at a hospital at La Crosse, where he had been a patient for some time. Mr. Dohlin was employed as engine watchman at Reno for many years prior to his retirement, and was well thought of by all his fellow employes.

Train baggageman, Sam Hess, returned to work on No. 38 Jan. 29th, and brakeman, Stacey Lange, returned to work the fore part of February.

Engr. Jos. Chaloupka has been on leave of absence since the early part of January.

Veteran B&B Carpenter of 47 Years

Meet Mr. John Masters, aged 75 years, still in very good health, and working until several weeks ago. Mr. Masters started with the Company on Feb. 10, 1888, and during these many years' service has never been injured, and proudly states has never caused any injury to any other of the men with whom he has been employed. No injury report of any kind for even a minor injury has ever been made out for him. Has been employed almost continuously during the 47 years' service mentioned.

Mr. Masters was born in Cambridge, England, June 5, 1859, and still has a noticeable, pleasing English accent. He resides in Dubuque, and has a son, Arthur Masters, in the service of the Company as a conductor and brakeman.

West Coast Notes

A. M. R.

CONDUCTOR JOHN LITTLE suffered a stroke while at work recently and was later removed to the hospital in Tacoma. We are happy to report that he is out again and all O.K.

Geo. P. Neilson, lumber inspector, was also taken to the hospital here but, unfortunately, he is showing but slight im-

provement and will be confined for quite a while yet.

W. M. Murchinson, brakeman, passed away at St. Joseph's Hospital, Tacoma, January 30th after but a few hours' illness.

As an indication of how some folks feel about our climate here, the manager of the telephone company at Aberdeen, Wash., is displaying an auto license numbered H-20. Get out your chemistry book if you have forgotten the meaning of this formula. He evidently believes in advertising our best known product. But, just for a change, we actually had a touch of winter with a two or three inch snowfall. During the few days the snow was on the ground skiing was very much the vogue, one party even going to the extent of skiing to his work, a distance of two miles. His only complaint was about the stop lights in his path, skis not being provided with brakes as yet.

Lumber Inspector Warren Hale parked his car during this same storm and took the train to Longview. Upon his return at 10 p. m. he found the car frozen solid. He broke three chains getting to a garage by tow and in attempting to start car broke off the ignition key in the lock as well. The only thing that didn't freeze was the radiator, otherwise it would have been 100 per cent. So don't throw away your heavy clothes in the event you come west.

Now we have the other side of the picture. Roadmaster Herb Davis was driving near Big Rock, on the Black River, when suddenly the road just spread out from underneath him and let the car down. When the car stopped the engine was completely submerged and the water was inside the car half-way up on the seats. Now he is busy drying out the upholstery. He says what a car needs in this country is a pontoon arrangement and a periscope. It was necessary to use the self-starter to get out backwards from the water, but he made it. The worst of it is the car is new and a beauty, but came out of it in fine shape, we understand.



Just to prove the above story, take a look at a picture of the spot.

This driver, however, didn't back out. He just stayed put, a mere matter of four days, until the water went down. And some folks think the trucks haven't any trouble.

Agent Fred Alleman of the Tacoma office received a very nice letter of appreciation from Mr. Hy Mandles, one of our leading clothiers, for the courtesy shown the latter just before his trip east on the Olympian recently. In addition to telling what a nice trip he had he inclosed a copy of a letter from L. Greif & Bro. of Baltimore, advising of the routing of a shipment, with more to come, via The Milwaukee. Mr. Mandles also advised he left routing orders with all the wholesalers he does business with. Nice work, F. J.!

The following comes to us from the store department: J. C. Dorsey, stockman, and we understand, a former "leatherneck," came into the office recently displaying a duck which he claimed he had just captured by climbing a 60-foot pole and catching the duck as it went by at an estimated speed of about 90 m.p.h. As he had the duck and could point out the pole, no one openly doubted his tale, but it looks to us like just another case of circumstantial evidence being made to fit the crime, or something.

Wisconsin Valley Division

Lillian

SALLY RAE was born to Mr. and Mrs. James O'Brien on Jan. 13th.

Why we railroad men smoke EDGEWORTH



WE LIKE its full-bodied flavor. And it is always mild. We know that only high-grade tobacco is used in making of Edgeworth. Some tobaccos are so mild they have no flavor. Others have plenty of flavor, but are not mild. Edgeworth has rich, full-bodied, fine tobacco flavor and is always mild.

I am told that more railroad men smoke Edgeworth than any other brand. They tell me that in one railroad shop, where there are 1,440 pipe smokers, 1,123 of them are Edgeworth smokers. I guess those railroad men know their tobaccos.

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Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

Willard W. was born to Mr. and Mrs. Wilbur O. Krueger Dec. 27th.

William W. Fandrich passed away at his home in Wisconsin Rapids on Jan. 27th after a lingering illness. Mr. Fandrich was employed in various departments on the Milwaukee Railroad for the past twenty-two years, having retired on account of ill health; funeral services were held on Thursday, Jan. 31st, interment taking place in Forest Hill cemetery. The Division employes extend sympathy to the Fandrich family.

Mr. D. O. Daniels is receiving treatments at the Memorial hospital and is reported as getting along nicely.

Mr. F. L. Hudson, who was at the General hospital at Madison, where he was having his eyes treated, is at home at the present time, but is expected to return to Madison for further treatment at some future time.

Mr. and Mrs. Edward Czmanske attended the funeral of Wm. Fandrich at Wisconsin Rapids Jan. 31st.

Mr. Charles Conklin, chief clerk in the assistant superintendent's office, has been on the sick list for the past few days.

Mrs. C. B. Carmen of Minocqua is recovering from the effects of a broken wrist which she sustained as a result of a fall.

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

R. E. T.

IT is with sincere regrets that we chronicle the passing away of Mr. Alex A. Hutchinson, one of the pioneer conductors of this vicinity, who died suddenly, apparently from heart failure, while engaged in piloting a work train at Ramsdell, Idaho, in January 12. The funeral took place at his home at St. Marie's, on January 15th. Mr. Hutchinson had reached the age of 70; his departure is mourned by his wife and two sons: Chester at Malden and Harry at Tacoma. He was widely known along our line and many friends are saddened by his sudden death.

Another sudden death was that of Mr. Pat Murnane, third trick telegraph operator at Othello, who died suddenly, also of heart disease, while talking with fellow employes at the office, on January 18th, at the age of 69. The funeral was held at Spokane. Mr. Murnane, as far as we are aware, left no family or known relatives, but his death is mourned by many who knew him in railroad circles.

Mr. Murnane's position is temporarily filled by operator E. A. Brown; the bulletin has not been closed at this writing.

Warehouse foreman Bill Keenan at Spokane was taken sick quite suddenly recently, suffering great pain in the back. The attending physician sent him to Sacred Heart Hospital of this city where he remained for several days; the doctor was unable to account for the attack, but Mr. Keenan made a rapid recovery nevertheless and we were all glad to see him again back on the job.

Operator J. F. Percy at Coeur d'Alene was off duty for six weeks due to illness, but we are glad to learn that he returned to work on February 4th. During his absence he was relieved by operator A. A. Blond. Mr. Blond is now on a brief vacation in Puget Sound cities.

Another recent victim of illness was operator B. W. Colligan, of the second trick at St. Marie's, who was off duty for three weeks, but is fortunately well again and back at work. He was relieved by operator E. M. Young.

Mr. W. W. Cutler, our genial agent at the Spokane local freight office, was away from the office for several days recently, due to a slight cold; it is very seldom that he ever misses a day and we are glad that the illness was only temporary.

Section foreman George Fallis of Spokane Yard is again absent from duty due to a recurrence of his former sickness, but he informed us a day or two ago that he feels much improved and expects to be back at work in a few days.

It just seems that there is no end to this chronicle of sickness. Earl Miller, roundhouse laborer at Spokane, was off

duty for two weeks due to a severe attack of influenza, which narrowly missed turning into pneumonia. Hardly had he recovered enough to come back to work, when Mrs. Miller and he were called to Seattle by the death and funeral of Mrs. Miller's mother. We offer our sympathy.

Still another one on the sick list was John Robert, also of the roundhouse force at Spokane, who was in the hospital for ten days, undergoing an operation for hernia. We are glad to learn that he made a rapid recovery and is back at work.

More trouble still. Eugene W. G. Sisson of the Pend d' Oreille run, was off recently cutting some firewood, and what does he do but nearly cut off the first finger of his left hand. We do not know on just what safety first rule he slipped up, but we are glad to learn that the finger was saved and that he is back at work again.

Engineer George Ruedi of the Spirit Lake run was off for ten days due to sickness, but has also recovered and is back at the throttle and Johnson bar. Engineer Gustafson relieved him in the meanwhile.

Henry Harris, popular member of the Spokane warehouse force, was a recent sufferer for a week or ten days from a very painful abscess in the small of the back; but though suffering excruciating pains from it at times he managed to keep at work. We are glad to learn that the abscess is now healing nicely and causing no further trouble.

George Steidel of the Spokane switching force has been under the doctor's care for several weeks, due to illness apparently brought on by ptomaine poisoning, but has reported back for work.

Mr. "Red" Walters, senior member of the Spokane force, is still confined to his home by a painful attack of sciatica rheumatism. We hope that with the advent of Spring he may rapidly recover and get back to work.

While Conductor George Louissell recently was taking a detoured Canadian Pacific passenger train coming to us via the Spokane International on account of snow blocking the C. P. in the mountains, to Seattle, some miscreant stole his automobile, cut the upholstery all to pieces, poured gasoline on it and set it on fire. Quick work by the fire department saved the car before it was greatly damaged, except the upholstery. The incendiarism is thought to be the work of a maniac who has recently wantonly damaged a number of cars in the city.

Mr. J. H. Vassey, agent at Malden, was recently relieved for a few days by operator C. M. Pease, while Mr. Vassey was away in connection with the sudden death and funeral of his old friend, Mr. Pat Murnane, above referred to.

Engineer Thomas McCaull, of Numbers 7 and 8 between Spokane and Butte, and Mrs. McCaull recently left for a visit with their children living in and near Los Angeles and expect to be gone until the end of February. They aggravated their friends here during the recent spell of snow and cold by sending beautiful cards showing the palms of L. A., but we understand that of late the weather down there has been anything but summery, while the Inland Empire is enjoying lovely sunshine.

During Mr. McCaull's absence engineer Ed Maxwell is taking his place on Nos. 7 and 8 and is showing them some fast running, while engineer Albert ("Joe") Morissette is on the second trick switch engine in place of Mr. Maxwell.

Engineer C. H. Burrell has been a patient at Deaconess Hospital, Spokane, for some time recently, due to sinus trouble; at this writing he is reported much improved but not able as yet to return to work.

Engineer Jimmie Marré is at present on the West End of the Coast Division, firing on the motors there while qualifying to run passenger motors; his friends will wish him luck while missing him from these parts.

Switchman A. McDonald and wife have left Spokane for Seattle where Mac has gone to work switching in the yard. We miss these good friends around here but wish them all good luck in their new home.

Since February 4th the firemen on Num-

bers 7 and 8 and 15 and 16 east of Spokane are all pooled, shifting between these runs as required. In consequence of this fireman Charlie Schleusner gave up his place in the pool and displaced fireman Charlie Nash on the Coeur d'Alene run, while Nash took Schleusner's place in the pool.

Don Ross, machinist at Spokane roundhouse, has a promising alfalfa ranch near Beverly and is now going into the business of raising hogs—or perhaps of *not* raising hogs, which is apparently quite as profitable under AAA rules and entails much less work. Don pays frequent visits to the farm and becomes quite enthusiastic telling his friends how the porkers recognize him on his visits and crowd up to the fence, squealing a welcome to him.

Logging operations have already begun on the Elk River line and are about to begin at Tweedie on the Pend d' Oreille line, in spite of the continued depth of snow up there.

Twin City Terminals

Mechanical and Store Departments

N. A. H.

THE South Minneapolis (C.M.St.P.& P.R.R.) Shops Credit Union closed its sixth full year of service to the employees of the shops and roundhouse on December 31st, 1934. The organization now has over 200 members and assets over \$3,500.00, which is loaned to employees who are members at a low rate of interest.

A dividend of 5 per cent was paid on all full shares at the end of 1934. The officers for the year 1935 are: President, M. J. McDermott; vice-president, L. A. Hindert; treasurer, T. G. Weber, and clerk, W. G. Pawcett.

"Believe it or believe it not," but "Big Al" Spafford of Minneapolis roundhouse says the lilacs and other shrubbery are in full bud out at Bloomington, Minn., his home town.

Sympathy is extended to the family of Mr. Joseph Spruce, South Minneapolis watchman, who passed away in our midst in the roundhouse January 30th very suddenly from a heart attack.

Also, sympathy extended to Mr. Martin Zieme and family in the loss of Mrs. Zieme.

With practically all the snow pretty much gone, business is perking normally again at Minneapolis.

Mr. Wm. Luebke of Milwaukee was a caller at South Minneapolis shops.

Iowa (Middle and West) Division

Ruby Eckman

LETTERS from S. E. Hollingsworth of the Council Bluffs yard foree, indicate that he and his wife have been having a pleasant winter at Bellingham, Washington, where they have spent the last two winters. The temperature on one occasion dropped to 8 above but at other times they have experienced mild weather.

News of the death of Engineer George Wulfe of the S. C. & D. division, which occurred January 17th, was learned with regret by his friends on the Iowa division. Engineer Wulfe passed away at Iowa City.

W. F. Davis, for many years a signal maintainer on the Iowa division, died at his home in Manilla the middle of January after a long illness. Funeral services and burial took place at Manilla.

Earnest Banyard, son of night yard master, E. E. Banyard, was in the hospital in Perry in January for an operation for appendicitis. Earnest is working his way through Iowa State College where he is taking an engineering course and the absence from his school work was quite a handicap to him.

Maurice Conway, son of Engineer John Conway, deceased, has gone to Waverly, Mo., to enter a hospital for a nurses' training course. Machinist D. F. Sullivan's son is also taking a course at the same hospital.

W. C. Mouser, first trick operator at Council Bluffs yards, laid off the first of February and with Mrs. Mouser went to San Diego, Calif., for a couple months' visit. A. E. Fiala, second trick man, is working the day job and F. O. Bruce is on Mr. Fiala's trick.

Engineer B. H. Moore, who has been on

one of the passenger runs on the east and middle division for a long time, has taken a leave of absence and has gone to California to spend some time. He went up to Minneapolis to see his daughter and the grandchildren before his departure.

Brakeman Arthur Heiser's wife was one of the victims of the icy walks in Perry in January. She slipped and fell, breaking her arm at the elbow. She was taken to a specialist in Des Moines and has been having a very serious time. It was necessary to wire the bones together and infection later developed.

The story comes down from Sioux City that Nels Nihlen, the perishable freight inspector, was injured in a peculiar manner. Nels and his family have a big Persian cat which likes to romp and play like a dog. One evening Nels was down on the floor helping to entertain the pet when he made a quick move and twisted his knee. It was with difficulty that he got about to do his work for several days.

Russell Marr, who is in the work equipment department, deserted the bachelors' ranks the fore part of February and was married to Miss Mary Van Osdal of Manilla. The young people took a honeymoon trip to Chicago and Minneapolis. Russell works extra on the locomotive crane at Perry.

Nicholas Slater, for many years a machinist helper in the shops at Perry, died at the home of his son, George, January 28th. "Nick," as he was affectionately known to his many friends on the railroad, was born in Germany and came to this country when a small boy. He had worked close to fifty years for the Milwaukee and had three sons, who are now employed. Joseph is a conductor and Peter and George are in the car department. Nick was eighty-four years of age and had worked until about two years ago.

Funeral services were held in Perry February 10th for Mrs. William Leaf, wife of an engineer at Marmouth, N. D. Mrs. Leaf passed away at her home in Marmouth, following a long illness. The remains were brought back to Perry by the husband and daughter and interred beside her parents. Lawrence Hindert of the Minneapolis Electrical department was also in attendance at the services as he was a cousin of Mrs. Leaf.

Albert Stangl, who has been working as an extra section foreman on the west Iowa division for some time, was appointed to the vacancy at Woodward the fore part of February.

W. J. Swenning, operator in Mr. Duval's office at Omaha, answers to "Grandpa" now. Donna Ruth is the name given a seven and one-quarter pound girl born to Mr. and Mrs. Leyden Swenning, Feb. 9th.

Machinist Thomas Connell and wife have a new daughter in their home. The little miss took up her abode with them the latter part of January.

Twin grandsons of Conductor I. E. Conners died in January after having lived about three weeks. Both babies had to be kept in incubators from birth.

Marvin Ellsworth, conductor on the middle division, died at the Veteran's hospital in Des Moines the latter part of January. Marvin was a World War Veteran and had been in poor health for about two years prior to his death. A wife and two children survive.

Robert Stoner, son of Engineer J. Stoner, has recently been appointed assistant manager of the Gamble Store at Webster City. Robert worked for a number of years as a clerk in the Perry store and seems to have made good as he is being advanced.

Engineer Carl McLuen was in the Perry hospital in February for a major operation.

Robert Berman, son of baggageman, H. Berman, of the Des Moines division, has gone to Washington, D. C., where he was promised a position.

Engineer John Heinzeleman's wife has been confined to her home for several weeks on account of sickness.

Ben Dvorak of the freight agent's force at Clinton was in Perry Feb. 10th attending a convention of the Veterans of Foreign Wars. He took advantage of his opportunity to visit a while with some of his Milwaukee railroad friends.



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Hana Bintliff

WE have had some wonderful winter weather around Mitchell and on the entire West I & D this year. We are still hoping for spring rains to fill the lakes and start a crop for the coming season; we should have this month. The city of Mitchell is erecting a new water tower, so we all have faith that we will have something to fill it with. Lake Mitchell is still furnishing water for the town in spite of last season's drouth, but we could use a good rain to fill it up again.

The agents at both Mitchell and Chamberlain report an increase in business this year over last year, which is surely gratifying.

The Milwaukee Women's Club at Mitchell had a very fine card party early this spring. Every one had a good time and we hope we shall have a lot more of them.

Mr. Gail Hornocker, section foreman at Draper, was called to Missouri recently, because of the death of his mother. Sympathy is extended to Mr. Hornocker in his loss.

We understand that the husbands of the Rapid City Chapter of the Women's Club entertained their wives at a dinner and bridge party this spring. This is just a suggestion for other clubs.

Mrs. Frank Clark, daughter Elaine and son Jack, of Belvidere, spent some time in Denver recently visiting another daughter, Hazel, who is studying to be a nurse in that city.

We are sorry to learn that Connie Lee, small daughter of Mr. and Mrs. Jim Ollinger, is in the hospital again with pneumonia.

Florence Paulin went to De Smet the other evening to assist in the installation of officers in the "Forty and Eight" of that city.

Emma Reynor passed through Mitchell the other day, and it would have to be one of those cold days when we welcomed a ride home at lunch time, so we missed her; and on her way back to Rapid No. 11 decided to just meet No. 3, so we did not see her then. We will see you at the pageant this summer, Em!

We saw the "Russian Ballet" at Sioux City in company with Blondy, of the freight office. A good time was had by all, or at least by Helen and myself. We assume that the ballet enjoyed it, too. They seemed to, at least.

Northern District—Car Dept.

O. M. S.

F. J. SWANSON, GCDS and J. E. Mehan, assistant to superintendent Car Dept., Milwaukee Shops, held successful meetings at Minneapolis Shops, St. Paul, Austin, Mason City, Sioux City, Sioux Falls, and Aberdeen, on A. R. A. Rule changes, effective January 1, 1935.

Have you noticed the bright smile on Mr. Gust Larson's face? 'Cause Harts Yard forces are again preparing cars for flour loading!

Foremen, F. J. Tschohl and F. M. Washburn, St. Paul Freight Yard, also J. C. Weatherell from Minneapolis have been riding train 72 from the Twin Cities to La Crosse, due to hot box troubles and delays.

Wilbert Weatherell, son of J. C. Weatherell, was called back to work at Milwaukee Shops last week.

Carman Helper, Sam Spector, Mpls. Light Repair, when returning home from work, was struck by an automobile on Hiawatha avenue. Sam was slightly injured, but was exonerated from paying for damage to the car.

It is rumored that one of our Light Repair men, (Mpls.) is VERY popular at The Silver Dime.

Foreman J. C. Weatherell relieved Chris Pederson, equipment maintainer at Hastings, during the latter's illness.

Mr. J. E. Mehan, asst. to supt. Car Dept., Milwaukee, accompanied Mr. F. J. Swanson to the Northwest Carman's Association meeting at Minnesota Transfer Railway, St. Paul, on Feb. 4th, and clearly explained all the interpretations and

changes of A. R. A. rules, effective this year.

Carman John Turk, Mpls. Light Yard, has returned to work after few days' illness.

A. R. A. Checker, H. Belond, from Milwaukee, checked Car Department repair records at Minneapolis and St. Paul.

Walter Mollenbier, formerly employed as air brake man at Aberdeen, S. Dak., passed away on Jan. 21st, following pneumonia illness. We offer our sympathy to bereaved family.

On Jan. 23rd, Carman Theodore Julseth and wife celebrated their 25th wedding anniversary. Many friends and neighbors called to extend their good wishes.

Twin City Terminal

Leda Mars

MIKE AHERN is in Chicago doing some special work in the Auditor of Expenditure office. Miss Georgia Perry is filling in during his absence.

A certain Milwaukee employe in the St. Paul New Yard has been studying law. This ambitious young man is specializing in the correct use of the "King's English," which he has mastered to a very high degree. If this gentleman had passed the legal bar, we would have expected him to be one of the high lights of the recent case just tried in Flemington, N. J.

Secretary Rachner is getting ready to call out the golfers as soon as the snow leaves the ground.

The boys are taking Conroy's bets that she really stays on her diet. For a big loss.

John Ritter led the East Side bowlers with a nice 279 score, starting out with in the first game. John then hit 11 strikes.

Gene Jacobson suffered a sprained ankle some time ago, but is now getting around nicely with the aid of a cane.

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

Nora B. Decco

YES, maybe that was our winter, that two weeks back in January, and maybe spring has not yet arrived either; there is a long time yet for snows and other such like spells of weather, but from the signs of spring around, someone will see a robin pretty soon sure as anything. Some of the neighbors have been burning trash and last year's Russian thistle, and leaves, and have found things in their yards they forgot they had—we do that every spring. Tommy Fairhurst is so hard to get along with his wife can hardly live in the same house with him, and the children all run to bed before he gets in off the road, all because he can't decide whether to have all iris or half iris and half glads around the pool this year. Well, the pool may be a skating rink for the wax wings long before he has to decide, so I should think he ought to be nicer to his family, if you ask me. I can't vouch for this, but I heard Art Carlson shot an elk and it was so warm on the side hill where it fell the green grass had grown up all around it before he reached said elk. Bob Schultz is looking over the water line for the lawn and wondering if the fountain at the east end of the passenger station will water the tourists this season without further mending. Harry Buyers says his pup chews up everything there is around the place he can reach, and the neighbors can't raise chickens as well as they once did, and our postoffice boxes are stuffed with seed catalogs, signs of spring any way.

The local newspaper says Fireman Al McGrath of New York City has returned to his old run on the Rocky Mountain Division. Another sign of spring as far as the editor is concerned. Maybe I am away off though, but I should think Mr. McGrath would vote in this state even if he visits a lot in New York. He is work-

ing west out of here in the ring at present.

Engineer Echard and wife are at Excelsior Hot Springs, Mo., for a few weeks.

Conductor Steel is laid up with a bruised hip for a few weeks caused when a train he was on stopped quicker than ordinarily. Mr. Steel left the rear platform and landed near the stove in the caboose, but as the stove was fastened to the floor, nothing happened to it, and Mr. Steel got the bumps.

Mrs. John Williams, who has been visiting friends at Three Forks and Lewistown for the past couple of months, has returned to her farm at Paradise, Calif.

Conductor C. R. Johnson, who has been on the sick list for the past two weeks, is now feeling fine again and on the switch engine on the GV lines at Bozeman.

Mr. and Mrs. O. E. Blake and family from Miles City have returned to Three Forks from Miles City. They own their home here and Mr. Blake has displaced Mr. Barta on the bridge and building crew on this division. We are glad to welcome them back to our city.

A small daughter born to Mr. and Mrs. Everett Oylar of Manhattan Jan. 20th makes Fireman Sam Rodda a grandpa again. Mrs. Oylar is their eldest daughter.

Operator Harrington, who is on the sick list these past ten days, is greatly improved and will soon return to work on first at Three Forks. Operator Kemberling is relieving him.

Mrs. Smeltzer, wife of Engineer John Smeltzer, has returned from the hospital at Bozeman where she was operated on in January. She is much improved and will soon be up and around again. Mrs. Pettit from Butte has been her guest since her return from Bozeman.

Mrs. Sam Haffner has returned from a trip to Great Falls to see Fireman Sam.

Mr. and Mrs. McKoin of Los Angeles have returned home from a visit here at the home of Conductor Joe Gordon. Mrs. McKoin is a sister of Mr. Gordon.

We regret to write of the illness and death of the mother of Fireman Chester Markel in Iowa. Mr. and Mrs. Markel left for there first week in February. We offer our deepest sympathy to Mr. Markel in this great loss.

Operator James Campbell has returned from Illinois and Wisconsin where he was laid on account of the sudden illness of Mrs. Campbell. She is better now and on the road to recovery. She had been called there a few weeks ago with her sister from this city on account of the illness of a brother. We hope to soon see Mrs. Campbell home again.

My stars! Traveling Engineer Stevens of The Milwaukee got on the wrong railroad or something and they stopped the train and when he got off, well, where was he? Don't ask him, he has no idea yet, what with fog and no daylight, and a right-of-way like nothing on our rail, road, and block signals may be block

signals to most of us but not to a traveling engineer. Well, when he did get to Three Forks he had his miles in for that trip at least. Don't ask me, all I know is what I see in the papers or some of the folks whisper in my ears. I'll bet he was working a crossword puzzle and and missed the train.

If you want to know what time it is ask Boardman Matt Voss. The reason he can tell you is because he has all the watches in the world to tell the time by, and if you are not suited by what he tells you, well just what will you do about it? He just says: "That's the time—take it or leave it." He is getting pretty good at it, too, so they say.

Conductor Kirwan made a trip to Seattle first of the month on organization business.

Koga's extra gang is again on the east end of the Rocky Mountains after many months of work west of Missoula. They are located at present at Canyon.

At a Discount

She: "Darling, don't you love me any more?"

He: "Of course I do. Haven't I just said you're a girl in a thousand?"

She: "Yes. But you used to say I was a girl in a million."

Mayor: "I never saw the park littered so with paper as it is this morning. How do you account for it?"

Superintendent: "The park commissioner had leaflets distributed yesterday asking people not to throw paper about."

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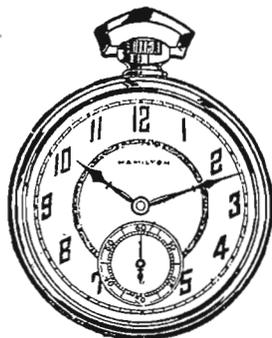
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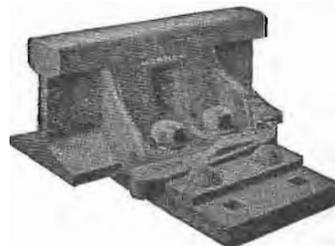
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REVOLVER—Police Postive Cal. .32, special 4 in. barrel with holster. Almost new, \$18.00. Wm. Bahr, 1115 S. 35th St., Milwaukee, Wis.

FOR SALE—Direct Current 900 K. W. Fairbanks Morse Generator, with pulley and switch board complete, with pulley condition, \$15.00. This Generator was used in Home Lighting Plant, 32 volt lamps. Also track velocipede car for sale cheap. T. G. Zeiser, Station Agent. P. O. Preston, Iowa.

FOR SALE—Improved Model Red Base Vibroplex "Bug" (large size) carries well on any circuit, \$12; Colt's .32 cal. Automatic, pocket holster and 40 cartridges, factory condition, fired 12 times, \$14.50; Crosman .22 cal. Pneumatic Rifle, excellent condition, \$7.50. Would consider trading any or all of the above listed articles on an improved Model 52 Winchester, must be perfect inside and good outside. R. W. Safey, Box 331, Springville, Iowa.

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FOR SALE AT A SACRIFICE—Residence lot in Edgebrook Manor, Illinois. 50x125, one-half block from Forest Preserve. Will take \$1,200 cash or sell on contract if desired. Address B. F. Hoehn, Wausau, Wisconsin.

FOR SALE—Five-room, modern brick bungalow, 2-car garage on lot 32x125 on Austin Ave., vicinity Elston and Milwaukee Ave., Edgebrook, Ill. Street paved, all improvements in and paid for. Will sell reasonably if interested. Write to Mrs. J. Rapp, 1978 South 76th St., West Allis, Wisconsin.

FOR SALE—Cozy 3-room, modern frame bungalow with 1-car garage equal to a 5-room house on corner lots, 179x156. All improvements in and paid for. House is clear. Owner will take first mortgage, make payment to suit, beautiful place to raise vegetables and keep chickens. Located on Naperville Road, corner Lincoln St., Westmont, Ill. Owners, Mrs. J. Rapp, 1978 South 76th St., West Allis, Wisconsin.

FOR RENT—Four-room cottage. Gas, electric, garage. ¼ acre ground and chicken house. Two blocks to CMSTP&P station. Inquire H. Hoffman, Jr., Itasca, Illinois.

FOR SALE—Lyon & Healy Melophone, silver plated with gold bell, built in T and E flat crook. This horn is made left handed same as a French horn. Leather case included. This instrument cost me \$90, will sell for \$20. Marlow Stolts, Perry, Iowa.

FOR SALE—House and two and one-half lots in Neshkoro (Marquette County), Wisconsin; large pleasant rooms, located in small town in vicinity of numerous lakes. Good fishing grounds—also hunting. Price reasonable. Write to H. A. Wentland, 713 South 30th Street, Milwaukee, Wisconsin. Telephone Orchard 4019W.

TRADE OR SALE—Lot in Nixon's Westchester subdivision, 35x125, improvements in, assessments, taxes paid to date. Would like lot on Chicago's north-west side, preferably Edgebrook or Forest Glen. Address H. W. Kirch, 5100 George St., Chicago.

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Some New February Books

Mystery: "The Eleventh Hour," by J. S. Fletcher; "Hangover Murders," by Adam Hobbhouse; "Spy Paramount," by E. Phillips Oppenheim.

FICTION: "Love in Winter," by Storm Jameson; "Woman in Love," by Kathleen Norris; "Wild Pastpres," by Rex Beach; "Cast Down the Laurel," by Arnold Gingrich (editor of "Esquire") and "Heaven's My Destination," by Thornton Wilder.

WESTERN: "Square Shooter," by Mr. MacLeod Raine; "Seven of Diamonds," by Max Brand, and "Thirsty Range," by E. B. Mann.

NON FICTION: "Hell-Hole of Creation," by L. M. Nesbitt. Of four expeditions into the Abyssinian Danakil—one of the world's strangest and most horrific regions—this book is a record of the fourth and successful attempt to cross this terrible strip of desert and forest, a journey which no white man had ever before survived. It is a travel book on remotest Africa and cites how a little caravan struggled through sun-smitten wastes, across a large crocodile-infested river, explored a range of native volcanoes, with the temperature running to 165 degrees—so hot that rifles which even in the shade could not be grasped by the barrel or any other metallic part. This book describes scorching storms blowing up clouds of hot sand against which the caravan could only protect themselves by drawing towels over their faces and also tells of cooling their hands by putting them under their arms.

"Changing Asia," by Egon Erwin Kisch. This book introduces to American readers one of Europe's most interesting personalities—Egon Kisch, a famous journalist of pre-war Austria who flies today over the face of the earth like a will-o'-the-wisp, reporting the unknown, the astonishing and the significant in a brilliant and original style; and it describes the startling transformation that is taking place this very day in the life of the age-old romantic country once ruled by the Mongol warriors Genghis Kahn and Tamerlane.

Thirty

CONTENTS

	Page
A Celestial Visitor.....	3
Restaurants on Wheels.....	L. M. Jones 4
Air Conditioning Gives Employment to Many Shopmen.....	5
Skiing Event in Rainier National Park.....	5
Accident Prevention.....	6
Mr. Gillick's Page.....	7
The Long and Short Haul Rates.....	8
Bulletin of The Milwaukee Road Booster Club.....	8
A News Stand.....	8
Here's How to Earn 6 Per Cent on Your Investment.....	9
Too Long at the Wheel.....	9
The Agricultural and Colonization Department.....	11
The Milwaukee Railroad Women's Club.....	11
Going to London to Play for King George.....	14
The Patterns—Favorite Recipes.....	15
Special Commendation.....	16
On the Steel Trail.....	17

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