

The MILWAUKEE MAGAZINE

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MAY, 1935



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Wisconsin Dells

A Wonderful Place for a National Park

WHAT wonders nature works with wind, water, sandstone and the ages! Strange formations, weird shapes, fantastic fancies, she weaves with the never-ending lap-lap of the waters and the plastic sandstone that it carves and molds as the ages swing on.

The waters of the somber old Wisconsin River have carved a wondrous gorge five miles and more long, and while the grim river now flows swiftly and silently deep down between its perpendicular, deeply eroded walls of sandstone, in ages past these waters spread over the land surface for miles around and left reminders in plain and glen and valley and lakelet of their one-time presence there. Lovely glades, cool caves, rocky ledges, deep-walled ravines and sparkling little lakes dot the landscape far and wide and make of all this Wisconsin River Dells locale a beauty and a wonder spot of nature.

With its countless age-old marvels,

ferent periods of the land in the making, the last one before the appearance of mankind showing well defined markings of the Ice Age; then after the ice and the water had gone, came into this land probably some of those strange and unrecorded people who lived on the North American continent and went away, leaving behind only the mysterious mounds with their curious contents, that dot the country from north to south. Near Wisconsin River Dells, in the woodland, there exists one of the most interesting of these lone relics of a vanished race, a mound shaped like a reptile, and near it are the outlines of a wall which appears to have been raised for defense purposes. Thus the signs of perhaps more than one race, and the necessity, even in those times, for "preparedness."

The different tribes of red men who came afterward have a more definite history. Here was the home of the

Menomines. The Winnebagoes, too, occupied the territory and into their fertile fields and valleys swarmed hordes of Sacs and Foxes, warlike and rapacious. The great Sac chieftain Blackhawk played out a part of his drama among the caves and cliffs of the Dells shores. After the red men came the white settlers and the lumber traffic, rafted down river from the north woods where Wisconsin starts on its journey to the sea. This was a colorful period in river history, for the woodsmen and the rafts-

The building of the railroad brought its measure of romance and thrill to the Dells country. The little town of Kilbourn, as it was first named, became the "Dells town" and thousands of tourists have passed through its hospitable gates to take steamers from there to view the wonders and beauties of the marvelous Wisconsin River scenery.

Today, as of old, from the town of "Wisconsin Dells" (the "Kilbourn" of olden times) the sightseeing trips through the Dells begin. It is a pretty little city now, tree-shaded streets, tree-embowered homes, the usual style and variety of buildings and a grand outlook on the dark river flowing swiftly through its gorge, far below the town. In "the season" a mild excitement characterizes it, as visitors come and go, all heading riverward in anticipation, or returning with fulfillment.

The day in the Dells starts as a comfortable steamer swings out into the stream and turns its prow upstream. Between high rocky walls carved into curious shapes suggestive of chimneys, pulpits, tables, a shipyard with boats all ready to start out to the stream, caves, bold headlands, sunny openings that lead into deep ravines where in ages past the waters have sculptured great rooms, caverns where noisy waterfalls dash into the darkness.

Through such wonderlands the lordly Wisconsin swirls and eddies. It is as if the wide river, coming peacefully down from its sources in the far north, suddenly encountering this rocky canyon, turned itself over on edge to force its way along in spite of the barriers raised against it. The current is swift and the eddies are many—it takes a steady arm and a strong one to pull against them, and the wary eye of the boatman must be ever on the lookout, else instead of lazily drifting with the current, his craft is seized by the twisting fingers of a whirlpool and he is spinning around in its toils.

Going up the river in the steamer and floating down with the current in a skiff is the real way to see Wisconsin Dells, for under the overhanging rocks,



The Devil's Toad Stool

its splendid forest trees that crown the precipitous river banks and clothe the countryside with its wealth of floral beauty, it is a summer playground of incomparable attraction. And so a Wisconsin newspaper brings forward the suggestion that the Dells and the nearby lakes, Delton and Mirror, be made a national park. The argument is advanced that the already existing national parks are mostly located far out in the western states remote from the centers of population, while right here nearest to the very center of these United States is a wonderland easily accessible to thousands who cannot afford the time or the money to go vacationing in the western outposts of parkland.

Older than history are some of the interesting features of the Dells country, for geological records evidence dif-

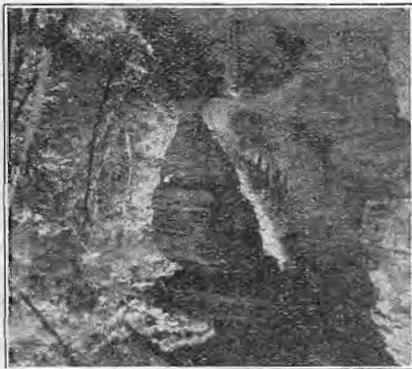
men were a reckless lot, and coming out of the woods at springtime high water with the lumber fleets, they negotiated the swift currents and the hazards of the Dells, sometimes without mishap and other times smashing, head-on, on the submerged points and rocks of the dangerous stream. Many wild tales are still told of the days of rafting down the Wisconsin through the Dells.



"God Almighty's Navy Yard"

in a light boat, one enters into the spirit of the place; the silence is unbroken except by the call of the birds, the splash of the oars and the murmur of the wind in the trees overhead, for the river banks above the rock walls are forested in deep green—pines, maples, beeches, silvery birches and tall ferns growing beneath them. It is a sylvan paradise to compensate for the somber grandeur of the river scenes.

At one point the river makes a sharp turn, almost at right angles, and narrows to barely fifty feet between banks. Here tradition has it that Chief Blackhawk, pursued by his enemies, leaped the stream and sought sanctuary in a

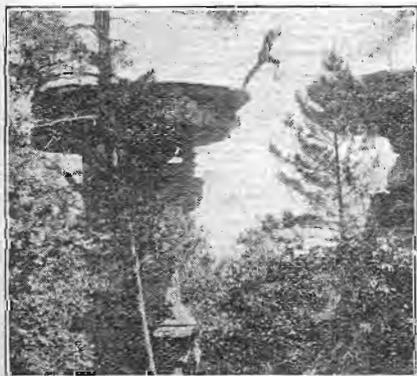


The Hornet's Nest

hollow in the rocks, which to this day is known as Blackhawk's Cave.

At these "Narrows" was the first bridge crossing of the river in that locality—a wooden wagon bridge that was carried out by the high water many years ago.

In another spot, a wide opening where the walls of the gorge sweep away to the west, scientists have determined that the river at one time took that course. The old river bed has an opening farther south into the present stream, and right at that point once



Stand Rock

stood an old tavern, the resort of rivermen who, coming down with their fleets of rafts, tied up there for rest and refreshment. Cowboy days in the West do not have any wilder stories than those that clung around the old Dells House until it, with all its blood-curdling memories, went up in smoke. It was said that many a luckless lumberjack went into the old tavern, never to be heard of again.

Naming of the several points of special interest in The Dells must have

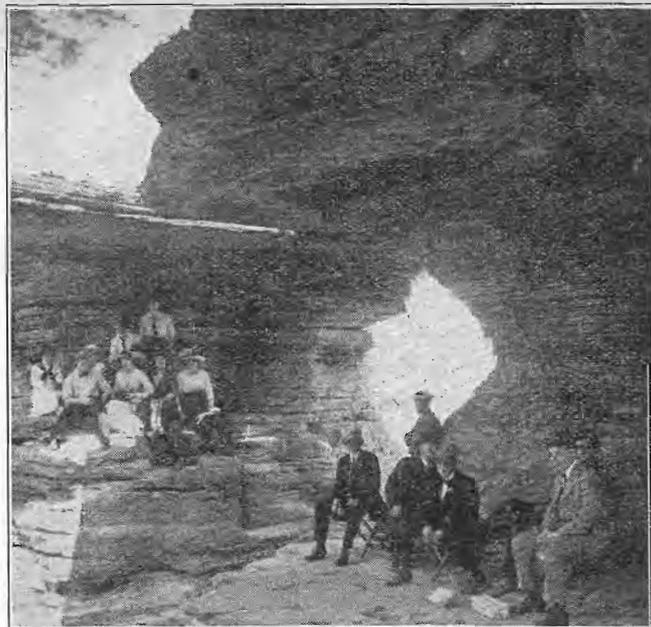
taken place when the Genius of Names was in a particularly pessimistic mood, for His Satanic Majesty has received much honor in titles: Devil's Elbow, for the sharp curve at The Narrows; Devil's Armchair, in another spot; Devil's Jug, for a circular cavern back a bit from the river, and his witches are perpetuated in Witches' Gulch, a charming ravine with precipitous walls that almost come together at the top, adown whose depths a chattering little



Cold Water Canyon

stream and waterfall take their way. Across the river is Stand Rock, a giant table that rears itself to dizzy heights, the distance of a tall man's leap from the main cliff (see the flying leaper in the accompanying picture). Whether the devil may lay claim to this table-like structure of stone is not clear, but with an armchair, why not a table?

The country down river from the town of Wisconsin Dells is romantic and picturesque. Ancient, deserted villages, little lakes, glimpses of the river's rocky banks and islanded rock formations standing out in the stream. Far and wide rise the blue hills. A short distance away, to the northeast, is

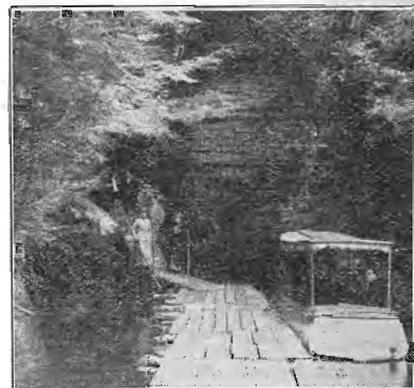


Luncheon Hall

"Friendship Mound," a very high hill from the top of which the whole country may be seen for twenty miles around.

Of this eminence the projectors of the railroad that first went through that section and was the forerunner of the Milwaukee's La Crosse Division, said: "We think when our railroad shall be completed that from this, and perhaps from other hills in the region, the cars may be seen to pass for twenty-five or thirty, or possibly forty miles."

Surely in such a beauty spot as this, with so much to lure the traveler and the vacationer, a national park would be its rightful heritage.



Boat Landing, Witches' Gulch

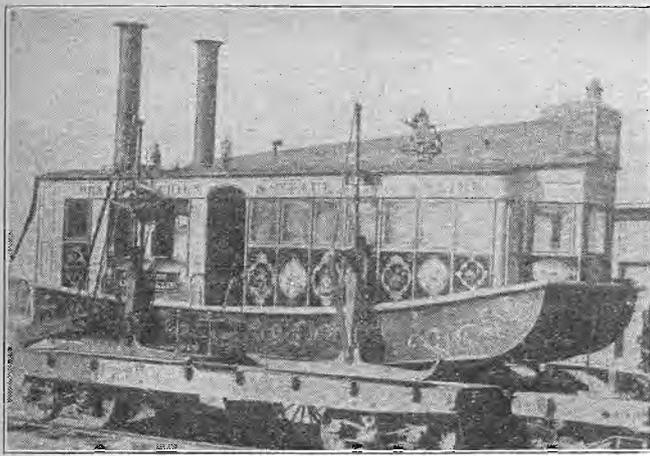
"Lady Franklin" Was a Locomotive, Sleigh, Car, Boat With 30-Mile Speed

By W. E. MARTNER, Prairie du Chien, Wis.

WHEN emigrants from New York and Pennsylvania, bound for the prairies of Minnesota, reached the end of the railway line across Wisconsin, they rested at Prairie du Chien, the terminus of The Milwaukee & Mississippi Railroad, to await their turn on a passing steamer to take them further up on

the "father of waters" closer to the "promised land."

Neither mode, comfort or speed of travel had reached much of a state of perfection. There were no such things as through tickets, sleeping berths or dining service, so the taverns along the road thrived.



The "Lady Franklin"

The summer going was not so bad, but when navigation closed, the trek across the country from the railway's end, over ice and snow to Iowa and Minnesota was fraught with many hardships and exceeding discomfort.

Rapid transit contrivances were the dream of inventors long before the automobile and airplane came to dazzle and delight the world. Norman Waird, a New Yorker, told Postmaster-General James Campbell in 1856, he foresaw an opportunity to be of service in carrying the United States mails, express, baggage and passengers. After four years experimenting and spending \$20,000 he had developed his idea and loaded his invention aboard a couple of freight cars, bound for the Mississippi. The cargo had to be transferred four times, en route.

There was no standard gauge for railroads then—and to get to the Mississippi Valley and Prairie du Chien it was routed over the Albany & Susquehanna which was six feet between the rails; The Lehigh & Summit Railroad, four feet, eight and a half inches; the Pittsburgh, Fort Wayne & Chicago Railroad, four feet and ten inches, and the Milwaukee & Mississippi Railroad, four feet and five inches.

In Milwaukee, Waird got off the train to finance the venture that should revolutionize traffic—winter traffic especially. It was the latter part of the summer of 1859 when he sought out Alexander Mitchell, E. D. Holton, W. P. Flanders and other leading men to explain his locomotive, sleigh, car, boat or carriage on runners, designed to make the great rivers of the Continent available for speedy transportation of freight and passengers during the winter months.

Waird displayed a working model at the Newhall House, which he declared to be an accurate representation of the practically completed invention then in Prairie du Chien. But because it had been shipped past Milwaukee, neither Mitchell, Judge McArthur, L. W. Weeks, O. H. Waldo or Geo. W. Allen would lend moral support, to say anything of financial aid.

Waird declared he was "busted" when he reached Prairie du Chien and did not have sufficient funds to pay the freight from Milwaukee to Prairie du Chien

The finish of the sleigh-boat was a work of art and made an attractive display half a block from the depot where its presence was announced to all passengers as they turned out of the wooden coaches at the end of the line. For two-bits, the barkers announced, the people could see the craft and view it both inside and out. In this way Waird raised enough money to pay the freight, his hotel bill and the expense of a trial trip.

On Jan. 8, 1860, it developed a speed of thirty miles an hour—equal to that of the railroad. It crossed the Mississippi from "Pig's Eye" on the Wisconsin side to McGregor, Iowa, a distance of nearly two miles in three minutes, and from McGregor to Harpers Ferry and back to Prairie du Chien in an even hour.

Some necessary changes were decided during the trial trip and it was essential to haul it off the ice and across a sandy bank to the workshop. A switch engine, with a long chain, was fastened to the craft, but in the moving at right angles, one of the runners was broken. Waird returned to New York to have a new one made from the original pattern, there being no foundry either in Prairie du Chien or Milwaukee that could make it at the time; but the inventor never returned.

The cabin or car, resting on a sort of a hull, had watertight compartments, supported on runners; the cabin being above the surface of the water when on an unfrozen stream. On the ice the craft operated on four short runners with polished shoes of chilled cast iron.

The motive power was derived from two high pressure steam engines, whose connecting rods were attached to the crank shaft of a single drive wheel in the middle of the back of the hull, its periphery being furnished with a short sharp flange that cut into the ice and gave the required hold for driving. The pilot house in front, overlooking the field of traffic contained the steering wheel controlling the front runners.

The car weighed about three and a half tons and actually cost more than \$12,000. It could be managed by two men and required a cord of wood every ten hours. The panels beneath the

where the craft rested on the banks of the Mississippi at the end of the railroad line. At Prairie du Chien, Ed Barber first agent of the new railroad there, and by the way a Milwaukee man, Michael Menges, leading contractor, nor B. F. Fay, a director of The Milwaukee & Mississippi would put any money into the enterprise until it could be satisfactorily demonstrated.

windows were richly inlaid with mother of pearl. The craft stood on the river bank for several years after Waird departed and finally disappeared piece by piece. The melodious bell has since called children to their classes in one of the local schools for nearly sixty years.

Waird had conceived modification of his device, such as a prairie stage, and Arctic carriage for polar expeditions, and a light vehicle for passengers only. "The grand saving involved," which he emphasized in his demonstrations, was "attainable" because nature herself lays and keeps in repair all the tracks required wholly free of expense. Waird also boasted after supplying cars for business he expected to develop "on 26,000 miles of rivers of the northern and northwestern states." His intention was then to visit St. Petersburg, and enlist the interest of the Czar of Russia.

The idea does not seem to have occurred to Waird that there would be difficulty in the practical workings of his plan. Wood fuel, for instance, could not be carried far and might be hard to get on long trips. Gasoline and electricity had not yet arrived. However, the obstacle that proved unsurmountable was of a financial character. During the interval between the panic of 1857 and the Civil War, money in sums of thousands was virtually unprocurable.

60th Wedding Anniversary

Mr. and Mrs. Louis Meyer of Germantown, Wis., celebrated their 60th wedding anniversary at their home on March 22nd. A reception was held in the afternoon and evening. Friends and relatives attended and paid their respects to this well known and estimable couple. They were recipients of many gifts, cards and messages. Mr. Meyer began his railroad career in the early 70's with the Milwaukee Railroad and until the last few years has been actively engaged as agent at Germantown. Mr. and Mrs. Meyer have one daughter, Miss Agnes Meyer, who lives at home; and two sons, Norrin A. Meyer, Seattle, Wash., and Edward A. Meyer, Chicago, Ill., both officials of the Milwaukee Railroad.

Erratum

THE April Magazine carried in error an announcement on page 8 of the retirement of Mr. C. L. Kennedy, General Northwestern Freight Agent, of Minneapolis. Mr. Kennedy, who has served this company loyally and efficiently for many years, was at his own request, relieved of the responsibilities of the office he had so ably filled, and was appointed Special Representative at Minneapolis, with duties as assigned.

Very Likely

"Are you secretly married to her?"
"No, she knows it."

Strictly Informal

"I liked that fellow you were with the other evening, so I asked him to dinner tonight. I told him he could come in his business suit."
"Father! He's a swimming teacher."

Speedy New Train Named for Swift-of-Foot Indian Chief

DRAWN by the first newly built, scientifically streamlined steam locomotives and designed for speeds faster than any locomotive ever attained heretofore, two Milwaukee Road speed-lined trains will be placed in daily service between Chicago and St. Paul-Minneapolis between May 20 and 30. Running time for the 410-mile trip from Chicago to St. Paul will be 6½ hours, with arrival in Minneapolis 30 minutes later. The schedule provides for leaving Chicago at 1 p. m., arrive Milwaukee 2:15 p. m., arrive St. Paul 7:30 p. m., arrive Minneapolis 8 p. m., and east bound leave Minneapolis at 12:30 p. m., leave St. Paul 1 p. m., leave Milwaukee 6:15 p. m., arrive Chicago 7:30 p. m., standard time. Stops will also be made at Portage, New Lisbon, La Crosse, Winona and Red Wing.

Traversing territory rich in Indian lore, the new train will be named the Hiawatha for the great Mohawk chief whose legendary endowments, as immortalized by Longfellow, included swiftness of foot:

"He could shoot an arrow from him,
And run forward with such fleetness,
That the arrow fell behind him!"

Selected from the vast number of names suggested for the new train, "Hiawatha" was submitted by six people. These include Clarence E. Brophy, mechanical engineer's office at Milwaukee; Henry T. Hooker, engineer, Illinois Division; J. B. Ennis, vice-president, American Locomotive Co., New York; E. O. Reeder, former assistant chief engineer at Seattle; Kenneth D. Alleman, clerk at Tacoma, and by one person who did not sign his or her name. To those known, Mr. W. B. Dixon, general passenger agent, last month wrote to express appreciation for the interest displayed and to announce that they were entitled to a share of the credit for suggesting the name adopted.

Although there is some difference of opinion among authorities as to the correct pronunciation of the name "Hiawatha," the weight of opinion favors the long "i" in the first syllable, and that is the pronunciation on which the railroad has decided.

Equipment will be brand-new from the locomotive to the "beaver tail" car at the rear. All the coaches, the parlor cars and the cafe cars will be speed-lined, full size, of light steel welded construction, about one-third lighter in weight than the cars generally in use. The cafe cars will have special buffet features and the luxuriously appointed coaches will have conveniences new to coach patrons. To reduce air resistance the contour of all cars will conform to the locomotives, presenting a smooth, unbroken line from head end to the rear of the beaver-tail cars at the end. All of the cars will be air conditioned.

The oil-burning streamlined locomotives, ordered from the American Locomotive Co. last September, embody many features entirely new in locomotive construction and were especially designed for this particular service. These locomotives have a steam pressure of 300 pounds; driving wheels are 7 feet in diameter, the largest on any locomotive in America. Axles as well as other movable parts affected by friction are cased in oil or grease and operate on roller bearings, permitting smooth and quick acceleration. Alemite lubrication is used so no oiling or greasing will be necessary en route. Thousands of bolts usually employed in se-

curing together different parts of a locomotive were eliminated by combining separate parts into one-piece steel castings, precluding the possibility of parts wearing or becoming loose.

Many railroad men believe that the trend of passenger trains of the future is represented in the new Milwaukee Road train, which is a compromise between the heavy weight equipment now generally in use and the new light weight trains with Diesel power. Since all three types of trains will be in service this summer on the Chicago-Twin City route there will be opportunity to test what best meets the requirements of present-day passenger travel.

The Hiawatha trains will be on public exhibition at the railroad stations in Chicago, Milwaukee, St. Paul and Minneapolis one day at each city, before going into service.

Free Wheeling on the Highway Reprinted from The Shannon, Ill., Reporter

UNDER the above caption, Mr. W. Rhodes, agent of this company at Shannon, Ill., contributes some very pertinent and timely thoughts on motor transportation on the highways:

"The next time you go near a railroad and wait for a train to go by, you possibly will see a train with around one hundred cars carrying close to four thousand tons, manned by five well paid employes, being handled by an engine that uses only 17 cents worth of coal every mile. You are looking at efficient, economical transportation.

"Then turn around and watch the highway and you will see a big wide truck come lumbering along, exhaust belching, gears clashing and possibly ten or 15 passenger cars tied up behind waiting for a chance to get by. It is run by one badly paid man, handling possibly five or ten tons of freight at a cost of two cents a mile for gasoline, to say nothing of oil. Just stop and reflect and you can see that it would take four hundred such trucks to haul the load the freight train is hauling. It would take four hundred poorly paid men. The gasoline bill would be beyond six and eight dollars a mile. Without having all the figures in the problem you tell yourself there is something wrong. You're right, there is. But we want to tell you when you are paying less to ship via truck you are actually paying more. Not alone in the way of taxes or in the decreased buying power of the transportation employes, but in good old U. S. currency.

"The average rate for shipping freight by rail is about one cent a ton a mile but the lowest rate at which trucks can haul freight is about five cents a ton a mile. What's more, it would have to be much more if the drivers were given a decent wage and if the trucks paid a fair price for the use of the highway. The question is, then, why do the trucks get the business if they are so much higher than the railroad? The answer is simple. 'They do not compete with average railroad rates, but with specific railroad rates which are higher than the average rate.' The commissions have always encouraged higher rates on light and high class goods with the understanding the railroads would give the public a low rate on heavy and low valued stuff.

"Does the truck come along and offer to take all the freight at the average

railroad rate? It does not, it comes along and takes the freight that the railroad company charges the highest rate and leaves the cheap, heavy freight for the railroad company. Now what is going to happen? The railroad company has to have money to pay wages, taxes, interest on bonds and so they have to ask for a higher rate on the low valued stuff. You can afford to pay ten cents extra on a suit of clothes better than you can afford to pay a dollar more on a ton of coal. You can't save the pennies and the dollars, too. When you pay a freight bill to the railroad company you are done, but not so with the truck; your expense has just begun. You have to pay taxes to maintain the highway he used. Every truck shipment reduces the revenue of the railroad company and ability for them to employ men at good wages. So the truck shipper pays his freight to the trucker and the tax collector.

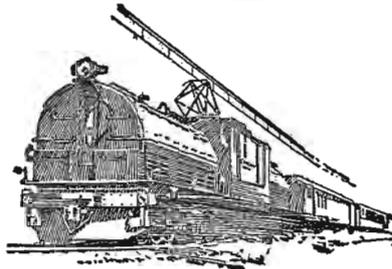
Rails to the Rescue

"In any period of stress do you see the truck come to the rescue? Oh, no. But the railroad company will haul freight to drought districts for about one-half the regular rate and a good many times they do it for nothing because they are interested in the welfare of the people. As an illustration: In the movement of livestock from the west last summer the railroad companies hauled the stock to parts where there was feed and water for about 60 per cent of the regular rate.

"Could the trucks have done this? Stop and think how many head were moved out of the west. Seven million cattle and five million sheep and goats. Twelve million total, took 400,000 stock cars. These would make a train 3,409 miles long. Trucks nor any other kind of transportation is fitted to handle this kind of a movement. In case of some catastrophe such as floods, cyclones or earthquakes many times the railroad has hauled the stuff for nothing. The railroads are always ready to do their part to alleviate distress with the thought of compensation subordinated to the thought of service. Trucks have no such record. They could not if they wanted to. Truckers are lucky if they can keep the truck going without coming to the rescue of any relief. All they do is pound to pieces the highways that the taxpayer has built and stays heavily taxed to maintain.

(Continued on page 16)

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



EMPLOYEE INVESTMENT

Every position on the railroad, big or little, represents an investment and the return therefrom depends upon the effort put into the business by the occupant of the position to maintain the investment.

Employees who are ever alert to attract new business to the railroad and to extend prompt and courteous service in contacting the traveling and shipping public are serving their personal interests as well as those of the employer, and if they take the same interest in the business of the company as though it were their own and can be relied upon to give their whole-hearted support and cooperation, they are a distinct asset to the employer.

The foundation of any business is no stronger than the organization which supports it and success or failure is measured by its accomplishments.

A handwritten signature in cursive script that reads "J. D. Finick". The signature is written in dark ink and has a fluid, connected style.

Vice-President

(Contributed by H. R. Wahoske, Traveling Freight and Passenger Agent, Portland, Oregon)





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Sale of Transportation Service

“SALE of transportation service, everyone agrees that the country can't do without, at prices that will produce revenues sufficient to sustain the service, at the terms and under the conditions that public requires it to be continued, is the most important immediate task confronting a million or more railroad employes,” declared Z. G. Hopkins, representing the Western Railways' Committee on Public Relations, in an address before the National Association of Editors of Railroad Magazines at Galveston, Texas, on April 5.

“Past experience indicates that difficulty is seldom encountered in selling the country something it can't do without,” the speaker continued. “So long as there is no alternative transport that can take the place of the railroads, the fact that the public continues to buy rail service in some volume, can hardly be accepted as evidence of a very high degree of railroad salesmanship. The real test of railroad salesmanship lies in selling rail service at a price that will permit the railroads to live without passing the hat among taxpayers already toting a pack that grows increasingly heavy. But on the basis of recent railroad results, it can hardly be said that railroad men as a whole have made a sales showing better than that of the chap who sold gold dollars for ninety cents.

“The shortcoming in this respect is not the fault particularly of officers and employes in the departments of railroad service primarily charged with sales responsibility. It is rather the result of failure of all railroad men, in all branches of service, to individually and collectively impress all users of rail service, and the general public, with the fact that public policies are requiring railroads to provide service under conditions and at prices that seriously endanger maintenance of their ability to function efficiently, dependably and adequately. It is not because the facts do not afford railroad men material for convincing sales argument, but because railroad men have not combined to tell their story effectively. Everyone knows that public policies largely control railroad rates, and largely influence service and the operating costs necessarily incident to the service. Traffic departments, usually considered railroad sales departments, are no more responsible for this fact than switchmen. Everyone of us in railroad service

shares in this responsibility. So long as railroad men as a whole neglect the task of selling the public on the issue of sound transportation policies, they can not escape responsibility for resultant conditions that endanger the whole railroad industry and the stability of their own employment.

“For more than a decade everyone has been agreed that the country has been continuing in full force and effect policies of railroad regulation that do not fit the competitive conditions with which railroads must now contend. It is everywhere conceded that these policies are discriminatory as against the railroads. No one attempts to justify continuation of these policies without change. In two successive national campaigns the platforms of the major political parties have pointed out the necessity for revision. Practically every public man, or candidate, who has discussed the situation has agreed that new and broader policies are needed.

“Revision, however, remains unaccomplished. Meanwhile, the railroad situation has steadily grown worse. The railroads have now finished their third successive year in which their income figures have been written in red ink. Actual operating deficits have been avoided in most instances through drastic curtailment of expenditures for property maintenance. In the last three years the annual expenditures for maintenance have been approximately a billion dollars a year less than the average for the four year period preceding 1930.

“Railroad operating revenues have declined more than \$3,000,000,000 from their peak. Of course this decline has been due in large measure to conditions that have adversely affected all business. The railroads could not reasonably expect to be immunized against the ills to which all other business is subject. But railroad troubles are approximately one-third due to public policies that do not apply to other business. It is estimated that freight traffic carrying annual revenues of a billion dollars a year has been diverted from the railroads to their unregulated rivals in recent years. This diversion has been accomplished through artificial advantages these other forms of transport enjoy under the law, rather than because of natural advantage.

“Railroad men have not sold the public on the very simple, but important

principle that the volume of traffic is permanently linked to the level of rates. have not sold shippers on the obvious fact that spreading transport volume over a number of unregulated agencies, thereby diminishing the traffic density of the agency on which the country is primarily dependent, is certain to influence higher unit costs of railroad transport, that soon or late must be reflected in freight rates if the railroads are to be sustained from their collections for service, rather than in part by contributions collected from taxpayers. They have not sold the public the fact that the unjust and discriminatory regulation present policies impose on the railroads must inevitably be paid for by the public, either through higher rates, increased taxes or impaired service, or perhaps in all three of these ways.

“If the railroads could now regain, or had retained, one average ton in five of the tonnage that has been diverted to their unregulated rivals in recent years, the traffic so retained or regained would produce annual revenues more than double the amount it is estimated will be produced by the emergency advance in freight rates the Interstate Commerce Commission authorized a week ago. Modifications of the ‘long and short haul clause’ of the Interstate Commerce Act, as proposed in the pending Pettengill Bill, would enable the railroads to regain a tonnage now arbitrarily diverted to the unregulated canal steamship lines, that would increase the revenues of Western railroads by an amount equalling the results of an increase of eight per cent in the freight rates on major agricultural products.

“Everyone agrees that the country can't well do without railroad service. Everyone agrees likewise that the conditions under which railroads are now conducted, with public policies as they are, are unfair. Everyone who knows anything of the subject agrees, too, that there will be no complete restoration of railroad health until these policies are revised, and that so long as present conditions continue, the railroads of necessity will continue to sell their service at a price that will not permanently sustain service at present standards.

“It therefore ought not be an insuperable task for railroad men to sell the public the idea that changes in public policies that so vitally affect both railroad and public welfare should not be longer postponed. But however difficult that task, we may as well make up

our minds that until it is disposed of nothing else railroad men, or railroad regulators, may do will contribute materially to permanent correction of the Nation's transportation difficulties. Above every other current problem incident to the railroad business it challenges the thought and activity of railroad people of all rank and in all branches of service."

Robert M. Telfer

AT his home in Beloit, Wisconsin, occurred the death of Robert M Telfer, for thirty years local freight agent at Beloit, and for forty years previous to his going to that station, occupying various positions in station service at points on the R. & S. W. Division, now a part of the Milwaukee Division.

Mr. Telfer was born in 1850 in Scotland, and was brought to this country by his parents, while an infant, the family settling at Racine, where David Telfer, the father, engaged in depot construction work for the old Racine & Mississippi Railroad, the original station building at Beloit was built by him.

Mr. Telfer was the oldest station agent in point of years of service on the system, and had he lived until May 6th of this year, he would have completed 70 years of service, a record of faithful, loyal and industrious devotion. His railroad career began at the age of 15, as a messenger boy, the while he was studying telegraphy. He soon qualified as an operator and went to Savanna in that capacity, subsequently transferring to various other stations on the division.

The past few years, Mr. Telfer's health forced him to take an annual winter rest which he enjoyed in Florida. He returned from there but a few weeks before his passing.

The friends of genial "Bob" Telfer were legion, for he was widely known and popular with the patrons of the road, while among his associates, none was more sincerely beloved. He was a devotee of sports—playing baseball, swimming, fishing and hunting and in his playtimes no one was younger or more active.

His death is a source of sorrow to his many friends of the railroad family, who offer their deep sympathy to the bereaved widow, daughters, sons and grandchildren.

Funeral services were held in Beloit and were very largely attended by Milwaukee Road officials and employees: Burial took place at Dakota, Ill.

Appointments

Mr. J. W. Severs is appointed Assistant Comptroller, General Office, Union Station Building, Chicago, Ill.

Mr. C. A. Peterson is appointed Assistant Comptroller, office 223 Southport Ave., Chicago, Ill., vice Mr. J. W. Severs, promoted.

Mr. G. E. Engstrom is appointed Auditor of Expenditure, vice Mr. C. A. Peterson, promoted.

Mr. F. F. Grabenstein is appointed Assistant Auditor of Expenditure, vice Mr. G. E. Engstrom, promoted.

Credit Where Credit Is Due

THE letters printed on this page from time to time, serve to show that Milwaukee Road employes live up to the spirit of Milwaukee service, striving to give of their best and to make travel on our railroad not only as comfortable as possible, but also thoroughly enjoyable, to the end that a satisfied patron, like a doctor's "grateful patient" is a friend for all time. They will "come back to that place where they have been well treated" and in all likelihood, bring new friends for us to gain permanently.

Good service, courtesy and affability is interest compounded and recompounded when it comes to the passenger lists.

Spoiled for All Other Trains

Greensboro, N. C.

Mr. W. B. Dixon, G. P. A.

Dear Mr. Dixon: Never have I had such a pleasant trip. Such kindness and courtesy all the way, from the entire crew of your wonderful train. Everything possible was done for our pleasure and comfort. Your train has spoiled me for all others, especially Mr. Landis and his waiters were so kind and thoughtful, and I appreciated it as my husband was an invalid, and they were kindness itself. Shall never forget my trip and hope to go again some day and will certainly travel with you.

(Signed) Mrs. Frank Leak.

From a Family Who Travels Much

U. S. California, Puget Sound Navy Yard.

Gentlemen: I am writing to you in appreciation of your excellent service shown to travelers using your line.

Mrs. Schmidt recently made a trip from Chicago to Seattle via your crack train and was so pleased with everything in connection with your services that she has asked me to write your office expressing her pleasure.

One of your employes in particular was said to have been excellent in performing his duties. His name is Mr. Hickman and I believe is a steward on your line. His manner of creating good will and making what could be a dull train ride, an extremely pleasant and enjoyable one, is worthy of congratulation. I can assure you Mr. Hickman is a decided asset to your company.

In writing this, I assure you that it comes from a family who travels much and has reason to fully appreciate any relief from a dull trip.

Hoping that my family will again have an opportunity to travel over your excellent road, I remain,

Yours very truly,
(Signed) M. G. Schmidt,
Ensign, U. S. Navy.

Thinks This Railroad "Is Wisely Run"

Passenger Traffic Dept., Union Station, Chicago, Ill.

Attention: Mr. Olson

Gentlemen: A recent trip to Minneapolis and return on the Olympian reminded me that I had not written you as I intended, expressing the satisfaction with the service rendered by your railroad organization and by you on my recent trip to the Pacific Coast and back through New Orleans.

I have just completed about 11,000 miles of traveling in slightly over a month and I say without reservation that the trip on the Olympian stands out above all other railroad journeys. The Milwaukee Road is to be congratulated upon the friendly spirit of their employes. Without casting any reflection upon the other employes, I wish to especially mention the steward on the

dining car on that trip. He has the manner which takes away the commercial aspect of the "railroad dining room" and makes all of the passengers feel at home.

The reservations and the train schedules "clicked" all the way through. I think Mrs. Hoskins summed the matter up when she said: "I think this railroad is wisely run."

Yours very truly,
(Signed) G. G. Hoskins,
Chairman Macaroni Code Authority.

Will Advertise Us at Every Opportunity

Modesto, Calif.

Division Superintendent, C., M., St. P. & P. R. R.

Arrived home safely, thanks to officials of the C., M., St. P. & P. R. R. company. I surely appreciated being met and helped where I had to change. Had a very pleasant trip and I will advertise your road at every opportunity.

Thanking you again for all your trouble and kindness.

(Signed) Mrs. R. M. Drake.

Appreciated Kindness in Time of Need

Recently a clergyman in Iowa was called from Sioux City to the bedside of his sick boy at Rudd, Iowa. The gentleman wired his family to meet him at Mason City, on arrival of No. 22, to drive to Rudd. The roads were covered with ice, making driving very unsafe, so a request was made of Superintendent Ingraham stating the circumstances, to stop the train that night at Rudd. Mr. Ingraham gladly complied with the request, and in recognition of the courtesy, the clergyman, Rev. Clarence Budensick, who is president of the Iowa Conference Wesleyan Methodist Church, makes the following acknowledgment

Waterloo, Ia.

Mr. J. Corbett, Rudd, Iowa.

Dear Sir: I am writing this note in appreciation of the courtesy shown me by yourself and the officials of the Milwaukee Road on a trip December 17 from Sioux City to Rudd. I wish especially to thank Superintendent Ingraham of Mason City for stopping the train for me at Rudd. My little boy was ill at Rudd and the pavement was very slippery from Mason City to Rudd. I thoroughly enjoyed the luxurious equipment and splendid accommodations on your train.

Yours very truly,
(Signed) Clarence Budensick.

Impressed With Their Spirit of Pride

General Passenger Agent, Chicago, Illinois.

Dear Sir: I mislaid a memorandum I made in October as Mrs. Guilford Smith of this same address and I were returning here for the winter so that this letter is coming to you after some lapse of time, but we would like to say to you that we were very much pleased with our first trip by your road and more particularly impressed with the excellent service and the spirit of pride in their road displayed by your employes.

We stopped over in Minneapolis, leaving there on the Olympian October 8th. The men in the ticket office in the Minneapolis Station went to some trouble to secure for us the reservations we wanted from Seattle to Los Angeles and communicated with us through the Pullman conductor after we had left. The Pullman conductor, the dining car steward, whose name according to the menu cards was George Connelly, the waiters and our porter, O. Cole, were all most attentive and efficient, which means a great deal on a long trip, and Mrs. Smith and I feel that such service is worthy of commendation.

Very truly yours,
Mary M. Foster.

The Changing World

By D. E. WOOD



JOHNNY-CAKE
"Soda Ash" carves like a veteran. First slice went to F. H. Johnson on Mr. Horan's 80th anniversary

Another Anniversary for "Johnny" Horan

EIGHTY years of continuous service with one company, undisputed as a world's record, was celebrated April 17, by John M. Horan, boiler washing inspector for the Milwaukee Road at Milwaukee (Wis.) shops.

Affectionately known as "Soda Ash," as he originated the use of soda ash in the treatment of water in locomotive boilers, he marked the day by showing up for work as usual but extended his luncheon period to attend an informal gathering at the Plankinton hotel in Milwaukee, where he was feted by a group of Chicago and Milwaukee officials of the railroad.

Representing President H. A. Scandrett, who was attending a Board of Directors meeting, Mr. F. H. Johnson, Executive Assistant, presented Mr. Horan with an eighty year service button. A large batch of congratulatory messages was read and Mr. Horan, who was accompanied by his son William, a Milwaukee Road engineer for more than a half century, and grandson Thomas, cut and served an appropriately decorated anniversary cake.

In words that will be constant inspiration to those attending the luncheon in his honor, Mr. Horan thanked his Creator and his fellow workers for the blessings and happiness he has been privileged to enjoy during his more than 97 years and expressed the hope that he may be permitted to continue just a little longer in the association of what he termed the finest organization on the face of the earth. In an impressive manner he briefly traced the history of the present day Milwaukee Road system from its early beginning, pointing out that while the facilities and the methods employed were at times somewhat crude, nevertheless they were then, as well as throughout the years, always the very best that was available.

Born in Burlington, Vt., on January 23, 1838, Johnny Horan moved with his family to Milwaukee when he was a boy. His father found work as a carpenter with the Milwaukee & Mississippi R. R., one of the first units of the present day Milwaukee Road system. Mr. Horan started work for the railroad April 17, 1855, at Milwaukee, piling and loading wood onto the wood-burning locomotives of that age.

Changing his duties with the development of motive power, he has worked as a machinist, engineer, traveling inspector, and now, after years of service that well exceed the average life span, the life of a railroad man continues to fascinate him.

Members of the Milwaukee Road family will be happy to know that he continues to be firm of step, straight as an arrow, agile, has perfect hearing, retains his smile and his genial disposition and is ever alert to speak a kindly word for his railroad and its employes. He is anxiously looking forward to attending the next reunion of the Veteran Employees Association.

WE humans live on earth to be happy. Did it ever occur to you that happiness does not come from inactivity, sluggishness, stagnation, or anything of that kind? One doesn't enjoy oneself while asleep; one always feels better when awake. Action, variety, change, something must be "doing" in order for life to produce its thrill. Happiness is that state of mind which results from a change from the "old order" to something new.

People who live for years in the same environment, become accustomed to it. Day in and day out, everything and everybody there remains just the same as always. No change, nothing new or out of the ordinary, no "kick" in life. Is it any wonder such persons become morose, sullen, grouchy, fault-finding, crabby, unhappy and without a smile most of the time?

Very frequently, they also become careless and indifferent about their clothes, their appearance, their very bodies. How many times does such a disregard manifest itself with those who look forward only to the "same old grind" tomorrow that they had yesterday? Therefore, a slightly soiled dress, or collar, or shirt will "do for today," because nobody else but those who saw it yesterday will probably see it today. Such apathy, such indolence, such looseness leads only to negligence, slothfulness, failure!

Can we learn anything from this simple observation of the law of our nature? Let us see.

It is we, the people of this great North American continent—you and your friends, I and my friends—who make and bring about the changes which make us happy. Man creates and is responsible for his own conditions of living. He is content with that which is, or else he is not content. If the latter, he usually "kicks up a rumpus," and gets out of it. If he is contented with things as they are, he settles back in his easy chair and lets the rank weeds of disregard sap the life blood from the corn in his cornfield. He sits idly, listlessly, yes comfortably for the present, smoking his pipe of peace, while his hair grows long, his whiskers become white, and the grain for his sustenance during the winter of life ripens for harvest. Then suddenly, he rouses himself, only to find that the weeds have outgrown the corn, and the nubbins left are not worth the effort of gathering. Now, anxiety, worry, trouble begins—and ends, in a call for help from the outside, lest he starve! Then how he sobs—"ain't life hell."

Life means activity! We must ever be "up and doing," or sooner or later, we shall be "down and done." Contentment with conditions as they are is a sidetrack which ends at a bumping post. To get the JOY out of life which God intended for every man—joy is superior

to contentment—he must, at all times, be on the alert, and SEEKING to do something else, something better, bigger, grander, easier, than it has ever been done before.

The world is living a swift pace today. It is traveling faster and in more comfort than at any time since it began. Look around you a moment. Hardly five years ago, nobody had given a thought to "stream-lined" railroad coaches or engines, to say nothing of entire trains. Electricity as a motive power, is still a question of consideration and demonstration. In 1923, or only about twelve years ago, the radio was called the "marvel of marvels." Scarcely twenty years ago, a "tin Lizzy" was the height of ridiculousness. Something near sixty years ago, the telephone was said to be "impossible," or "if possible, of no practical value"; while railroads and telegraphs—well, read this authentic report:

"Someone has dug up the records of the Lancaster, Ohio, School Board, back in 1828. In these records, there is an account of a proposed debate as to whether railroads were practical. Permission was asked to hold the debate in the school house, and the minutes of the School Board meeting read as follows:

"You are welcome to use the schoolhouse to debate all the proper questions in, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the word of God about them. If God had designed that His intelligent creatures should travel at the frightful speed of fifteen miles an hour by steam, He would have clearly foretold it through His old Prophets. It is a device of Satan to lead immortal souls down to Hell."

Wonderful as are the conditions, the environment, and the joys of living which surround each of us today, greater and more joyous are those ahead of us—IF and WHEN we but recognize the facts, and ACT upon our recognition. The best stream-lined design for railroad trains hasn't even been sketched, although the "best yet" design has been wrought into a reality. The most efficient brake hasn't been perfected. The most durable rail, the safest nutlock and bolt; the simplest, easiest operated engine; the "fool-proof" block signal and rail switch, the surest traffic-control system, the best wrench, hammer, jack-screw, track lever—the "last word" in any device used on the tracks, in the roundhouse, around the trainsheds, or in the offices of the railroad has not yet been made, been said, or been done. Wherever or whatever work is being done today, is capable of vast, but not even thought of improvement.

Who is to do these things? Just you, dear reader, whoever you are, wherever
(Continued on page 30)

ACCIDENT SAFETY FIRST PREVENTION

Safety First

By H. R. Jones, Car Foreman, Madison, Wis.

I HAVE been requested to write a few lines on this important subject. The proof of its importance is the fact that everyone from the President down insists on us doing our daily task safely and, I might add, sanely.

The Madison, Wis., Car Department has gone eight years without a reportable or lost time injury. While we are quite proud of this achievement we are more alert than ever to keep this record through 1935. So as to keep our record clean and to keep our mind alert and practice what we preach we have a Safety Meeting twice a month. The men come to this meeting on their own time. At these meetings we also discuss Safety Appliances and Efficiency because we believe that no man can be a safe man unless he is efficient. A man that goes about his work in a haphazard way is unsafe. Consequently, believing this, we try to train our men to know what to do and how to do it the right way because it is the safest way and always the quickest. We may be approaching this subject from a different angle than others, but as long as it bears the desired results we feel that we are justified in working along these lines.

Another thing that we try to do is to eliminate fear. This to me is simple logic and common sense. Instead of fear we concentrate on confidence. When you train a man to do a job and stay with him until he has mastered that job he becomes a safe man. He knows what to do and instead of his mind wandering and worrying over how the job should be done his mind is clear, his senses are alert and keen in all things about and around him. To prove my point: If you have a man that is afraid of height, no supervisor would send that man to repair the roof of a coal shed. No supervisor should put a man on any machine if that man has fear of it because the machine then becomes the master of the man instead of the man the master of the machine. I think that in the very near future, this angle of approach to our Safety First problem will be given greater consideration.

We also insist on the men keeping their tools in good condition and the buildings clean. A place for everything and everything in its place. When a man does his work in an unsafe way the foreman should handle the case and if he knows his men, and to be successful he must, this matter can be handled with a telling effect. However, it is very apparent that the verse of the Scripture applies to a lot of men. "They have eyes and they see not—they have

ears and they hear not." Well, if you have men that this verse fits, you simply cannot compromise with them. If you do, it won't be long before he will be injured.

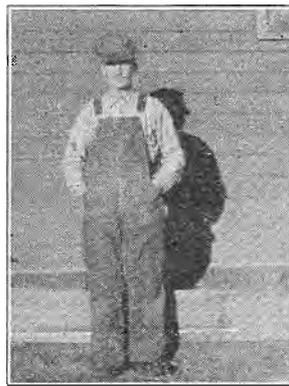
There is only one way to handle this matter and eliminate injuries and that is to stop kidding ourselves and stop winking at unsafe practices, but rather to tackle it with all our might and main, or the next thing we know Old Man Injury will make a touchdown, and to stop him from scoring demands eternal vigilance.

We have had wonderful co-operation from our superintendent. In every case where a constructive suggestion has been made he has taken action. This brings moral victory to the men. They know that their suggestions were acted upon.

The men themselves have come to realize that Efficiency and Safety pay. They come to work happy, and go home with an honest conviction of having accomplished something and the day's work well done.

I like to think of the Safety First problem in the light of our own Railroad when it was built to the Coast.

The mountains had to be blasted and tunneled, rivers spanned, a tremendous task. It took faith and courage to do this, but when it was completed and the mountains were conquered that was not all. The road bed had to be maintained, the fills, bridges and tunnels inspected continually to have a successful Railroad. So it is with the Safety First problem. We have made a wonderful advancement in the past few years on this Railroad, but it was the mountains of doubt that had to be tunneled, the rivers of dis-belief that had to be bridged. This has been accomplished. Now we have just as big a job on our hands. They have to be maintained. We have to look out for dry rot of indifference, corrosion and loose rivets in steel girders over the rivers of doubt, seepage in the tunnels of our thoughts and this demands courage in its noblest sense. Faith that will not compromise because the cause is just, and a will to hold fast until the victory has been won. A vision that is vivid enough to tackle the job and stay with it until it is done. Never looking backward, but forward. It can be done. It must be done.



A Perfect Safety Record

This is a picture of Section Foreman John E. Peterson of Eagle Butte, S. D., who has been in the employe of the Milwaukee Road for 23 years, all of which time has been spent on the Trans-Missouri Division. He has a perfect safety record since he did not have a reportable or lost time injury to himself or any of his men since starting to work on March 12, 1912. He is one of the 62 out of a total of 67 Section Foremen on the Trans-Missouri Division who are receiving five-year Superior Service Award Cards this year. He has every reason to feel proud of his splendid safety record.

Weekly Safety Bulletin

A Safety First paper read before the Safety First meeting of the Store Department at Tacoma, Washington, March 6, 1935, by John H. Mack, Section Stockman.

The rising curve in the number of accidents, industrial, motor and home, is attracting attention everywhere, and educational campaigns are being intensified to combat it. In some plants this

educational feature has been extended to the point of even making drawings showing the proper and safe way to perform a job.

Of course, we shall never reach that stage in the railroad industry; the jobs are too many and varied, but we have the benefit of an educational program in our weekly Safety bulletin. The reading of this is well worth while for all of us. It points out to us the many unusual ways in which one may be injured, so that we may profit by it.

In many cases these accidents are due solely to lack of thought. The time to think about accidents is before they happen, and take the necessary steps to prevent them. Think of what you are going to do before you do it. In this way lies Safety. Safety for yourself and fellow employes. Carry the idea of Safety with you to your home and family life.

In this connection it may not be amiss to remark that a certain large electrical plant made an investigation of accidents to its employes, which showed that over a four year period two of its employes had lost their lives at work, while in the same period 35 of them had lost their lives by accidents while not at work.

I will close by calling your attention to Rules B and C in your book of Safety Rules, Form 2983. These are good reading in the Safety First line, and to my mind contain the essence of all the others. Read them. Read them all, and often.

The Agricultural and Colonization Department

DAKOTA FARMER WRITES Elevator Built from Surpluses

SEVERAL jumps beyond "Where the West Begins" is the home of John H. Gerbracht. Mr. Gerbracht lives near Hettinger, North Dakota, where he has builded and maintains the farm home shown on this page.

His home is the pride of a wide countryside. It is the outgrowth of a well-planned course of farm management thoroughly adaptable to the country in which he is located.

A recent letter from Mr. Gerbracht expresses the views of one who has lived and succeeded in the western Dakotas, an area lately considered to be a problem territory.

Mr. Gerbracht says: "I don't think there is any submarginal land, but there might be submarginal conditions: three persons might be trying to subsist where only one can make a living. If the Government moves out two of them, the one left might get along and one of the other two might support himself in a new location, so we would have one reliefer, instead of three.

"What is really happening and would have happened anywhere, Government or no Government, is the change in the generation of population. The homesteader generation has just about reached its end and has to give way to its succeeding generation. In an older civilization this change is gradual and hardly noticeable, the generations overlapping, one on the other, like scales on a fish, but here, they all come at one time and are going the same way. They have put in their thirty years' time and have reached the retiring age en masse. The stage is set for the next generation to move in and the old fellows want to move on, so the Government has to provide a featherbed so they can drop nice and easy.

"The homesteaders came here to get something for nothing; not many of them were farmers. If one wants land now, it has to be bought and that implies capital and the ability to manage it; in other words, farming is going to be on a more business-like basis and farmers will be born and bred farmers and not adventurers of every sort and description. If anyone asks where our future farmers are to come from, I would say: "They are right here on the ground now, all ready to step in and keep things going just as quickly as openings present themselves."

"If our farmers are forced to move on, it will be done by rolling up the prairie with them on it. I have seen a population replaced before and there is every earmark of the same thing happening here now. Our good farmers had incomes from \$5,000 to \$15,000 apiece in the good years. It went right



Scranton Equity Exchange

back into more land, and the same thing will happen right over when it rains again. About two more periods of expansion and this country will have its permanent settlers. There are half a dozen to a dozen children in every family."

A further picture of the confidence many western Dakota farmers have in their country is furnished by the Scranton Equity Exchange. The Equity builded a mill in 1934 costing \$13,000 plus material used from an old elevator that was torn down. All the money used in constructing the new building was taken from a surplus accumulated during past years of operation.

Both of these bits of evidence indicate that there is opportunity in the Dakotas for people who know how and do have the stuff with which new countries are builded.

TO SURVEY BLACK HILLS AREA

For Water Storage and Irrigation

THE Bureau of Reclamation, U. S. Department of Interior, reports having submitted an application for a sum of \$30,000 to the Public Works Administration which, if approved, will be used to make a comprehensive survey of water resources and land utilization in the Black Hills region of South Dakota. The survey will develop the economic practicability of the irrigation development of the Rapid Valley, the Deerfield and Brennan reservoir sites and other proposed projects.

LAND BANKS FARM SALES

ACCORDING to a report of Mr. W. I. Myers, governor of the Farm Credit Administration, nearly twice as many



Farm Home of J. H. Gerbracht

farms were sold by the federal land banks during the six months' period ending February 28, 1935, as were sold during the same period a year earlier. In the latter period, 3,664 farms were sold, compared to 1,968 sold in the same six months the year before.

The banks in Milwaukee territory sold farms as follows during the period in question: St. Paul, 849; St. Louis, 498; Spokane, 452, and Omaha, 291.

Four Brief News Items

LADAK alfalfa, a new variety, has been found to be exceptionally hardy and a big yielder of splendid hay in the mid-western states, but it does not seed profitably in the corn belt, so Montana farmers are being encouraged to sow this new crop to produce seed for their brother farmers in the mid-west.

Western South Dakota sheep men have worked out a plan whereby they get many of the lambs they produce fattened for market on farms in the eastern part of the state. It is done through a co-operative arrangement handled by their state livestock marketing association.

The South Dakota State Chamber of Commerce is now actively organizing a division of the state chamber which it is expected will do for the farming interests of the state what the Greater North Dakota Association and Montanans, Inc., do for the agriculture of their respective states.

Present indications point to twelve new bands of ewes and lambs ranging lands adjacent to our road in Washington and Idaho this summer. This will mean possible shipments of about 13,000 lambs this coming fall.

Trackmen Have Good Safety Record

THE track department employs on the Superior Division have made a rather enviable safety record.

Since August, 1931, there has not been a reportable or lost-time injury among this group of employees. Much credit is due to Roadmasters Lindeman and Carlson for making this record possible. A total of approximately 750,000 man hours were worked since August, 1931, by the men who made this clear record.

Congratulations are extended to each employe involved and it is anticipated that they will continue their good record.

We would like to hear from you if there are records involving track department employes that can beat this one.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The District Meeting

THE first of the 1935 District Meetings was held at Hotel Sherman, Chicago, on April 9, with total attendance of ninety-eight. Fourteen chapters were represented with the number from each chapter as follows: Austin, Minn., 2; Bensenville, Ill., 6; Chicago, Fullerton Avenue, 14; Chicago, Union Station, 14; Council Bluffs, 3; Des Moines, 1; Dubuque, 5; Marion, 11; Marquette, 8; Mason City, 1; Perry, 3; Sanborn, 1; Savanna, 2; Terre Haute, 16; Milwaukee visiting chapter, 19; Janesville visiting, 2.

The meeting was opened with a moment of silence, in respect to the memory of the late president-general, Mrs. Lydia T. Byram. Mrs. Kendall, acting president-general, welcomed the members and explained the purpose of the district meetings was to bring as many of the members together as possible, and said she was glad to see so many present. It indicated a really vital interest in the work of the Milwaukee Railroad Women's Club. Mrs. Kendall asked the presidents to include, in giving their reports, the kind and amount of relief afforded to deserving employees and their families; their membership to date, and tell of any new and novel ways any of them might have used in raising money for their local treasuries. And to include in their reports any other items which might be of interest to the club as a whole.

Mrs. Dolan, president of Union Station Chapter, on behalf of the two Chicago chapters, presented each chapter representative with a gardenia boutonniere and Mrs. Kendall an orchid corsage.

Roll call was followed by reports and other routine business. The treasurer general reported a balance in the Governing Board Treasury, as of March 31, of \$13,930, which sum included the balance in the Veterans' Fund of \$1,144.01.

Miss Lindskog, general secretary, rendered a report on the relief expenditures from the Governing Board Fund since January 1 and in general the kind and amount of help extended the chapters since the beginning of the year.

The presidents' reports showed a gratifying amount of relief work accomplished during the year, indicating a continued interest among the membership in the work of the club as a whole.

A noon recess was taken and luncheon was enjoyed in the beautiful College Inn of Hotel Sherman, with music supplied by one of the noted orchestras appearing there.

Miles City Chapter

ANOTHER enjoyable dancing party was held by the members of the Miles City chapter on Saturday, March 30th, with about 25 couples present. Felix Wagner's orchestra furnished the music and the executive board had charge of the arrangements with Mrs. P. H. Nee as chairman. The club plans a series of these dancing parties at a later date.

The regular meeting of this chapter for April was held on the first, with President Mrs. Leahy presiding. Plans are going along nicely for the Easter Monday annual dance. Reports of the various chairmen were read and show much good work being done by the chairman and committees. Miss Dorothy Wickersham sang two vocal solos, accompanied on the piano by Mrs. Joe Elzea. Little Patsy Farnum danced two tap numbers with Mrs. Elzea playing the accompaniment. Mrs. Leahy will represent our chapter at the Aberdeen meeting May 9th.

Following a dainty lunch served by Mesdames Custer Greer, J. V. Anderson, and R. Beel, seven tables of bridge were

The afternoon session was generally given over to discussion. Miss Lindskog was called upon to speak on membership, and she made a strong plea for active membership drives in all the chapters, for it is only by means of a large and interested membership that the great work of the Milwaukee Railroad Women's Club can be carried on successfully. She moved that, in order to stimulate membership, the Governing Board offer some membership prizes: "To chapters which, by August 1, 1935, secure a paid up total membership for the year 1935, in excess of their total membership on December 31, 1934, will be awarded prizes of fifteen dollars each; also to chapters which, in addition to securing a paid up total membership in excess of their paid up total membership of December 31 last, secure, by August 1, a paid up total voting membership in excess of their December 31 paid up voting membership, will be given an additional prize of five dollars each. This offer also to apply to chapters which may have already this year exceeded their paid up total and voting membership of December 31 last." The motion was seconded and carried.

Miss Lindskog also spoke on ways and means of raising money, urging the chapters to find and adopt any new modes of obtaining the interest and support of employees, for the club work, as well as the accepted and popular dances, card parties and the like. The matter of giving a free party now and then—or at least once in every season—and making the invitation general to Milwaukee Road employees and their families, was discussed, the consensus being that this was a very desirable thing to do, and whatever the expense to the chapter, was usually made up in added members and greater interest. Pot luck suppers, inviting the men of the families are also productive of good results as reported by those of the chapters which have made this popular form of entertainment a part of their regular activities.

The minutes of the meeting with all details will be sent to all of the chapters, and it is confidently expected they will prove of great interest and importance.

It was an inspiring get-together, and the acting president general extends her thanks to all the members present, with the hope that they received as much inspiration in the stories of the work and in the personal contacts as their presence and cooperation gave to the General Governing Board.

played with Mrs. W. M. Anderson winning the high score. Thirty-four members were present.

Fullerton Avenue Chapter

Mrs. Flo Hurless, Historian

THE regular meeting of the Fullerton Avenue Chapter was held in our club rooms Wednesday evening, March 20. Meeting was called to order by Mrs. E. A. Meyer, for Mrs. Baker, and the club motto was read by Mrs. Meyer. This was followed by the reading of the minutes of the meeting held February 16, 1935; treasurer's report showing a total on hand of \$955.22, and the membership report.

Arrangements were made to attend the flower show at Navy Pier April 9. It was also announced there would be a district meeting on the afternoon of April 9, at the Sherman Hotel.

Mrs. Meyer then turned the meeting over to Mrs. Lieber, who, as usual, gave a very interesting talk on current events.

On the evening of April 9, a short business meeting was held in the Fullerton

Avenue club rooms before the party of 55 members left by bus for Navy Pier to attend the flower show. Reports were read by Miss Collins, secretary; Mrs. Buelting, treasurer, showing a balance of \$956.78, and Mrs. Frandsen, chairman of welfare work. Our membership chairman reported 104 voting and 238 contributing members from January 1 to April 9, 1935. The librarian's report showed \$45.60 receipts for the month and 1,241 books on hand.

Mrs. Baker and the Fullerton Avenue Chapter were invited to join Union Station in making April 9 a real Milwaukee night at the Chicago Flower Show. We wish to thank Mrs. Dynes for the lovely gardenias presented to each member, also to extend a vote of thanks to our worthy president, Mrs. Baker, for making it possible to have such an enjoyable evening.

The next meeting will be held Saturday, May 11. Luncheon will be served in the cafeteria, and after the business meeting, cards and bunco will be played. There will be a lovely prize for each table.

The women's sewing circle held a meeting April 11, and the next meeting will be May 9 in the Fullerton Avenue club rooms. This will be the last meeting before the adjournment for the summer, and Mrs. Scandrett is very anxious for as many ladies to attend as possible so the current work may be completed. The ladies are specializing in layettes and children's dresses, and really deserve a great deal of credit for the good work being done among the unfortunate.

Minneapolis Chapter

Mrs. G. F. Hancer, Historian

FEB. 26th was a big night for this chapter at the Curtis Hotel, both socially and financially, as that was the night of our dance. Over \$200.00 was netted from the evening's entertainment. Much credit should be given to our president, Mrs. D. Bagnell, and to our ways and means chairman, Mrs. A. G. Neese. We were pleased to have as our guests Mr. and Mrs. E. H. Bannon of Milwaukee.

On Tuesday, February 26th, the chapter held its board meeting in the club rooms with nineteen members present. Our former president, Mrs. E. H. Bannon of Milwaukee, gave a very interesting talk. Luncheon was served by Mesdames Bagnell, Arnold, Berg, Donehower, Fawcett and Grace, hostesses.

Fifty members attended the regular meeting on Monday night, Mar. 4th. A pot luck supper was served by Mrs. Hammer, chairman, assisted by Mesdames Henderson, Johnson, Nicky and Peterson. A very interesting part of the evening was the raffling of the cake donated by Mrs. C. F. Holbrook, out of which the club realized \$5.00 and the box of candy donated by Mr. and Mrs. Grace, which brought \$4.00. To top off a successful evening cards were played at eight tables.

On Tuesday, March 26th, there was a meeting of the board. A very elaborate luncheon was served. The luncheon was given in honor of Mesdames Benson, Berg, Brawnworth, Grace, Johnson, Norman, Putney and Townsend, in appreciation of their having made a beautiful quilt which was raffled off a few weeks ago on which the Club realized over \$200.00. Each of the honor guests was presented with a small gift. The hostesses of the afternoon were Mesdames Bornecamp, Gierke, Galvin, Hack, Hammer, Henderson and Holbrook, with Mrs. Hancer as chairman. Mesdames Gierke and Holbrook were responsible for the table decorations. Everybody enjoyed the delicious box of candy made and contributed by Mrs. Donehower.

On Friday evening, March 29th, a party was held in the club rooms at which cards were played at 10 tables. Mrs. Johnson was chairman. The guests had a very pleasant evening and the club netted \$10.50.

On Apr. 2nd the regular meeting of the board was held. Mrs. Fawcett was chairman of the pot luck supper. The guests of honor were our beloved president-general, Mrs. Carpenter Kendall, and Miss Lindskog of Chicago. They each gave us

Summary of Activities Covering Year January 1 to December 31, 1934, Inclusive.

Membership on Dec. 31, 1933.....	Voting, 4,243	Contributing, 6,074	Total, 10,317
Membership on Dec. 31, 1934.....	Voting, 4,906	Contributing, 7,777	Total, 12,683
Increase in membership in 1934 over 1933	Voting, 663	Contributing, 1,703	Total, 2,366
Expended for Welfare and Good Cheer.....	\$15,694.77		
Number of families given aid	1,357		
Number of families reached through Good Cheer activities.....	4,984		
Number of families given Thanksgiving and Christmas baskets and cheer....	1,258		
Personal and telephone calls made in connection with Welfare and Good Cheer activities	26,094		
Messages of Good Cheer and Sympathy sent	2,144		
Donated by the General Governing Board to Local Chapters for relief work— included in above figures	\$ 2,757.40		
Donated by the Association of Veteran Employees to Local Chapters for relief work—included in above figures	\$ 1,995.58		
Cleared on Ways and Means activities	\$ 9,568.64		
Balance in the General Governing Board and Local Chapter treasuries on De- cember 31, 1934	\$22,825.16		
Number of books in circulating libraries on December 31, 1934.....	4,906		
Number of books loaned to members from circulating libraries	11,174		
Amount expended for new library books during year	\$ 614.13		
Amount earned on book rentals during year	\$ 686.99		

Respectfully submitted.

GENERAL GOVERNING BOARD.

a very interesting and encouraging talk on the progress of our club. They made the interesting announcement that they had met at the home of Mrs. Washburn of St. Paul that afternoon and had organized a St. Paul chapter with Mrs. Washburn as president. Sixteen members were present.

From now on our chapter will be known as the "Minneapolis Chapter" instead of the "Twin City Chapter" and the newly organized chapter will be known as the "St. Paul Chapter."

We are very sorry to lose Mrs. Washburn, who has been one of our most ardent workers at all times.

Savanna Chapter

March Meeting

THE last of a series of departmental meetings was held March 11th in the Lydia T. Byrom Community house. The meeting, which was sponsored by the transportation department, was largely attended.

The committee chairmen were as follows:

General Chairman—Mrs. Wallace Wolfe.
Diningroom Chairman—Mrs. Grant Dahl.
Supper Committee Chairman—Mrs. David Speck.
Program Committee Chairman—Mrs. Harry Carmichael.

A pot-luck supper was served at 6:30. A short business meeting was held during which the club decided to send our president, Mrs. Oscar Kline, to the district meeting in the Sherman Hotel in Chicago on April 9th.

The following program was given: Saxophone solos, by Marvin Schreiner, and a vocal solo by Norman Jean Schreiner, accompanied by their mother, Mrs. Raymond Schreiner at the piano; vocal solos by L. V. Schwartz, accompanied by Miss Mildred Nutt; two selections by Miss Jane Gray, a melodrama of her own composition and a reading; two vocal solos by Mrs. Ronald Currens, accompanied by Miss Doris Cahalan; a song and tap dance by John Demico, accompanied by Miss Mildred Nutt, and three selections, by a male quartet composed of L. V. Schwartz, J. L. Brearton, Rev. T. Stuart Cleworth, and P. K. Miles, accompanied by Miss Nutt. After the program, dancing was enjoyed.

April Meeting

The regular business meeting of the club was held on April 8th, with a fair sized attendance of members. Arrangements for continuance this year of a garden plot for part time employes as a means of getting their food and providing employment for those not working steadily.

After the business meeting a social hour was enjoyed, in charge of the committee composed of Mes. M. K. Lynn, Nettie Lynn, Dan Airhart, and W. G. Bowen.

Mrs. Oscar Kline and Mrs. Boyd Sut-

ton attended the district meeting held at Hotel Sherman in Chicago, April 9th.

Malden Chapter

JUST to let you know there is a little town out in Washington called Malden—in one of the largest wheat producing counties in the United States.

Here we have a Milwaukee Women's Club of about 50 members. Our president, Mrs. Guy Poole, is a live wire and keeps us all busy and happy. We have a large cheerful club room where we meet and we also have one social gathering each month. We have a circulating library of 300 books, which is enjoyed by the whole community.

We have been able, with the help of our general governing board, to make it easier for some of the less fortunate. And altogether we feel that the organization of this chapter about a year ago has been very much worth while.

Montevideo Chapter

Dora B. Dugan, Historian

AT the January meeting of our chapter, the time of meeting was changed to the 4th Monday evening of each month. It was also voted at this meeting to purchase some much needed silver and accordingly one hundred knives, forks, teaspoons, and twenty-five table spoons were purchased.

On February 11th we gave our first dance at the club house. It was largely attended by members and their friends and a very enjoyable time was had by all. The main object of this dance was social good fellowship and second, to raise money to pay for our silver. A nice sum was realized. The second activity was a card party on February 22. Auction and contract bridge were played at 13 tables. Decorations and lunch were suitable to Washington's birthday. Prizes and also a door prize were given. Our silver was used for the first time.

On Sunday, February 24, the club served lunch for the pension association meeting in the club house. About one hundred and ten persons were served and a very generous donation was given us by the association.

Another successful dance was held on February 27 and a hard time party March 25.

Our meetings thus far in 1935 have been very inspiring. We have good attendance, sing our club songs, have an interesting program and the meetings are followed by a social hour and lunch.

Mr. and Mrs. J. J. Brown, who have been spending the winter in Florida were expected back with the robins. The birds have arrived, so I imagine the Browns will be here soon.

Our activities during April will consist of a card party April 5th and a pot luck dinner Sunday, April 28th. We are all looking forward to attending the district meeting to be held in Aberdeen, S. D., May 9th. Let's all do our best to make this a red letter meeting.

Janesville Chapter

Nelle Murphy, Historian

THE regular meeting of the Janesville Chapter was held February 5th in the club house. A pot luck supper was planned for March 17 which proved to be a most enjoyable affair. Seventy members and their guests were present. A program of appropriate songs was prepared by Mrs. Wilcox, the following taking part:

Maurice McCarthy, Grace Wilcox, Mary Davey and Ruth Ann Cooper. Miss Vivian Lovaas and Mary Alice and Jack Jiru played the accompaniments.

The matter of taking part in Janesville's Centennial celebration in July was discussed. Mr. Ryan was appointed to carry on correspondence in regard to it.

The 10th birthday of the club was celebrated February 10th with a luncheon served to 112 guests. Valentine favors decorated the tables and bouquets of violets were presented to the Pres., Mrs. Kavanaugh and to the past presidents. A birthday cake was a feature of the event.

Our club was in charge of a community safety meeting held in February. Mrs. J. E. O'Connor, chairman of the safety committee arranged the program and introduced the speakers. Mr. Stephen Bolles, editor of the Janesville Daily Gazette and Miss Theresa Baker, principal of the Washington School. Mr. Bolles emphasized the need of more rigid restrictions for auto drivers. He praised the work the club is doing for safety.

Two dances and several card parties have helped to swell the treasury and promote that spirit of good fellowship which is one of the aims of the club.

For the first three months of the year the sunshine chairman reports 40 cards sent, 42 personal calls and 61 telephone calls. One baby gift was sent.

Welfare for the same period amounted to \$69 besides many personal and telephone calls.

Ways and Means reported \$44 from parties and \$30.00 from other sources. So far this year \$58 has been received for rent of club house.

Austin Chapter

Inez McCarthy, Historian

ON the second Tuesday of each month the members of Austin Chapter and two families enjoy get-togethers in the form of picnic suppers. Following the supper on February 12th, community singing was enjoyed and the following program given: Two piano and two accordion selections played by Marvin Thorseness; two vocal solos, Norma Vandover; a dramatic reading by Maxine Igan, and musical duet numbers by Willard Kilgore and Robert Madsen.

During the business meeting the various committees gave reports for the last half of 1934 and announced that a great deal of welfare work was being done by the organization.

Mrs. S. K. Caldwell gave a talk in behalf of the Y. W. C. A. membership drive.

The remainder of the evening was spent in playing cards at several tables, and prizes were awarded to F. F. Luskow in contract bridge, F. J. Holmes in auction, and Mrs. Thomas Bowler in 500.

After the regular picnic supper on March 12th the program consisted of a reading by Bonnie Holm; violin and piano selection by Mr. and Mrs. F. A. Techy; a reading by Mrs. Carl Voelker and a solo by Mrs. Mary Cronan, accompanied on the piano by Miss Rose Techy.

Bridge and 500 were played later at several tables and an unusually pleasant evening enjoyed by all who attended.

Much credit is due to the ladies who have spent so many days in the club-rooms, quilting. On Thursdays the women

have spent the entire day. During the month of March two quilts were quilted, one tied, a top completed for a quilt, and two aprons made. The money earned by sewing is used for welfare work.

A rummage sale was held in the clubrooms on March 21 and the sum of \$16 was realized from same. Mrs. A. C. Anderson had charge.

The candy machine for the month of March netted \$6.58.

Though the turnout was not as large as usual, a most pleasant evening was spent at the clubrooms on April 9th, when the members gathered for their picnic supper. In the absence of our president, Mrs. E. J. Blomily, Sr., who was attending the annual meeting in Chicago, Mrs. George Haseltine presided at the business session. Instead of having a card party during the month of April it was decided to hold a bake sale at Kolager's store on Saturday, April 20th.

A program of community singing led by Mr. Van Dyke, two solos by William Murphy, and a reading by Dorothy Russell was enjoyed by all present. The prize in contract bridge was awarded to Mrs. Mary Taylor and in 500 to Mrs. George Haseltine.

Mrs. G. A. Van Dyke attended the meeting in Chicago with Mrs. E. J. Blomily, Sr.

Avery Chapter

Mrs. C. C. Ham, Historian.

ON February 27th we held our regular monthly meeting in the club rooms with Mrs. C. C. Hilgel, president, presiding. The attendance was very small due to the great amount of illness traveling through our community at that time.

A recess was called during the meeting at which time our president of 1934 was presented with a luncheon set, a small token of our appreciation.

After the remainder of the business meeting all enjoyed a lovely lunch and several games of bridge.

On March 27th a monthly meeting of the Avery Chapter was held and seventeen members responded to roll call by giving their favorite color; and for some reason "green" won by a big majority.

We were all very glad to hear that our membership had been increased by 38 members. Hope that we can have that many more by the next meeting, Ruth.

At the conclusion of the business meeting cards were played and a delicious lunch was served.

Bensenville Chapter

Mrs. E. Hugdahl.

OUR regular meeting was held at the Club House March 6. Treasurer reported \$20.12 in the bank. Librarian reported 936 books and \$2.44 collected for February. Sunshine chairman reported calls made and two new club babies at the Schanoff and Farnham homes.

We had a bakery exchange which brought in \$4.50.

The beauty kit was won by Mrs. W. Rands, the lucky number being 1.

The April meeting was well attended. Club business was discussed and reports made from the various chairmen. We have 30 voting members.

Ways and Means chairman reported \$22.55 made on the supper.

After the meeting a delicious lunch was served.

Madison, S. D., Chapter

Mrs. Harry Kelly, Historian.

THIS chapter held its regular social meeting on the evening of March 26th, with a miscellaneous program instead of the party usually given on the fourth Tuesday of each month.

The program features were: A trombone solo by Donald Mathison, accompanied by Helen Blagen; tap dance by Kay Mathison, accompanied by Eileen Rench; reading by Suzanne Sutton; trumpet solo by Edward Tellefson, accompanied by Alvina Tollefson. Mrs. Joe Lawler was pianist

for group singing. Refreshments were served and cards were enjoyed the balance of the evening.

Our business meeting was held on the afternoon of April 9th. Routine business was transacted. Mrs. C. A. Berg was elected to represent the chapter at the district meeting to be held in Aberdeen on May 9th, when 14 chapters will be represented.

Plans were made for a whist party to be given in the waiting room of the passenger

station, April 23rd, when the women of the club will challenge the men of the railroad in a contest. Mrs. W. G. Cappin will be in charge, assisted by H. G. Gregorson and Faye Crabbs.

About fifty copies of our club songs bound in book form by Faye Crabbs have been presented to the chapter.

Sincere sympathy is extended to the family of Engineer John Crow, who recently passed away after an illness of several months.

Locomotive Department Credit Union

THE Milwaukee Road Locomotive Department Credit Union pays its members 7% dividend on their investment.

The Banking Department of the State of Wisconsin has for some time looked favorably upon and actively sponsored the formation of credit unions as one means of meeting the "loan-sharks" problem. While such credit unions probably cannot entirely supplant the "loan-sharks," yet they can take care of the needs of many individuals who would otherwise be forced to borrow money at usurious rates. The credit union thus becomes an important factor in the social security problems of the workers. The rapid spread of credit unions in the past few years attests to their merit and usefulness. Furthermore, since one of the objects of the credit union is to induce the worker to save systematically, even small amounts, membership in a credit union furnishes a stimulation to save just as does a bank account. But it offers almost the convenience of a coin bank as the officers of the credit union are fellow employes and it is a simple matter to hand the treasurer a small amount each pay day.

The safety of the workers funds is great. One of the fundamental reasons for the rapid growth of credit unions has been the safety of the workers savings. Credit unions operate under the laws and supervision of the state banking department with all the safeguards this imposes. Further, the officers are fellow employes and each member is in a position to keep himself informed as to the condition of his credit union at all times. Safety of the funds is almost automatically insured anyway since the money is largely loaned to members. Reserves not loaned to members can only be invested in investments approved by the banking department for trust funds. One group of workers is in effect furnishing money to loan to another group.

Through the assistance of Mr. C. G. Hyland of the State Banking Department, the Milwaukee Road Locomotive Department Credit Union was formed on April 27, 1933. This Credit Union has grown rapidly since organizing, having at present

a total membership of 181. The total amount of money in the Credit Union, period ending March 31, was \$4,510.41. A 25c entrance fee is required to become a member of the Credit Union and after a deposit of \$5.00 has been made the member is credited with one share of stock. Only share holders of the Credit Union are eligible to borrow money. Any member may secure a loan for provident purposes, after thirty days membership, and the details of the transaction are reduced to the indispensable minimum. There is no red tape nor delay for loans of moderate amounts. The rate of interest is low; 1% per month on unpaid balances. When one compares this with the 20 to 40% generally paid on any of the usual loans or on deferred payments on purchased goods, the value of the credit unions to its borrowing members is apparent. It serves those who are only depositors equally well. The first dividend was paid in cash just before Christmas 1934 and amounted to 7%. Another 7% cash dividend is anticipated by the officers, to be paid some time in June. In these days when 2 and 3% interest rates on deposits are about all that can be expected, 7% interest coupled with safety looks attractive.

The Locomotive Department Credit Union wants more members. If you work in the Locomotive Department why not investigate the possibility of making your money earn 7% interest safely? Just consult any of the following officers:

John Duckhorn, Roundhouse; H. Schoenberg, Boiler Shop; Wm. Coleman, Roundhouse; M. Krueger, Roundhouse Office; Wm. Piek, Roundhouse; E. Lofy, Roundhouse; E. Libert, Roundhouse; O. Remy, Back Shop; G. Weiss, Back Shop; Wm. Killian, Back Shop; J. Jacobs, Electrical Dept.; R. Minette, Blacksmith Shop; A. Mueller, Foundry, and Otto Moeller, Supt., Motive Power Office.

EDWARD H. HEIDEL, President,
General Foreman, Boiler Shop.

FRANK J. BENES, Treasurer,
Supt., Motive Power Office.

ALVIN G. JUNG, Secretary,
Test Department.



A Fifty-Year Record

ACCOMPANYING this article is a picture of Section Foreman Emil Keller of North Milwaukee, Wis., who, on April 1, 1935, completed a Fifty Year Service Record during which time he did not have

a reportable or lost time injury to himself or any of the men under his supervision.

Mr. Keller entered the service of the Railroad on April 1, 1885, at Saukville, Wis., as Section Laborer, which position he held until 1886, when he was promoted to foreman on Section 1 at Schwartzburg (now North Milwaukee), which position he still holds. In addition to his perfect personal injury record, he has never had a motor car, hand car or push car damaged while it was in his charge. He is hale and hearty today and has never lost any time because of illness.

This is a mighty fine record and one in which Mr. Keller is rightfully proud.

How to Sweat a Patient

A medical student was undergoing an examination at a certain medical college, when the questions put to him were of a very searching character. After answering a number of queries, he was asked what he would prescribe to throw a patient into a profuse perspiration. "Why," said the young Galen, "I would send him here to be examined; and if that did not give him a sweat, I don't know what would."

Favorite Recipes

Stuffed Onions. Remove skin and par-boil, about ten minutes in salted water to just cover. Remove part of center and turn upside down to cool. Fill the centers with finely chopped cooked chicken or veal, mushrooms, bread crumbs and the portions of onion removed from the centers, finely chopped. Season with salt and pepper and moisten with cream or melted butter. Place in a buttered baking pan and sprinkle with buttered crumbs. Bake in moderate oven until the onions are soft.

Parsnip Fritters. Wash parsnips and cook forty-five minutes in boiling, salted water. Drain and blanch in cold water when the skins will slip off easily. Mash, season with butter, salt and pepper. Shape in patties, roll in flour and fry in butter or margarine.

Tomato Souffle. Two tablespoons butter, melted, two tablespoons flour, stirred in until well blended. Pour on gradually, while stirring, one-half cup whole milk and one cup of tomato puree. Bring to a boil and let simmer a few minutes. Add two-thirds cup grated cheese, salt and pepper. Have ready cooked macaroni, about one-half cup before cooking, which add to the tomato mixture and combine with three eggs yolks and whites beaten separately. Turn into baking dish and bake until firm. Serve while piping hot.

Turnip Croquettes. Wash, pare and quarter white turnips and steam until tender. Mash, pressing out all water possible.

Season with salt and pepper, and then to one and one-fourth cups of the mashed turnip, add the yolks of two eggs, slightly beaten. Cool and shape into small croquettes, dip in crumbs, egg and crumbs and fry in deep fat. Drain on brown paper.

Stuffed Mushrooms. Brush twelve large mushrooms, stem and peel caps. Chop stems. Melt three tablespoons butter or margarine, add the chopped stems and cook ten minutes. To one and one-half tablespoons flour add enough white stock to moisten, a dash of grated nutmeg, some finely chopped parsley and salt and pepper. Cool the mixture and fill the mushroom caps. Cover with buttered crumbs and bake fifteen minutes in hot oven.

Potato Fondante. Three and one-half cups hot riced potatoes, three tablespoons butter, one and one-half teaspoons salt, one-fourth teaspoon pepper and two-thirds cup of hot milk. Mix and blend thoroughly, beating vigorously, three minutes. Turn into hot oiled baking dish, pour over one-half cup thick cream and sprinkle with buttered crumbs. Bake in hot oven until crumbs are brown.

THE PATTERNS Book of Fashions 1935

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Offering a complete assortment of stunning designs in sizes 1 to 16 years. THE YOUNGER SET will make an instant hit with the children and mothers who read your publication. For the booklet also includes an interesting assortment of house frocks for mothers.

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

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Designed in Sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 3½ yards of 35 inch material. Price 15c.

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Designed in sizes: 11, 13, 15, 17 and 19. (29, 31, 33, 35, and 37 bust). Size 15 requires 4¾ yards of 39 inch material. Price 15c.

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8328. Home or Street Frock.
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8266. Accessories Set.
Designed in Sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 2½ yards of 35 inch material for the set, with ¾ yard contrast. Price 15c.

Dining Car Service in Our Day Coaches

ON all Milwaukee Road trains where dining car service is available, a coffee-milk-sandwich service is available for coach passengers, which is designated as "OFF-THE-TRAY."

From this, it is possible for a patron to secure a complete light luncheon for as little as 25c without moving from the coach seat.

Sandwiches of the best quality of food are 10c; a piece of delicious pie "like mother used to make," is 10c, and a large cup of coffee served in a clean, heat-resistant fibre cup is sold for 5c. All of the food-stuffs are of the same fine quality as are used in the dining car.

There are also available in the coaches newspapers; assorted candies for 5c; fresh fruit at 5c and 10c; ice cream cones at 10c, and a cool, refreshing soft drink for 10c.

News agent service has been withdrawn from all Milwaukee Road trains but newsstands at present operated in stations will be continued.

Free Wheeling on the Highway

(Continued from page 6)

"The railroad company owns the road over which it runs. They pay taxes to every state, county, township and city through which they run. They pay a large portion of the school tax to help educate your children. The truck owns no highways. The roads over which they operate you build and maintain. They contribute nothing towards the education of your children. The railroad company pays its way. The truck is a deadhead and travels on a pass.

"The railroads are not seeking any advantage. They are only asking that other means of transportation be deprived of unfair advantages. Start thinking, acting and ship via rail. Stop free wheeling on the highways.

SPECIAL COMMENDATION



Name and Division	Citation and Date	Cited by
J. C. Welch, brakeman, K. C. Division.....	Discovered defective equipment, March 25th.....	W. C. Givens, superintendent
Grant Young, trainman, K. C. Division.....	Discovered defective equipment, March 10th.....	W. C. Givens, superintendent
E. D. Kennedy, K. C. Division.....	Discovered dragging brake beam, March 18th.....	W. C. Givens, superintendent
George C. Kniskern, engineer, Milwaukee Terminals	Discovered broken rail on westward track in the Terminals, and protected approaching trains.....	D. W. Kelly, general superintendent
Elmer W. Bodien, fireman, Milwaukee Terminals	Arranged to flag approaching train at broken rail in Milwaukee Terminals	D. W. Kelly, general superintendent
J. A. Hensley, conductor, Iowa Division.....	Discovered defective equipment and had car set out, April 1st	A. J. Elder, superintendent
Fred Peterson, engineer, Iowa Division.....	Discovered broken rail on main line, March 17th.....	A. J. Elder, superintendent
C. H. Ishmeal, K. C. Division.....	Discovered defective equipment, March 10th.....	W. C. Givens, superintendent
W. Carpenter, brakeman, K. C. Division.....	Discovered defective equipment, February 10th.....	W. C. Givens, superintendent
Louis Wieland, conductor, La Crosse Divn.....	Discovered broken flange on car wheel, March 11th.....	H. F. Gibson, superintendent
H. S. Fritz, conductor, T. M. Division.....	Found a broken rail on main line, March 21st.....	P. H. Nee, superintendent
Harry White, brakeman, Iowa Division	Discovered broken rail on main line, April 9th.....	A. J. Elder, superintendent

OUR BUSINESS GETTERS

The following named are commended by General Passenger Agent Dixon for their interest in securing passenger business for our line:

Chas. D. Smith.....	Engineer—Kansas City Division.....	Ottumwa, Ia.
R. H. Cunningham.....	Roadmaster	Wausau, Wis.
Mrs. Thos. McLean.....	Wife—Checker Warehouse	Green Bay
Wm. Dolphin.....	Asst. Supt.—Sleeping and Dining Car Dept.....	Tacoma
Jerry Hansen.....	Trainmaster	Galewood, Ill.
Edward Bartlett.....	Passenger Brakeman—LaCrosse Division.....	LaCrosse
Mrs. David C. Leaming.....	Wife—Conductor	Spokane
C. M. McAuley.....	Conductor	Spokane
H. W. Tilger.....	Section Foreman	Marengo, Wash.
Reese Vaughn.....	Engineer	Mason City
John Sperry.....	Freight House	Mason City
Tony Pajari.....	Division Engineer's Office.....	Mason City
Leo Gribben.....	Rate Clerk, Freight House.....	Mason City
E. P. Stelzel.....	Cashier—Assistant Storekeeper's Office.....	Milwaukee
E. C. Boyd.....	Agent	Chicago Heights
Lawrence Larson.....	Freight Claim Agent's Office.....	Chicago
Miss Julia Lucas.....	Office of Auditor of Investm't & Joint Facility Accts.....	Chicago
Maurice H. Weinstein.....	Clerk—Ticket Auditor's Office.....	Chicago
Miss Katherine Wittmore.....	Car Accountant's Office	Chicago
Jas. Shelby.....	Agent	Bryant, S. D.
W. B. Jackson.....	Brakeman	Aberdeen, S. D.
W. P. Heuel.....	Auditor of Overcharge Claims.....	Chicago
M. C. Corbett.....	Train Dispatcher—I&D Division.....	Mason City
Tony Pappas.....	Roundhouse Employe	Mason City
W. H. Woodhouse.....	Baggageman	Mason City
John Turney.....	Master Mechanic.....	Mason City
R. L. Jones.....	Switchman	Mason City
Oscar Anderson.....	Brakeman—I&D Divn.....	Mason City
Al Zack.....	Electrician	Mason City
Alfred Juhl.....	Roundhouse Employe	Mason City
A. R. Johnson.....	Fireman—I&D Divn.....	Mason City
Martin Sullivan.....	Roundhouse Employe	Mason City
Eric Williams.....	Fireman	Great Falls
Carl Nelson.....	Car Foreman	Great Falls
Earl Williams.....	Conductor	Great Falls
Albin Groth.....	Superintendent's Office	Mason City
Miss Harriet Kennedy.....	Office of Auditor of Station Accounts.....	Chicago
C. F. Rank.....	Manager—Mail-Baggage—Express—Milk	Chicago
Zane D. Jenkins.....	Train Baggage man	Sioux Falls
N. J. Gorman.....	Train Dispatcher	Sioux City
L. A. Graham.....	Yard Conductor	St. Paul
G. R. Manthey.....	Agent	Necedah, Wis.
Tom Murphy.....	Conductor—I&M Divn.....	St. Paul
E. H. Pfaffin.....	Asst. Division Engineer.....	Terre Haute
Frank Zientarski.....	Office of Auditor of Station Accounts.....	Chicago
Edwin Broker.....	Maintenance of Way Dept.....	Bensenville
Mr. Hewing.....	Car Foreman	Chicago
Jerry Tollefson.....	Warehouse Foreman	Madison, S. D.
J. E. Vraney.....	Traveling Auditor	Chicago
Wm. J. Grill.....	Division Street Station	Chicago

J. E. Brady, roundhouse foreman, Tacoma, secured sale of six round trip tickets, Tacoma to Spokane and return.

A. C. Anderson, timekeeper, Seattle, furnished tip securing a passenger on a return trip from eastern points, to Seattle.

W. S. Burrows, cashier, Tacoma, was instrumental in securing sale of round trip ticket from Seattle to eastern points and return.

H. J. Whatmore, clerk, engineer's office, Seattle, furnished tip securing sale of round trip ticket, Seattle to Sioux City, Iowa and return.

Jack Klima, yard clerk, Milwaukee, secured the long haul on car of lumber to Moline, Ill., originally routed via a competing line.

L. A. Harris, civil engineer, Minneapolis, influenced routing of carload shipments from Ohio points to Minneapolis.

Jack Klima, yard clerk, Milwaukee, secured the long haul on a carload shipment for eastern point.

Chief yard clerk, M. Lange, Western Avenue, Chicago, secured change of billing routing carload shipment via our line to Eau Claire.

Mrs. C. E. Lucas, wife of fireman Iowa Division, was instrumental in securing sale of two round trip tickets, Cedar Rapids to Kansas City and return.

C. H. Slagle, brakeman, T. M. Division, has been successful in soliciting passenger business, securing sale of several tickets between Miles City and Wisconsin points; and secured change of route by three passengers to Washington points, who had intended taking a competing line.

The following Traffic Tips are reported by Mr. W. J. Cavenagh, G. A., Milwaukee, Wis., during month of March:

Mr. Hugo Gastel, yard clerk, Chestnut St. District, informed us of 31 cars routed against us, advising us of consignee and destination.

Mr. F. E. Butz, yard clerk, Chestnut St. District, informed us of 2 cars routed against us, and stating destination and consignee.

Mr. Jack Klima, yard clerk, Grand Avenue District, secured two cars marked for competitor via our line long haul.

Mr. Frank E. Thielke, yard clerk, Lower Canal District, secured one car for our long haul.

Mr. Frank Wallace, yard clerk, Muskego Yards District, secured four cars via our long haul.

Mr. E. A. Keller, chief clerk, North Milwaukee Station, secured routing order on carload machinery, which will move via Delmar.

Mr. E. P. Stelzel, cashier, North Milwaukee Station, secured seven cars via our long haul and furnished information on three cars.

Mr. R. C. Kauppi, Ass't Dist. Acct., Milwaukee, furnished information on new industry locating in Milwaukee.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville, Ill.
 A. M. Dreyer.....Fullerton Avenue, Chicago
 Ruby M. Eckman.....Care Trainmaster, Perry, Iowa
 John T. Raymond.....Dispatcher, Marion, Iowa
 Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City
 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. Hiddleston.....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, Mobridge, S. D.
 Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
 A. M. Maxelner.....Care 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.....Care Local Freight Office, Spokane
 F. H. Bradt.....Care Superintendent, Transportation
 Miss Laura Babcock.....Care Local Freight Agent, Seattle

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

R. R. T.

IT is with profound regret that we chronicle the departure of a well known Milwaukee employe of this region, Conductor Oscar Moody. He had been at a hospital at Spokane for some time, suffering from heart disease; just as we are preparing these notes to be sent in we receive word that he has just died this morning at the age of sixty. Funeral arrangements had not yet been made at this writing. Mr. Moody is survived by his wife. He was widely known and highly popular among his fellow employes and his death will be sincerely mourned by his many friends. We extend our sincere sympathy to Mrs. Moody.

Just about a month ago—on March 9th, to be exact—the Car Department at Spokane had an exciting afternoon. Car Inspector Henry McGinnis had just come to work on the afternoon shift when there came a frantic telephone call from Mrs. McGinnis asking that he be located immediately and sent home, as the house was burning down. Henry was found and hurriedly taken to his home by Leonard Lore, also of the Car Department; when he arrived there he found the fire department in control of the situation, but the house—a duplex house occupied by McGinnis Senior and Junior—without a roof and with the ceiling of the upper story largely gone. Fortunately the damage to their furniture and personal property was slight, but for several days, until the roof was replaced, the McGinnises watched the skies very anxiously for rain clouds; they were indeed caught by one downpour but thanks to tarpaulins supplied by the fire department they escaped serious wetting.

Hardly had the Car Department caught its breath after hurrying Henry home, when there came another hurry call, this time for the popular car foreman, Earl Medley, asking him to drop everything and hurry home, as his wife had just been the victim of a serious automobile accident. You can imagine that Mr. Medley lost no time in getting there and that he was much relieved at finding Mrs. Medley indeed seriously injured but not in any danger of death. She had been on her way downtown in the Medley family car when her car was rammed and turned completely over several times by a reckless driver. It was almost a miracle that Mrs. Medley escaped instant death but a pelvic bone was badly fractured, in addition to less important external injuries, and she has been in a hospital for a month past to allow the fracture to heal. However, she is making satisfactory progress and is expected to be home soon.

We are grieved to hear that the mother of machinist Albert Bates of Spokane roundhouse died at this city several weeks ago; the funeral also took place here. She

was survived by her husband, Mr. Bates Senior. We unite with the friends of the family in offering our profound sympathy.

Mr. G. H. Hill, our popular assistant superintendent, has just returned from a week's trip as far south as Los Angeles, where he went to escort Mrs. Hill at least the largest part of the distance on her way to Tucson, Arizona, where she will remain for some time for her health's sake. During Mr. Hill's absence assistant trainmaster Jack Wright of Tacoma spent some days on the east end of the division looking after things.

The family of fireman Wm. Graham was released from quarantine soon after the death of their little boy which we reported in our last issue; fortunately all the other members of the family recovered.

George Wesemann of the morning shift switch crew at Spokane was recently confined to a hospital for several days because of a painful abscess on his neck but made an early recovery and has since been on the job as pilot for the B. and B. crew under Foreman Crawford which is replacing the bridge just east of the tunnel at Spokane.

Another victim of disease is engineer C. H. Burrell of the first trick switch engine at Spokane who has been in Deaconess Hospital for two weeks recovering from a serious operation.

Conductor George McKee of the Elk River branch is off duty for some time at this writing, due to a bad cold. Conductor Charlie Little is taking his place in the meanwhile.

Just to note some more cheerful news, we may report that engineer Charlie Rausch—who, with Mrs. Rausch, has been staying with a sister and daughter in Arizona, in search of health—has much improved and is back at work again on the Metaline Falls passenger run.

Mr. F. J. Swazey, agent at Calder, Idaho, is off on a two-months' vacation, but we have not learned as yet where he is going to spend it. He is being relieved by E. A. Brown.

Fireman John Berg, who was in the passenger ring out of Spokane has gone to the engineer's extra board, while Corey Lane, who was firing on the second trick switch engine there, has gone to firing in Berg's place.

Joe James, the well-known foreman of the second shift switch crew at Spokane, with Mrs. James, was on a two-day visit at Waverly, Washington. Just now Joe is deeply engrossed with agriculture and poultry-raising problems on his rural estate at Greenacres, out in the valley.

Conductor Dan Kelly was off duty for ten days lately on account of illness; George Murcar worked in his place, and just now "Slim" Clizer is relieving him for a trip or so.

Engineer Jimmie Marré is back from his study of motor operation on the west end of his division and is now on the engineer's extra board, pending the outcome of his examination in motor operation.

Switchman George Steidle of the second shift crew at Spokane recently made a trip to Los Angeles and Hollywood, but finding the climate there not to be compared with that of Spokane, came back here and expects to be back at work again in the near future.

Mr. C. A. Morton, agent at Newport, who was off duty for a trip to the Eastern states, returned to work again about the first of April. Mr. E. M. Young who relieved him during his absence is back on the extra board.

Conductor George Louiselle of the Spokane-Marengo run has taken the assignment on the Spirit Lake-Spokane turnaround run, at least for the time being.

Our local fishermen—chief among them, of course, that famous trio Bill Snure, Harry Hill and John Stiliz—are now busy getting their tackle out, oiling their reels, tying new flies, trying out new rods, and whatever else a fisherman does in preparing for the forthcoming season. We advise our readers to prepare to read of some incredible feats accomplished by these doughty heroes of rod and line; we shall spare no expense or trouble in keeping you fully informed of their triumphs, and we challenge any and all fishermen on the Milwaukee lines, including Dan Verheek of Raymond, to furnish any larger fish stories than these three can supply.

LaCrosse-River Division

J. A. J.

DURING the heated political campaign at Wabasha, it looked pretty dark for our friend Joe Opie, who was a candidate for Alderman of the 1st ward, but we are told a final rally put him over with a nice majority. Leave it to Joe.

A. F. Lakmann, trav. freight agent, called at Wabasha during the past week. Understand "Babe" has the measles. Sorry to hear it, Mark—hope she recovers soon as Erick is still looking for a couple files.

Al K. is just as enthusiastic as ever about his frequent flights to Freeport.

John Elliott and wife recently made a trip to Seattle, and report they had a very pleasant vacation.

Trav. engineer Schmitz recently spent several weeks on lines west making a study of locomotive oil burners.

The atmosphere has cleared considerably recently. Some kind hearted soul purchased a clay pipe and donated same to Erick, and at the same time opened the door and let his 1904 model corn cob walk out. Understand a group of sons of Erin are going to protest a Norwegian smoking a clay pipe. Anyway we are glad the old hay burner has disappeared.

Have you seen what a can of paint will do to an old bus like John Loftus is still buying licenses for? Understand he spent some time around the auto junk yard at New Lisbon recently, and found something to stop the funny noises coming from under the hood of his Buick.

B. & B. men under the supervision of

chief carpenter Camanske, have completed repairing damage done by fire to passenger station at Wisconsin Dells. Agent Finegan should be well pleased with the improved appearance.

Our former correspondent, Miss Naldrea Hodges, formerly of the Storekeeper's office at LaCrosse, is now employed in the Veterans' Bureau, Washington, D. C., and we understand has already received a promotion. We all wish her the best of success.

Twin City Terminals— Mechanical and Store Departments

N. A. H.

MACHINIST Charles McBride of South Minneapolis roundhouse passed away very suddenly March 24th, of heart trouble. We extend our deepest sympathy to the family and relatives.

Clark Gable has his double at Minneapolis roundhouse in no other than Clarence Busterud since he started to raise a mustache.

Engineer Oscar Ruehle has been confined to his bed since February 22nd but gaining slowly at this writing.

Mr. John Goodrich is making periodical trips up to the lake, watching the ice clear away. He already is talking about the fishing days to come.

One of the social events among the employes of South Minneapolis roundhouse was a fish fry sponsored by Jack Thomas and Melvin Jefferson April 6th, which was a success and goes to raise funds to organize a baseball team.

A little love-nest now being built on the outskirts of St. Louis Park—announcements later.

Hostler C. Leach was passing around cigars recently.

Madison Division

F. W. L.

TRAIN DISPATCHER DAVEY was laid up a few days with a mild attack of pontoonitis—What's the matter with the blocking, George?

Picture Ollis Johnson trying to talk Judge Proctor out of a fine for speeding and peeling off six-fifty for pushing the old Buick 42 per.

Lieut. Fred Schultz is now a full fledged Volga Boatman and if you don't believe that Fred knows his cheese—I mean his oars, just ask the natives of Spring Green where high water forced him to trail cheese thieves by boat.

Jim McShane has returned to his job on the way freight after spending some time in Oregon. Mrs. McShane passed away while visiting in the west.

T. McMahon has been transferred to this Division as roadmaster. W. E. Palmer returning to former headquarters at Sturtevant. We welcome you, Tony.

Dispatcher Dousman has been nursing a bad case of lumbago but remained on the job smiling away the grouch demon successfully.

"Chappy, Old Deah," our congenial time-keeper has been confronted with crossword puzzles deluxe of late—Between the high water, time slips and postage stamps "Philatelist," and the ala chamber hair cut, Chappy is having a sticky time of it. Listen youse guys, and you shall hear, How Coxey and Brownie shamed Paul Revere,

The race started when Brownie the fixer Phoned Coxey to pilot the old concrete mixer.

Full speed ahead, cried Brownie, all whirly For the pontoon was wrecked by the Tug Hurley.

Fast through the night on straights and turns

Whoop her up shouted Brownie; she's got bearings to burn.

The speed never ended till Coxey got back And left the remains on Sinaiko's side track.

The Wisconsin River went out of its banks and raised havoc west of Wauzeka



washing out the main line, suspending operation four days. Homewood, Harrington and Pratt are still twisted on their time slips and Brakeman Wood is trying to claim freight rate for deadheading via passenger auto.

Otto Stainer is returning to this Division. Glad to see you back with us Otto.

Northern Montana

Max

ALARGELY ATTENDED Safety First meeting was held in the Milwaukee Women's Club rooms at Lewiston on April 11th. On account of Superintendent Sorenson suffering from a cold, Traveling Engineer R. C. Webb presided.

Mr. Webb prefaced his remarks with several timely stories leading up to the safety movement. He then called attention to the first rule in the green book, that Safety First was the important rule to be taken into consideration in the operation of the railroad. He told what had been accomplished since the Safety First movement was inaugurated. The statistics show that in 1913 one hundred and forty-seven men had been killed on duty and that 10,636 suffered reportable injuries. The number had been reduced in 1933 to five killed and 121 reportable injuries. The Milwaukee won the award of the American Railroad Association that year. Mr. Webb said since 1933 our record had not been so good and that it was the concern of the management why it has not been kept up. He then analyzed a number of accidents which occurred in the last year, pointing out the fact that had the employes involved been more safety conscious the accidents would not have happened. He stated that if proper supervision is exercised we can go practically accident-free.

Just as Mr. Webb was concluding his remarks Superintendent Sorenson put in an appearance, having just returned from the Attix Clinic, where he had received treatment for a very bad cold.

Mr. Sorenson spoke briefly in regard to safety and told of a number of cases where it was necessary recently to take employes out of service for rule violations. He expressed his regret that such action was necessary, as he realized the hardship which comes to employes' families when the breadwinner is not working. He then spoke about claim prevention matters and urged those present to do their utmost to avoid losses in the handling of our customers' shipments, saying that we should all practice and preach the gospel of proper handling of carload and less than carload shipments that service makes satisfied customers, that lots of customers means increased earnings to our railroad and more employment.

M. E. Randall, division freight and passenger agent, was introduced. He spoke about traffic matters and asked that each employe should consider himself a business getter. He suggested that as the railroad men went about town making their purchases from their stores that they might remind the merchants that they were Milwaukee-Road employes and that shipping over our line would be appreciated.

It was the opinion of all present that they had spent a very profitable evening

with their superintendent and other division officials.

The many friends of Assistant Superintendent Fuller will be pleased to learn that he has so far recovered from his five months' sickness that he is on his way home from California and will soon be on the job again.

Neil Grogan, the "traveling operator," will resume his duties at Lewistown on April 17th. Charles T. Plumb has been looking after the second trick the past several weeks.

Mrs. T. W. Humphrey, of Hilger, has returned from Chicago, where she has been spending the winter with her son.

The sympathy of the employes of this territory is extended to E. J. and W. F. Foshag in the loss of their father, who passed away last week at Milwaukee, Wis.

William Voss left for Milwaukee, account of the serious illness of his mother.

Mr. and Mrs. William Douglass returned from Wausau, Wis., where they spent a week on business.

Mrs. F. M. Bailey, of Oshkosh, Wis., came to Lewistown for the funeral of former express messenger E. L. Lockwood.

W. R. Goldbrand, whose family is making its home in Spokane during the school year, was delighted with a visit from the three children during their spring vacation.

Miss Martha Curtis has returned to Lewistown from Spokane, account of the illness of her mother.

Mrs. G. R. Haines and daughter Gladys left for Cabinet, Idaho, where they will look after their ranch.

O. B. O'Dell, father of "Vic," returned from Longview, Calif., where he has been spending the winter.

Mrs. Theodore Thompson, of Roy, is visiting friends at Conrad, Mont.

John Kidneigh, son of former Roadmaster J. C. Kidneigh, now holds the rank of adjutant and is in command of the Salvation Army at Salt Lake City, Utah.

W. J. Thompson was a candidate for alderman at the recent city election and was "nosed out" only by a few votes by his opponent.

R. J. Reynolds, commissioner of agriculture, was a recent visitor in Lewistown, where he formerly resided.

Miss Veda Ramsey, daughter of Mr. and Mrs. James Z. Ramsey, of Fenton, has returned to Spokane, where she is attending a business college.

Northern District—Car Dept.

O. M. S.

LEAD air brake man, P. A. Garvey, has recovered from an attack of "Flu." Carman Claus Francon, from the Light Yard was also home due to illness.

We understand a member of the Car Department office force, So. Minneapolis Shops directs traffic on Lake and 26th Ave. So., when off duty, and does a very efficient job of it, too.

Mr. E. N. Myers, C. I. L., Minnesota Transfer, who sustained a broken bone in his ankle during the recent slippery weather, is getting about nicely now.

Mr. Howard N. Griffin, electrician, Mpls. Coach Yard, has been at Milwaukee Shops studying air conditioning of passenger cars.

Mr. F. J. Swanson, G. C. D. S., visited various points in Northern District the past month, checking for surplus material, reclassifying cars for commodity loading, also clean-up work about the premises.

Mr. F. J. Swanson, G. C. D. S., visited Dubuque Shops, on March 15th, on Scrap Reclamation and Usable Material from dismantled cars.

Miss Ella Slegler visited her sister, who was ill, in Chicago over Sunday.

Mr. F. J. Swanson attended meeting at Cleveland, Ohio, on March 25th of Committee on Scrap Reclamation, American Railway Association.

Mr. K. F. Nystrom, S. C. D., and Mr. J. Haas, of Milwaukee Office, were business callers at Minneapolis March 28th.

We extend our sympathy to Mr. G. Larson, in the loss of his sister, who passed away at Red Wing, Minn., recently.

Mr. Nels Peterson, formerly employed as carman at So. Mpls. Shops, passed away April 4th.

Our lovely spring weather is here and chief clerk Walter Johnson and Miss Ella Siegler of the Car Dept. office, are preparing to leave this "town" for their lake homes.

Kansas City Terminals

S. M. C.

KANSAS CITY along with our neighboring towns has spent considerable time and energy "digging out" after the dust storms that have made life miserable this spring. One, more severe than the others, struck here about 1:00 p. m. and the air was so filled with dust that it was impossible to see any distance, almost like a fog.

Sympathy of the Milwaukee family is extended to J. H. Lord, roundhouse foreman who lost his mother April 7th. Also to Al Bollmeier, fireman, whose brother passed away April 8th.

Yard clerk Jimmy Gorman is a grandfather. We are not sure, but believe he holds the record as being the youngest grandfather here. He won't be 40 until two months from now.

Some more new cars added since last month. Mr. Lindsey has a Pontiac; J. Gorman, a Chevrolet; Guy Phleger, a Dodge and Hank Peavler a new Chevrolet truck; and have you seen Mr. Dodd's blue Studebaker? A stranger might think an automobile show was in progress when he saw all the new cars parked around Coburg yard.

Carpenters have been working at Liberty Street freight house fixing up the place. It looks much better but here is hoping business continues to increase so that some of these days there will be a new local office.

Nellie McGraw has almost recovered from the fractured limb. She was compelled to use crutches when she first returned to work, but she says "It won't be long now."

Mr. and Mrs. Jas. Talbott are planning on a trip south and intend to take in the Texas Derby while there.

Con Williams, bill clerk, says if the weeks would roll by when you are working like they do when you're off, a railroad job would be nothing but pay-days.

Mable Purvis, expense clerk at the Local office is expecting to take a trip south, accompanied by her mother. Mr. Talbott says by all means to go to Texas—it's the garden spot of the world and knows no depression.

Beginning April 10th the track repair program for Coburg Yard started. Mr. Gunn is about the busiest man around here.

Just heard Mr. Harry Zaire has a new Oldsmobile.

Around the Seattle Terminal

With L. B.

THE board of directors of the Ellensburg Rodeo announced the appointment of Lon Cook, Seattle, publicity director of the Milwaukee Railroad, as honorary vice president of the Rodeo Association. The rodeo, attended annually by thousands of persons, is to be held at Ellensburg August 31, September 1 and Labor Day.

Mr. and Mrs. Frank Berg are eagerly awaiting the return of their daughter, Geraldine, from Austin, Texas, the latter part of April. Miss Geraldine is returning to Seattle to re-enter the University of Washington.

Burt Fraidenberg of Kapowsin has taken over the duties of asst. section foreman under S. O. Wilson, of Seattle Yards. A large gang has been put on renewing ties.

Word has been received from Joe Penowich that he is now employed in Milwaukee, Wis., in the construction of Milwaukee Road equipment. Joe will be remembered as the electrician from Tacoma who took care of our work in the Terminal. He is a brother of Stella Johnson, former bill clerk.

Peter Villata, father of Tony, has been vacationing in Seattle with his family after an absence in Alaska of two years. Mr. Villata's trip to the states was planned that he might attend the opera given by

the San Carlo Opera Company at the Civic Auditorium. He plans to return to Ketchikan where he is employed as chef at one of the local hotels.

John McKay, switchman, has returned to work after an illness.

Arthur A. Kaske, locomotive fireman, has been confined to Harborview Hospital for some time, as a result of injuries sustained in an automobile accident near Renton.

Mrs. C. D. MacLennan, who is state chairman of the Dept. of Legal Status of Women, Washington State League of Women Voters, spent several days in San Francisco, California, attending a meeting called by Frances Perkins, United States Secretary of Labor, of the various women on the Pacific Coast.

The Traffic-Operating Meeting held in the Women's Club Room, Union Station, April 1st, drew a good attendance. The meeting was conducted by Superintendent Devlin.

S. O. Wilson has returned to his work at the Seattle Yard, having been away account of throat trouble. Mr. Leo Disch of Tacoma relieved Mr. Wilson during his absence.

It is interesting to note that 25 years ago our local newspaper carried the following item: Tacoma—The Milwaukee Road's President, A. J. Earling, said plans had been drawn for a passenger station on Pacific Avenue between 25th and 26th streets.

Mr. C. A. Hitchcock, Traffic Manager, of Morimura Bros., Inc., New York City, was a Seattle visitor recently. Morimura Bros. are importers of Japanese and Oriental Goods and a proportion of their traffic is routed our Road. Their main office is in Tokio, Japan.

Mr. Hitchcock's itinerary included Vancouver, B. C., California and return via the Panama Canal.

Stanley Holtum, wife and son John, spent a few days in Spokane visiting with Malcolm Rigby, member of the United States Weather Bureau, formerly of Everett.

Ed. Doyle, of the Union Refrigerator Transit Company, was in the office shaking hands with friends, all wrapped up in his finest raiment and looking like an advertisement for Littler's.

C. B. Hyett is looking forward to a long earned vacation, which he will spend in Chicago visiting his sons Earl and Glen who are employees of the Milwaukee Road, Earl as chief clerk to the Vice-President and Glen as assistant ticket agent. Mrs. Hyett will accompany Mr. Hyett and they plan to leave the first of May, returning some time in June.

Sympathy of Milwaukee Seattle employees is extended to Sam Wilson, section foreman, in the loss of his brother Olof, who was killed by a hit-run driver. Mr. Wilson was an employee of the Seattle Police Department and was struck down while on duty. He leaves a wife and two children, Fayette and Albert.

Sidney Howes, of the Oil Plant, is going around in circles in search of a solution to his "bee" problem. Out on his Des Moines ranch he has an old cedar tree which is infested with the bees. Sid cut this tree down two years ago but the bees still make their home in it. If it were just the idea of getting rid of the bees he could burn the tree, but Sid wants to capture the Queen bee and have himself some honey. He says he has been offered several suggestions, but none he can use and will be grateful for help that may come to him through the insertion of this item.

The very popular chef, Rene Chauveau, was guest at the Prudence Penny Annual Cookery Show at Grunbaums Brothers during the second week of April. Mr. Chauveau came from Chicago especially for the occasion and he cooked and talked with his charming French accent and flourishes.

The many friends of Pleasant A. Whaley, better known as "Pat," will read with regret of his death at the Morningside Hospital on March 11th. Services were conducted by St. John's Lodge, F. and A. M., March 13th, with interment at Washelli.

He is survived by his father, P. L.

Whaley of Plains, Mont., a sister, Mrs. A. G. Phelps of Missoula, and two children, Jean and John.

Iowa (Middle and West) Division News

Ruby Eckman

ENGINEER Roscoe Frazier, who has been laying off for the last six months, returned to work in time to get his name on the March pay roll. He is now on one of the Des Moines—Spirit Lake passenger runs.

Friends on the Iowa division were shocked March 31st to learn that engineer W. T. Murphy had passed away suddenly in Wichita, Kansas, where he had gone for an operation. He apparently had recovered nicely from the operation and was dressed ready to start his trip home when he suffered a heart attack and died within a short time. Mrs. Murphy had gone to Wichita to accompany him home, and one daughter who resides in Tulsa had gone to Wichita for a visit over the week-end, and both were with him when he died. Funeral services were held in Perry April 4th. Lt. Charles Murphy and Lt. William Murphy, U. S. Navy, came from the west coast to attend the last rites. Billie worked for the Milwaukee for forty-seven years and was holding a passenger run when he laid off about a month before his death.

Robert Shirley, son of engineer J. M. Shirley, was awarded a bronze medallion from the Central States Amateur Independent Basket Ball Association the fore part of April. There were 80 young men entered in the tournament which was held in Des Moines and Robert was selected as Guard on the Honor Team.

Mary Lee Stewart, granddaughter of F. H. Hinton, Milwaukee agent at Spencer, died at the Spencer Hospital April first, following a mastoid operation. Burial took place at Jefferson, Iowa. The little girl was nine years old. The family home is in Jamaica, Iowa.

D. H. Mills, of Regina, Sask., a nephew of engineer H. E. Blank of Perry, has recently been granted a patent on a wireless radio.

Dorsey Knee, for many years an employe at the Perry roundhouse, died at his home in Perry April 7th following an illness of several weeks. Mr. Knee submitted to an operation with the hope of getting relief but died several days after the operation was performed.

Percy Salzgebber, Orville Balsbaugh and Walter Callahan, three reserve engineers, have been re-elected as janitors at the Perry schools. The three men have been employed during the time they were unable to work on the road.

Machinist Harry Nead and family were in Dubuque the fore part of April to attend the funeral of Mr. Nead's mother who passed away in Detroit. The remains were brought to the old home at Dubuque for burial.

Operator W. C. Mouser and wife returned home the latter part of March from a several weeks' trip to California and Mr. Mouser resumed work on first trick at Council Bluffs yard the first of April. A. E. Fiala, the night operator, had worked Mr. Mouser's trick during his absence.

Agent J. W. Belles of Fostoria was off duty in April to take his wife to the hospital at Iowa City. Relief agent Glen Hughes was in charge of the station during his absence.

Effective the first of April the crews on time freights 73 and 64 began operating through from Perry to Sioux City. Two Soo City crews and one Perry crew are in the pool.

Mary Ann Briggie, mother of conductor J. F. Briggie, mother-in-law of conductor James Pringle and switchman Roy Wicheal, and grandmother of conductor Fred Briggie, was buried at Perry Monday, March 25th. Mrs. Briggie died at the home of a daughter in Chicago where she had lived since the death of her husband several years ago. Her husband, Jerry Briggie, was one of the early employes of the Iowa division of the Milwaukee.

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Dub., Ill., 2d Dist.

E. L. S.

MR. A. H. NEUMAN, Dubuque, formerly in Store and Accounting Departments before his retirement, visited with friends at the Shops one fine day during March while out taking a stroll. Mr. Neuman looks well and says he is feeling fine.

Mr. W. J. Whalen, assistant superintendent, Perry, called on friends and employees at Dubuque and Dubuque Shops fore part of March during a short layover here en route to Des Moines.

Mr. F. A. Shoultz and wife were in Dubuque several days week of March 25th, and were guests of yardmaster and Mrs. E. G. Kiesele.

Mr. John Scharff, formerly a shopman here, called on friends at Dubuque Shops before his departure to California where he has been making his home for quite a number of years. He resides with his daughter, Mrs. S. N. Baird, and reports that Mr. Baird has been on the sick list for some little time. Mr. Baird was Divn. Freight and Passenger Agent at Dubuque at one time. Mr. Scharff, who is 82 years old, has been in Dubuque for several months and while here put in a day's work at the shops, and says he is feeling fine in spite of his advanced age.

Friends and employees on this Division were pleased to learn of Mr. M. H. McEwen's recent promotion to position of General Commercial Agent at Minneapolis. Mr. McEwen was at one time D. F. & P. Agent at Dubuque.

A new spring switch was installed at Marquette south yard and in service effective Friday, April 5th. This is the first of its kind on this Division, and it is anticipated will be of valuable assistance in the efficient and prompt handling of our trains.

Madison No. 11 and I&D 22 were de-toured over the D&I Divn. between Marquette and Savanna latter part of March and fore part of April due to washouts at Wauzeka and Bardwell, Wis.

The Dubuque, Ill., 2nd District has at this writing, March 12th, completed 6 months without a reportable injury. Let's not slip again, and make it a many and many more 6-months' periods without injuries. Let's keep all our homes happy, and at least not allow any serious injuries or worse mar the happiness of our beloved ones at home.

Dubuque Freight House News by the Obliging Reporter

Mr. J. P. Whelan, our genial agent, is sporting a new spring coat. It can't be that he is spending his 5 per cent increase before it is earned. How about it, J. P.?

Thomas Whelan, 9 years old, youngest son of F. J. Whelan, rate clerk at freight office, is quite a radio star, singing over radio station WKKK at Dubuque, Iowa, recently.

Martin Jaeger, our OS&D clerk at freight office, is surely strutting the walk these days. Reason: His daughter Kathleen, who has been dancing on Broadway, has returned home for a rest and vacation. More power to her, Martin.

Ed. Doran, cashier at freight office, is the living example that all fat men are good natured. Come up and see him sometime.

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T. C. Terminals

Leda Mars

MR. A. H. WILKINS, our genial Live Stock Agent, has very recently become a proud "Grandpa for the first time. The blessed event took place on April 12, when a son was born to his daughter Nedra (Mrs. Keith Rosing). Congratulations to you, Wilk, as well as Keith and Nedra.

Northern District Accounting Office Notes

Harry Hoye

ON April 2, 1935, the Accounting Department at Minneapolis held a big celebration, the occasion being the Twenty-fifth Anniversary of Irene C. Hughes' service with the Milwaukee. Irene was much pleased with a letter from Mr. C. A. Peterson, Auditor of Expenditure, congratulating her on the event. Her co-workers presented her with an everlasting visiting bag.

The celebration was climaxed with a dinner at the Nankin, given by the girls of the department, at which time Irene related some hair-raising episodes of rail-roading in early days in Minnesota. Everybody had a good time and we hope to be on hand to help her celebrate her golden anniversary.

Spring is here. Last spring Harold Rappe took a trip to the altar. This spring—we wonder.

Emil Ragner recently parted with an old relic that has been in his possession for years. He said it was hard to part with, but finally talked someone into buying it.

Mr. Geo. Ehmer, formerly District Accountant at Minneapolis, and now of Chicago, paid a visit to this office the latter part of March. We were all very glad to see him, and wish him much success in his new work.

Margaret Hicks and Eleanor Moran have been on the sick list. Margaret is back after having her tonsils removed, and Eleanor is expected to return within the week.

Scotty Breingan recently took a day off to move his family to a new residence. He

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looked all played out on his return, and when questioned, said that the heaviest article he lifted all day was a small glass. He went on to explain that it wasn't so heavy, but lifting it up and down all day tired him out.

To any stranger who may have been in the office during the last few weeks, I think an explanation of all the loud talking is due. GOLF—that one word explains it all. The louder the voices, the lower the scores were going to be. I'll wager that there'll be a lot of whispering from those same loud speakers at the end of the golf season.

One of the girls in the office is on a diet. Guess who.

E. B. Gehrke, Labor Bureau head, recently purchased a new Chev. Other deals pending—we'll let you know how they come out in next month's issue.

Good Old Dubuque Shops

Lucille Millar

We called the roll call at noon—
Counted 'em one by one—
But when Hack Beason answered, "I'm here,"
We knew our mission was done. (We're all here now.)

John Theos says when he hires a hack He wants it in a jiffy—
None of this waiting around all night;
It makes him sort of miffy.

Ask Foreman Roy Schuster the weight of a car,
Its number, its size, or its worth;
He'll give you all the details of it
Right back to the time of its birth.
But when his son starts to question him,
For instance, how a bunny can lay a hen's egg,
He scratches his head—face turns bright red,
And his av'rage comes down quite a peg.

We could have an orchestra any day now,
For the Hubers are back on the job,
And Horsfall (that "Mammy-boy") who
used to black-face,
Brings memories back by the gob.

Frank Sanders is broadcasting from Station "FS,"
It's an optimistic tune that he airs.
The lines of his ditty run something like this—
"I've lost all my worries and cares."

To keep the insects from cucumbers,
The following's an excellent thing—
But Ben Heming says he's off this stunt,
Though he admits he tried it last Spring:
He soaked the seeds real well in oil

(He gave them quite a drink)
The lightning bugs came sailing by
And the seeds went up in a blink.

The following is sung to any air—by a lot of people everywhere:
I singa all day at my work—I lika harda work fine;
My joba I don't never shirk—dat jobba which now is mine.
In da morning I wakea up queek—I washa my face and I shmilee;
For work I no longer must seek—I run to it, quarter a mile.
I singa when raindrops come down—I laffa at colda and sleet;
I'm da happiest guy in da town since once more my jobba I meet.

Seattle General Offices

F. H. B.

MR. FRED NYE of the Traffic Department, long identified with the extreme right wing of the Conservative Party, a gentleman of refined manners and great restraint in dress withal, has suddenly abandoned the sartorial standards of a lifetime and gone one hundred percent collegiate. Last Wednesday evening he was discovered nonchalantly strolling down Fifth Avenue sans headgear of any description, and it is strongly suspected that his socks lacked support as well, although this point could not be confirmed at a late hour yesterday. The calendar claims that the first day of spring did not arrive until the 21st, but Mr. Nye was well in advance of this date (he always believes in getting the jump on the boys), so this abrupt departure from his usual dignified mode of dress could not be ascribed to a climatic or atmospheric condition. Frankly, we are at a loss to explain this unprecedented act; it was not unremarked by the general public, as we have had several notices from various points along Mr. Nye's regular evening route that this phenomenon was observed by all and sundry. We're certainly getting worried about these old guard Republicans, and Mr. Nye's recent announcement that he expected to take some weeks off this summer and have himself a time on the Isle of Bali relieves our concern not a bit. If Cynthia Grey or Mr. Fixit can't help us out of our dilemma (?) the world has gone to the puppies in a big way, and we might all just as well go join a Nudist Colony.

The girls in the Seattle offices haven't been able to settle down to their work so good since George A. ("Knock-em-dead") Baker appeared in an air-cooled, streamlined natty brown spring suit this a. m. George tells us confidentially that he isn't so sure he is going to like it, as it necessitates his arising a full hour earlier every morning to gaze into the mirror in an effort to identify himself and make sure it's not a couple other handsome Apollos.

Mike Murtha is paying hush money to keep his name out of the tabloids, so anytime his friends along the line want the low-down on him, if they will just drop us a 3 cent stamp we'll be very happy to give 'em the latest dope on him, confidentially.

In conclusion, a little fish story that has been brought to our attention must be recorded. As everyone knows, a very beautiful and exclusive residential park called Maple Manor is located on the Sound about twenty miles north of Seattle. This veritable Garden of Eden is inhabited by some of our railroad officials, amongst them being that popular gentleman, Attorney A. J. Laughon. Now, Attorney Laughon has built himself a charming home in Maple Manor, with a handsome lawn surrounding it, and, of course, he has a large pool with a fine collection of gold fish. Everything has been going along delightfully until recently when, as might have been expected, the serpent arrived on the scene, only in this case it happened to be a bird. It seems this winged pest perches in the branches of one of A. J.'s majestic trees alongside the pool where he can get a bird's-eye view of the cute little members of the finny tribe and then when opportunity presents itself, swoops down and thins out the population at an alarming rate.

In fact, the fish are getting so scarce that the pool may turn into a bird bath at any moment. Attorney Laughon advises that he has the situation in hand, having identified the bird as a member of the Crane family, even going so far as to accuse one of our officials, E. B. "Early Bird" Crane, of being the guilty party, giving as his reasons the similarity in design of the chassis. However, we do feel that A. J. is doing Brother Crane an injustice and hope he won't carry out his threat of bringing his trusty 22 down some morning. Even supposing he could do some damage with it, you can't shoot a man on leg evidence, can you?

Fullerton Avenue Building

A. M. D.

THE following remarks, made by Thomas F. Woodlock, former member, Interstate Commerce Commission, and published in the so-called "Talking Points" by the Western Railways Committee on Public Relations, are included herein in order to give you some idea as to the extent that the government is subsidizing the various other forms of transportation:

"Incidentally, one of the most outrageous and, say it designedly, scandalous exhibits in this country, is the competition on the Inland Waterways Corporation, an enterprise run by the War Department with the people's money, which never has earned one honest dollar on the capital invested, which has been convicted before the Interstate Commerce Commission of making secret contract rates, whose rates are without any control whatever, and which has been an absolute pirate in the business."

The Milwaukee Road Booster Club at the time this is being written has a membership of 600 employes and is growing daily. It is hoped that the thousand mark will be reached before June 1.

A softball league is being formed to include all employes in the building who wish to play. The teams will be made up in the same manner as last year, to endeavor if possible to keep the various teams well balanced and give no one team an advantage. It is also expected that a team drawn from players of the league will be entered in the Chicago Evening American softball tournament in the industrial section, which it is hoped will have the same success as the teams which were entered in previous years.

On April 6 the formal dedication of the Legion Memorial clubroom was held in the main waiting room of the Chicago Union Station. This clubroom was financed by the four posts representing the railroads entering the Union Station. The dedicating officer was Mr. Paul G. (Army) Armstrong, state commander of the American Legion, and the speakers included Mr. O. H. Frick, general manager, Union Station Company; Dr. Scott, chief physician of the Hines Hospital, together with various officials of the railroad and officers of the legion. The Board of Trade band supplied the music and was certainly the hit

of the entire affair. The clubroom was open for inspection and we noticed that a beautiful radio was presented by the Fred Harvey system, and also that a picture was presented by the Pennsylvania Railroad Craftsmen's Club.

Gertrude Lichter of the Central Station Accounting Bureau, was rather severely injured in an automobile accident on Sunday, March 21. Although she was in the Oak Park Hospital for a week, we understand she is well on the way to recovery and will probably have returned to work by the time this is published.

Margaret Bernard of the Central Computing Bureau is leaving the service May 1 to take up housewifery duties. We certainly wish her the best of luck.

Ethel Thiel of the Central Typing Bureau also resigned March 15 for the same purpose.

A word of appreciation is contributed on behalf of those of our number whose good fortune it has been to attend the popular concerts of the Chicago Symphony Orchestra during the past season, for the services of Miss Edith Marquiss of the Freight Auditor's office, in handling (without remuneration) an agency for the sale of tickets for these delightful concerts, thus making them so conveniently available. At the popular prices that prevail for these concerts, tickets are always in great demand, and the opportunity afforded the Fullerton Avenue employes by Miss Marquiss' agency is one that should not be overlooked. We hope she will retain the agency for next season.

Wm. Roloff has been on sick leave for some time, having succumbed to an infection which required his removal to the Illinois Masonic Hospital, where a minor operation was performed. We understand he has sufficiently recovered to permit his return to office duties in a few days. His office associates will be glad to welcome his return.

The girls of the Typing Bureau took great pleasure in presenting a beautiful chocolate Easter egg to Norine Healy, who has been ill for some time at her home in Oak Park. This was sent with the wishes for her speedy recovery.

A bowling team made up of employes from the Ticket Auditor's office, while bowling in the Lincoln Square Industrial Sweepstakes on April 6, rolled up a nice score of 2936 which, I believe, gave them third place money. H. Krumrei, anchor of the team, piled up a score of 684 including a 268 game, in which there were 8 strikes in a row. Gumz, rolling in fourth position, piled up a count of 630. The other members of the team were: Gavin, 491; Tobin, 589; and Specht, 545.

Wisconsin Valley Division Notes

Lillian

MR. AND MRS. M. E. MILLARD have returned from their annual trip to Florida, visiting at Sarasota, Miami and Key West.

Mr. Matt La Sage, who is at the General Hospital at Madison for treatment, is im-

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"I THOUGHT I could save money by smoking cheap tobacco. I was wrong, and I soon found it out. Now I smoke Edgeworth always. A pipeful lasts much longer and my pipe smoking costs me less than it did with those fast burners. And with good old Edgeworth I enjoy my pipe! So it's Edgeworth for me from now on. There never was a better smoke. I like its rich tobacco flavor and it is always mild.

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FULLERTON AVENUE BUILDING

Sporting News

The Final Standing of the Freight Auditor's Bowling League, is As Follows:

Team	Won	Lost	Average	High Games
1 Switching	41	49	613	11
2 Review	39	51	643	21
3 Interline	54	36	628	15
4 Earnings	46	44	628	13

Player	Average	Player	Average
Becker	175	Hussey	156
Miller	143	Croake	152
Nickels	156	Weyforth	157
Ludwig	156	Orlowski	163
Specht	181	Pufundt	151
Ganzer	147	Dinoffria	144
Ewalt	152	Larson	173
Bialas	163	Braun	160

High Team Series	Review with score of	2,140
High Team Game	Review with score of	791
High Individual Series	Specht with score of	618
High Individual Game	Larson with score of	250

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proving slowly. It will be necessary for him to remain at Madison for still some time.

Mr. and Mrs. John S. Biringer, who have been in California the past five months, have arrived home and will spend the summer months in Wausau and at the northern lakes. Most of the time in California was spent at Oakland with their son Maxwell and family, who are located there.

John Brown spent the week-end fishing at New London and reports a fine catch of pike.

Mr. John Dexter, Jr., who is attending school at Milwaukee, spent Sunday of last week at home with his parents, Mr. and Mrs. J. E. Dexter.

The possibilities of Rib Mountain (considered the highest peak in the state of Wisconsin, located in Wausau) as a recreational center are so great that the conservation commission is desirous of developing them through the CCC camp which will be built, if present plans do not go astray, near the high peak on the bank of

the Wisconsin river. The site is across the river from the Marathon Paper Mills Company in Rothschild. Besides the improvements for sports activities, the plans call for the erection of a suitable entrance gate at the foot of the hill and also several roads and trails circling about the famous hill. Every effort will be made to make Rib Mountain an outstanding state park, one that will attract people from all over the country.

Mrs. A. L. Lathrop, who has spent the winter with her parents at Viroqua, Wis., has returned to her home in Wausau.

Iowa (East) Division Items

John T. Raymond

FRANK McMAHON of Welton passed away at his home Sunday, March 31st, after a long illness, having suffered a stroke of paralysis four years ago and was bedfast the past two years. Previous to his illness he was station agent at Welton and had served the Milwaukee Road faithfully and loyally for 35 years. His death is deeply regretted by his many friends on the Division. The funeral services were held Tuesday, April 2nd; burial at Delmar. The Employees' Magazine extend sincerest sympathy to the family of the deceased in their bereavement.

Conductor Frank Dlouhy of Marion has resumed work and is feeling good again. Conductor Charles Rollins was off duty a week the first part of April.

Nick Reams, 76, of Sioux City, retired pile driver foreman, died April 11th. Mr. Reams had many friends on the Division that will regret to hear of his death.

On April 26th, the Milwaukee Women's Club of Marion started soliciting membership for the ensuing year; Milwaukee railway men are eligible as contributing members. This club distributes sunshine, food, fuel and clothing to needy Milwaukee families. The amount contributed need not be heavy. Let's co-operate and have a part in this worthwhile work.

Work train began work at Covington April 11th widening the banks from there west including the Middle Iowa Division.

Many friends on the Division regret to learn of the death of locomotive engineer William Murphy who passed away April 1st.

Miss Ethel Keith of Hopkinton, Iowa, and Mr. Charles S. Morton were married at the Little Brown Church, Nashua, Iowa, April 3rd. Miss Keith is a sister of locomotive engineer Frank S. Keith, and Mr. Morton is station agent at Hopkinton. After the wedding, the couple went to Elk Point, S. D., to visit relatives and returned home April 18th. Mr. and Mrs. Morton have the best wishes of many friends on the Division.

Mrs. O. J. Fohey, President of the Marion Chapter, attended a district gathering of the Milwaukee Women's Club at the Sherman Hotel, Chicago, Tuesday, April 9th. There were fourteen chapters represented.

Mrs. George Lines of Marlton passed away Monday evening, March 11th, after an illness of three months. She is survived by her husband, locomotive engi-

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Make springy, long-wearing Rubber Mats out of old auto tires. Any length or width. BIG sale to schools, factories, stores, homes.

5c TIRE MAKES \$2.00 MAT

Think of the profit. Brand new business, fully patented. Field untouched. Reasonable investment and simple hand machine starts your local plant. Write quick for free information. Don't lose a minute—this is BIG.

FABRIX, Inc., Dept 493.

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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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Milwaukee, Wisconsin

Greater Protection

For Car and Cargo

CARDWELL AND WESTINGHOUSE DRAFT GEARS

Cardwell Westinghouse Company

332 S. Michigan Ave., Chicago, Ill.

near George Lines, three sons, and a daughter. The funeral services were held at 2 P. M. Wednesday, March 13th. The remains were taken to Savanna for interment. The Milwaukee Employees' Magazine join with many friends in extending their sincere sympathy to the bereaved ones in their great loss.

Mrs. L. R. Lange of Marion returned home from a Cedar Rapids' hospital April 8th and is improving from a severe illness.

Chicago Union Station

Ann Weber

WHO is the tall boy in the Mail and Express Department who tried to get Mr. Barker on the 'phone April Fools' day? He doesn't think the Dog Pound operator is very courteous.

Walter Dietze won a beautiful floor lamp in the contest recently conducted by the railroad Legion Posts.

The Mail and Express Department is always in the news. One of the fellows insisted Hiawatha was a maiden. He said it was to make its maiden trip soon! And where would shooting an arrow from a bow come from? Don't the girls have the bows? Hye-h-watha!

Who should cut out reading books on alcoholic drinks and then stick to beer, which is sooooo fattening?

Winky says he hasn't any cents since he got married, i. e., he had more sense when he was single??????

Let Steve know of any free dances.

Mary von Colln, of the treasurer's office, has joined Dr. Metz's "Oh, my Operation" Club, and at this writing is convalescing. Mary has made rapid recovery and will probably be back at her desk by the time the magazine is circulated.

The "Did you know" column died an untimely death, for it seems some people just couldn't take it—so we will have a "Guess Who" contest. Prize will be either a fur lined tea kettle or else a pair of elephant's ear muffs.

Sketches in Rhyme of Members of the General Freight Department (Guess Who) And then again at close of day Her jaws do lock and go shut to stay 'Cause after talking from morn 'til night A little rest is only right.

* * *

My glasses are shined and my nails are fixed

I guess I've finished that pile of bricks. Bricks I call the files so heavy— To work on them I must always be ready.

* * *

There goes the buzzer—I must jump again That boss of mine is one big pain! Work to him is naught but play But to me its sorrow until pay day.

* * *

In the rough my letters must be Because most particular I am you see To say the wrong thing when I dictate For letters bum I take the cake.

* * *

My southern accent comes in handy It makes one think that I'm just dandy. Two dollar words are most impressive, too, Their meaning I don't "sabe," but use them I do.

* * *

In the traffic department to be in the "swim"

Learn to knit just as soon as you "kin." The lady that you should go to see In her office will show you when she is free.

* * *

His many friends in the Union Station were sorry to hear of the passing of R. L. Harper, Traveling Passenger Agent, Kansas City.

The Milwaukee Road Softball Team, composed of employees of the Freight Traffic Department, have been outfitted with uniforms, with which to carry the good name of "Milwaukee" to various diamonds throughout the city. It is rumored that a certain young lady in the General Freight Department (who in the past has taken an active interest in the team, attended the games, and—in a whisper—has been a source of inspiration to several) will receive in the near future a token of appreciation from the team in the form

"I'M GOING TO STICK MY FACE INTO THIS DIRTY-HANDS ARGUMENT" says Andrew Russo



Milwaukee Carman asks whether dirty-hands champions know that Lava Soap cleans grimy faces, too.

"Month after month," writes Andrew Russo, carman on the C. M. St. P. & P., "I see where somebody is arguing about who gets the dirtiest hands in the world—and who gets them clean fastest. And do you know, in most cases, their faces are just as dirty as their hands.

HE PUTS THEM WISE

"I thought it was time for somebody to put 'em wise to the fact that Lava Soap is great for cleaning grimy faces, too. It gets the dirt in

no time and is so easy on the skin."

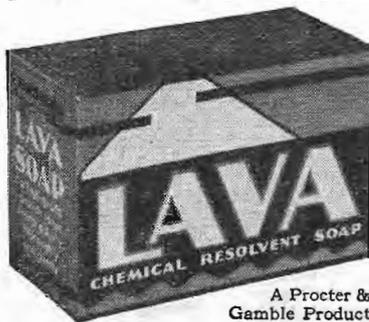
* * *

Thank you, Mr. Russo. We'd gotten so wrapped up in learning who had the world's dirtiest hands that we forgot to remind the readers to wash grimy, work-stained faces with Lava, too. Lava is the only soap that can get real dirty-dirt off fast . . . and yet Lava is as safe for your skin as fine toilet soap.

LAVA FINE FOR THE SKIN

Here's how Lava works. Its thick, heavy lather and fine powdery pumice team together to get *any kind* of grime in a jiffy. And Lava's glycerine—used in most expensive hand-lotions—protects the skin, keeps it from chapping, helps heal up little nicks and cuts.

Lava works well in any water—hot or cold, hard or soft. It costs no more than ordinary soaps—lasts much longer. Most grocery stores have Lava. Get yourself a couple of bars today.



A Procter & Gamble Product

TAKES THE DIRT . . . PROTECTS THE SKIN

COMPARE

your watch with a



**60-HOUR BUNN
SPECIAL ELINVAR**

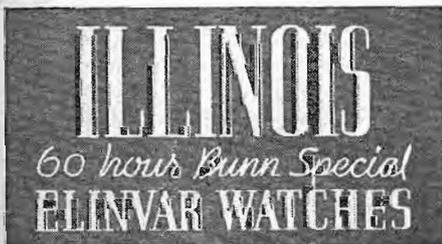


THINK for a moment on this: does your present railroad watch actually meet today's high-speed requirements? Many railroad men have asked themselves that question recently — and then retired their watches in favor of a new *modern* 60-hour BUNN SPECIAL ELINVAR.

Why? Because Elinvar reduces the dangerous effects of modern watch hazards. Magnetism, moisture and extreme temperature changes. Because that famous 60-hour hairspring provides that extra margin of safety. And finally because ILLINOIS has a reputation for precision which dates back to 1870. It has *always* been good. Stop in at your jeweler's and compare your watch with this watch. Write direct for a free booklet describing Elinvar. Address Dept. R, Illinois Watch, Lancaster, Pa.

(Illustrated above) MODEL #118. A brand new BUNN SPECIAL ELINVAR—designed to meet modern high-speed requirements. Available in 10 K filled natural yellow gold, 21 or 23 jewels.

"Exclusive license under U. S. 'Elinvar' Patents No. 1,313,291 dated August 1915, 1919 and No. 1,454,473 dated May 8th, 1923."



of a uniform jacket, making her an honorary member of the team.

Two little men, totaling about 12½ feet in height, were seen last week fighting it out (shoulder) blade to blade for the stratosphere title of the General Freight Department. Youth won, of course.

Understand Joe Kopec, one of the few eligibles left in the Engineering Department, had quite a time with his income tax return. Sure you didn't lie, Joe? Don't know if it was the strain of all this, but Joe is now minus his appendix and is doing very nicely.

March 23 was a big day for C. E. Morgan, Superintendent, Work Equipment and Welding, for on that day baby Maurita Diane arrived.

With the pendulum of strength, and the baseball supremacy of the Freight Department, swinging from the single men to the married men, several of the former are wearing very cloudy expressions these days. The annual battle promises to be a bitter one this year.

Wuxtra, Wuxtra! Fred Stowell of the Accounting Department came to work on Monday following the Cubs-Sox Exhibition games wearing deepest mourning.

Kansas City Division

K. M. G.

NOTICE of the death of Chas. E. McBride of Minneapolis, Minn., was received on March 24. He was the brother of Roy McBride, engineer, and uncle of Wm. R. Wilson, machinist, Ottumwa, both of whom attended the funeral services in Minneapolis.

March 16, no doubt, will be a memorable day in the life of a certain young lady twenty years of age, who resides twelve miles south of Ottumwa, as on that date she experienced her first train ride, being a passenger on train No. 108 from Ottumwa to Cedar Rapids.

Bill Givens, son of superintendent W. C. Givens, departed on March 31 for Lafayette, Ind., to resume his studies at Purdue university after a spring vacation visit. He has pledged to Delta Tau Delta fraternity at Purdue.

Roadmaster Barnoske is proudly advertising the arrival of his first grand-son, Wade Franklin, born on March 24 in the home of his parents, Mr. and Mrs. W. C. Smith, St. Louis. Mrs. Smith is the daughter of Mr. Barnoske; Mrs. Barnoske was in St. Louis for the event.

Dispatcher John A. Sanford was called to Stanberry, Missouri, in March, account the serious illness of his father, who is reported to be much improved at this time.

Mrs. J. M. Morlock was ill with the measles during March; also little Jack and Mary Ann Sanford, grand-children of Mrs. Morlock, were confined to their home with the same illness; they have all recovered.

Roundhouse foreman A. L. Love has a new Dodge sedan; Engineer E. E. Gideon is driving a new Plymouth sedan; district adjuster Geo. W. Anderson recently purchased a Lafayette coupe.

News has been received of the arrival of a little girl in the home of Mr. and Mrs. C. Swayze of Norwood, Ohio, on March 19. Mrs. Swayze is the sister of John Meagher, Jordan ditcher operator, and at one time was temporarily employed in the office of superintendent in Ottumwa.

Because of the serious illness of her son, Guy W. Marble, Mrs. Wm. Marble, wife of retired B. & B. carpenter, departed on April 3 for Denver, Colo. Her son has been living in Denver for two years because of ill health.

Mrs. C. L. Post, wife of agent at Blakesburg, and her daughter Natalie, spent the week-end of March 16 in Kansas City.

Due to being confined to his home with influenza and scarlet fever, machinist W. R. Wilson was off duty from February 7 to April 1.

The Epic Century Magazine, which is published quarterly by the Naylor Company of San Antonio, Texas, and was created to serve as a medium of expression for the many lovers of the history of Texas, has one page entitled, "Keeping up with Texas," which page is edited

by a son of Conductor John L. Quinlan, who is a resident of San Antonio.

The southeast district of the Iowa congress of parents and teachers held a convention in Davenport on April 4 and 5, which was attended by Mrs. J. W. Sowder, president of the PTA; also, by Mrs. H. O. Everson and Mrs. Lloyd Frost of Ottumwa. Mrs. Sowder was elected one of the district delegates to the convention of the National Congress to be held April 29 to May 3 at Miami, Fla.

Engineer A. G. Carson, wife and two small children, of Laredo, went to Cedar Rapids on April 6 to visit indefinitely in the home of the parents of Mr. Carson. Their daughter, Betty Lou, age 11, recently won the declamatory contest held in Grundy county, Missouri, which entitles her to enter the Missouri state declamatory contest to be held in the near future.

Mrs. Mary Agnes Link, wife of machinist Joe Link, passed away on March 24 at St. Joseph Hospital, Ottumwa. The funeral services were held the following Wednesday and burial was in Calvary cemetery. Mrs. Link had been a member of the Ottumwa Chapter of the Milwaukee Women's Club for several years and had been actively engaged in the organization.

Agent C. L. Osterle at Amana is quite proud of his little daughter Elsie, age 12, who won the spelling contest held for the pupils in the seventh and eighth grades of the schools of the seven Amana colonies.

Conductor Edw. Hagerty was a patient in St. Joseph hospital for three days in March, having a tonsil operation on March 20. He has fully recovered and is back on the job.

Mrs. M. M. Freeman of Ottumwa departed on March 20 for New York City to spend an indefinite time with her mother; later she will go to Washington, D. C., to visit with her son, who is employed in the Federal Trade Department; also, will visit with her brother in Norfolk, Va., before returning to her home.

West Coast Items

A. M. R.

WE regret exceedingly to announce the death of Conductor C. F. Alger, which occurred in Seattle, March the 12th. He was one of the best.

Operator Mike O'Connor, of the Tacoma Dispatcher's office, was off account sickness for a few days, but is now back on the job again.

A. C. Bowen, Chief Dispatcher at Beltingham, had his spell of sickness also, but now all O. K.

Mrs. McMahon, trainmaster's steno. was also on the sick list recently, came back to work, and is now sick again. Hope this last attack will finish it up for this year.

We understand that Roundhouse foreman J. E. Brady was a delegate recently to a convention held in Spokane. He is back home again, safe, which is his good luck, for Spokane is quite capable of acting up, or causing visitors not used to the climate to do the unexpected, as, for instance: one of the "Sons of Neptune" arrived in Spokane and put in the lay-over time with a chance acquaintance. After getting back on the train, he proceeded to try out the floor of the sleeper as a resting place. Not having much luck at that, he went to the head-end and in some way managed to get on top of the baggage car and rode there until a flag-stop was made. He then slid off and walked to the next open station in his stocking feet, carrying a pair of lady's shoes. May have been playing the part of the Prince in "Cinderella," but picked a peculiar way to do it.

And then:

At the intersection of Riverside and Monroe stands a monument, with the figure of a man on top.

Recently the police observed a man going around and around, stopping once in a while and then going on again.

Upon questioning the man as to the meaning of his actions, he gravely informed them he was just playing "Drop the Handkerchief" with the man on top, but the latter wouldn't even turn around and he

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MILWAUKEE EMPLOYES*

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Add a Little Each Pay Day*

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One of the 116 affiliated Northwest Bank Corporation Banks serving the Northwest . . . Watch for the Covered Wagon emblem.

**First National Bank
OF
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on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound
Established more than forty years ago.
Interest paid on savings deposits.
1892 - 1933

(NOTE:—All of The Milwaukee Road Depositories are not represented here.)

was getting awfully tired of it.

Dispatcher Rothman was the owner of a fine bulldog, but figured he didn't really need one so gave the dog away. But, during the time he had it, he became quite attached to the dog, and after giving it away, found he just couldn't get along without another one. So now J. P. has another dog and we hope is happy. We also hope the first one doesn't come home again.

One of the nicest parades the Northwest has is the annual Daffodil Parade held in Tacoma and the Valley north of here. It is not as long as some, but what there is of it is well worth looking at.

Incidentally, for some time afterwards the "Hitch-Hikers" held up a "Daffodil" instead of their thumb, and it's quite an improvement. Makes you think you are being honored, even if you don't stop.

Iowa and S. M.

V. J. W.

CONGRATULATIONS to our yard clerk, Richard "Toar" Hogan. His marriage to Miss Dorothy Jenkins of Minneapolis took place in that city the latter part of March.

Engineers John Ober, Sam Pettingill, Leon Comeau and Charles Gilleece are back

after a few months in California. Engineer Oscar Ober has returned from Florida.

After three months' illness John Bloomfield of the roundhouse expects to return to work soon.

Henry Dopita, who spent several months in Czechoslovakia, returned to work late in March.

Engineer Wm. Brooks is reported as improving nicely after having undergone a major operation in a hospital at Mankato.

Switchman James Marvelet returned to work April 1st after a month's illness.

We were sorry to hear of the tragic death of Ludwig Granflaten of Coleman, S. D. Mr. Granflaten died following a fall down a flight of stairs. He was 56 years of age and was employed in the track department.

Congratulations are in line for Switchman Joe Klema. Joe has been working for many months on an animated advertising scheme which drew considerable attention wherever he displayed it. Recently he arranged for the sale of the patents at a fancy price.

Since Assistant Ticket Agent H. C. Scott purchased his farm home south of the city he is getting a lot of advice from the farm hands around the office. The boys are getting ready to give him a house

warming—as soon as he gets some wood cut—and our advance man, Ellery "eight-ball" Barker, reports that there is not much prospect of spring chicken on the menu. He has evidently made a very thorough survey as he adds that Scotty has his crops all in, and the hogs sold.

While speaking of free feeds, we understand that our agent, Mr. A. C. Andersen, was one of the many who enjoyed a slice of Bill Trichler's expensive Easter ham.

Leonard Flannery of the dispatcher's office is building a nice new home in Austin. When completed it will have among its many features, gas heat.

Thomas Todorhoff of the Austin Shops has been quite ill for the past two weeks.

"Babe" Swank and Leonard Flannery were in Minneapolis April 13th representing the local Credit Union at a State gathering.

Machinist Frank Chrz of Austin is working at Mason City temporarily and Machinist John Hogan is working at Madison.

We were indeed sorry to hear of the death of Mrs. Myron Leighton, which occurred at her home in Austin April 10th, following a short illness. Myron worked at the Austin Shops some years ago and is the son of Engineer Chas. Leighton.

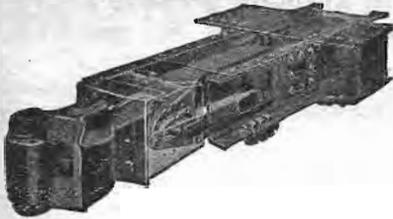
A few items we received from the west end too late for last month's notes:

Engineer John Crowe is reported about the same.

Mr. and Mrs. Maurice Hennefen were in Chicago during the month of March visiting their daughter.

Engine Hostler Edward Coty is figuring on going farming in a big way and is in

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the market for a couple of goats. (Eppy, please note.)

Engineer Walter Stephenson resumed work the first of March after being off sick a month.

Stationary Fireman John Dermick is well on the road to recovery after his recent operation.

Conductor Walter Coppen left early in March for Salt Lake City to visit relatives.

Dubuque-Illinois Division— First District

E. S.

CONGRATULATIONS are extended to Section Foreman Geo. Abbas, who has rounded out twenty-five years of service in the Track Department. Mr. Abbas entered the service of the Milwaukee Railroad as a laborer at Forreton, April 5, 1910, and was promoted to foreman April 5, 1913, which position he now holds at Forreton.

On Monday, March 18, F. S. Atkins Lodge No. 91, Brotherhood of Railway Trainmen, Savanna, held a special meeting to celebrate the 51 years of the institution of the order. Similar meetings were held throughout the nation. A dinner was served at 5:30 p. m., with about 150 in attendance. During the dinner hour Superintendent Donald and Asst. Supt. Bowen, guests, gave short talks. Mr. W. P. Kennedy, General Chairman of the Trainmen's Organization, Minneapolis; and Mr. C. L. Wagner, field reporter, Freeport, were the principal speakers at the open meeting. Following the meeting, dancing and a social time were enjoyed.

Announcement is made of the marriage of First District Engineer Alvin Mills to Mrs. Leah Bannoff, the marriage occurring on Dec. 31, 1934, at Mt. Carroll.

Consolidated meeting of the First District was held at Davenport, 7:30 p. m., Wednesday, April 17, in the Times Auditorium. There were 95 officers and employes present. Claim Prevention, Traffic-Operating, Fire Prevention, Safety and Fuel Conservation were discussed. One of the guest speakers of the evening was Mr. F. J. McLaughlin, local attorney, Davenport.

It looks like the Enginemen are two up on the Trainmen in the political game, with Engineer George Becker elected as Mayor of Savanna and Engineman Wade Williams elected as Mayor of Bensenville. Mayor H. G. Smith of Kirkland will have to get his Trainmen busy—can't have the men in engine service ahead of the Trainmen. Maybe there are some other Mayors we don't know about.

S. C. D. Office on the Air

A. T. B.

IF any one doubts the spring has arrived, such doubts will be expelled by looking at the new array of ties Steve is now wearing. A different one every day and they are as new and fresh as the spring flowers. Understand the Mrs. is responsible for this.

And another sign of spring: Dick and his brand new Plymouth auto equipped with all the latest devices known to the automobile manufacturer radio and one of those new fangle horns that scares the life out of you before the car hits you.

The shops bowling league closed its season with a bang on April 3rd but as far as this office is concerned the less said the better. E. H. P. is the only one to come in the money class, winning third prize in his group. Frank Skola did not win a prize but the party was too much for him. How about it, Frank? "Can't take it any more," or was it that you took too much?

Understand that Velma's new permanent is called "The Boulevard Special." Well no matter what its name the permanent is very becoming.

Bill, what's the great attraction on No. 36 Street, on Saturday afternoons?

W. E. Campbell from Tacoma was a recent visitor to this office.

Since Martin received his Buick he has lots of company each night when leaving the plant and when the hot weather sets

in and the job of climbing the steps becomes more tiresome he will have to put a trailer in service to take care of his customers.

Bernice won't need a trailer; she just passes up all the people who might want to ride, I know.

Chicago Terminals

Guy E. Sampson

ANOTHER month is fast passing into history and soon the warm summer days will be here and—well, we are just wondering if our Safety Record will remain as is or will it be bettered. It sure is wonderful to be able to make an improvement on any matter, but when we think of Safety, an improvement along that line means, the more improvement the less suffering, sorrow and loss of time. If we can go one day at a time without having an accident, and keep it up for 365 days—well, that would mean a whole year without an accident. Can we do it, or in other words, "Will we do it"?

Switchman Harry Miller and wife are enjoying a trip through New Orleans, Galveston, Los Angeles, San Francisco, Portland and Seattle. They will return home over the Milwaukee electrified line that all particular travelers are so glad to use and recommend to others.

Thomas Norton says that Mrs. Norton will soon return from California where she has been enjoying a visit the past several weeks. If Mrs. Norton is pleased with that climate, Tom says he believe it would be a good place for one on pension to live. And as we have made a number of trips to that locality, we know it will be.

Switchman Wiedenbacher has just returned from a visit to Washington, D. C. Says he didn't get to talk to President Roosevelt about the National Pension Law as the President was away fishing at the time "Weeny" was in Washington. Better luck next time, perhaps.

Switchman Lyall Sampson has been "stayin' around places" lately as his family have been under quarantine with a scarlet fever sign on the home.

Yardmaster Jess Capoot has been quite ill at his home in Bensenville but is again able to take charge of his duties, days, in the Bensenville yards.

William Rands had charge of the heavy work in the yardmaster's office during Mr. Capoot's illness.

Chief caller at Bensenville, Bob Richardson, enjoyed his annual vacation this month and we are advised that he took a trip to Goose Island during his time off. He went over and back the same day, so we hear.

Mr. Goldie Webber, a former foreman at Bensenville roundhouse, but now holding down a position in one of the other roundhouses in the city limits, has about completed a new way of smoking hams. While he claims it to be somewhat cheaper than buying smoking salt, he is not entirely satisfied that other folks would enjoy the process he is trying out as much as either the smoked salt or old hickory wood smoking way.

Mrs. Hampton, wife of operator George Hampton, underwent a serious operation at the West Lake Hospital since our last items were sent in. However, she recovered nicely and expects to accompany her husband and little son on a train trip to Grinnell, Iowa, to spend Easter with relatives.

Foreman C. H. Prior has been on the sick list part of this month but is again able to be on the job.

Ed. Shaw, son of car department employe George Shaw, has returned from Florida where he went for his health a couple of months ago. The young man says he was very much taken up with the southland as a place to regain health.

Mrs. Joe Bodenburger was called to Des Moines this month by the serious illness of her sister.

We are all waiting to see the new train, "Hiawatha." One employe in the engine department says: "No matter what name we give the new train, everyone will say, There goes the 'Hot shot,' for in reality it will be a hot shot from Chicago to the Twin Cities." We all look for speed and

pray for Safety and may both be found in our new train. And may the traveling public soon learn to enjoy the advantages offered by this new service.

I. & D. Items

eca

EFFECTIVE April 1st, 1935, trainmaster O. A. Beerman was transferred to Aberdeen, S. D., as trainmaster under Supt. H. M. Gillick, and trainmaster R. E. Sizer was appointed trainmaster under Supt. W. F. Ingraham at Mason City, Iowa. The I&D Division extends their best wishes and good luck to Mr. Beerman, and Mr. Sizer is welcomed to his new headquarters at Mason City.

Mr. Vic Hanson, formerly of Aberdeen, S. D., has also assumed his duties as chief carpenter on the I&D Division with headquarters at Mason City, Iowa.

Mr. H. J. McLaughlin, claim adjuster, Sioux City, Iowa, was in Mason City March 28th and 29th on business.

Mr. D. B. Rivers, district storekeeper, Minneapolis, was a Mason City caller, April 4th.

The I&D Division extends sympathy to Mrs. F. H. Dickhoff and family in bereavement of her father, Mr. S. F. Parker, who died April 1st. Mr. Parker, who was 85 years of age at the time of his death, was one of the pioneers of this part of the state. He was born in Lake County, Illinois, in 1849 and came to Mason City in the year of 1859 on an emigrant wagon at which time there were only three log houses and one frame house in Mason City. Burial services were conducted at Mason City.

Mr. E. W. Webb, claim adjuster, Des Moines, Iowa, was in Mason City on business April 8th.

Mr. Leo LaFontaine, from C. F. Rank's office, Chicago, was in Mason City the latter part of March.

We understand that someone fed Condr. H. B. Larson's catfish to the office cat at Marquette Yard just recently. Even though Harry is a good soft shell seiner, seems he ought to be able to keep his fish in the ice box and away from everything else.

Mr. M. K. Darnell, demurrage inspector, was in Mason City, April 11th and 12th on business.

Condr. G. W. Bryan, Marquette, says his new Studebaker is fully equipped—radio and all. We only hope that George stops for all of the red lights.

Condr. Guy Davis, Mason City, has returned to work after being off on account of illness for some length of time.

Condr. L. A. Goddard, Mason City, has also returned to work on the way freight between Mason City and Spencer.

The time of the year is approaching and all of the fly rods, casting rods and other fishing tackle imaginable is flying around the yard office at Mason City. Even F.H.D. is obtaining the Fish and Game Laws from the Deputy State Game Warden at Madison, Wis. The most fitting expression, in this case, would be, "Fond du Lac or Bust."

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

Nora B. Derco

OUCH . . . rock gardens, I hope I never see another one, and if anything hurts worse than a Russian thistle it's a last summer rose thorn, and if a rake can make you wish you could lie down and never get up, the effect of a rake and a spade together is one million times worse—let me tell you from experience. But all the neighbors and all your friends everywhere are doing the same thing so what can be done? Spring is a kind of swell time at that, what with robins and blue birds and the next door neighbors, coming to look over your fence and you going across to look over theirs and every one wondering if the lilacs will be good this year, and rushing out to cover up this and that and all that goes with it. Aches or no aches, we are for it, each year.

Mrs. Voss, wife of Boardman Matt Voss

of Three Forks has returned home from the Bozeman hospital where she has been for some time after a major operation; we are glad to see her home again.

A wedding of interest to Milwaukee employes of the Rocky Mountain and connecting divisions was that of Mrs. Emily Lovely of Deer Lodge to Charles Heekerth, also of that town, April 13th, in Butte. The bride is one of Deer Lodge's most popular women and the groom a well known engineer working out of there, where they will make their home. We wish them a long and happy life.

Engineer McKenna has a new car. When out walking I always greet my friends by an idle wave of the hand according to the car they are riding in. Well, I almost passed this one by without so much as a glance. Says I to myself—another millionaire; I don't know any one so stylish—but of all things, if it wasn't Brother McKenna, with his wife in the front seat and all the neighbors and all the neighbors' children in the back seat; it is that size car—it's a fine looking affair and when I get my Austin, I'll have to go some to keep out from under it.

Agent Spencer from Lombard is taking a trip to California for his health; he has been on the sick list for the past few months. Agent Crowder of Straw has been assigned to Jefferson Island and Mr. Spencer to Straw. Operator Vanalstyne is now working at Lombard during Spencer's absence.

Condr. Boyer and Mrs. Boyer have returned from a winter's vacation in Texas and other southern points. They were gone from here several months.

Engr. McKenna and wife are announcing the wedding recently of their youngest daughter, Lois, to Mr. Whitebred of Mound, Missouri, where they will make their home. We offer our very best wishes to Mr. and Mrs. Whitebred and hope for them a lifetime of happiness. Lois was raised in Three Forks, where she was a most popular member of the younger set, and has been for the past few months doing newspaper work in Burlington, Kansas.

Engr. and Mrs. George Brentnall have returned home from a several months' visit with their sons Elbert and Delbert on the west coast. Mrs. Brentnall tells something about going down into old Mexico but don't think she told all of the story. Still we are always lucky at finding out things.

Signal Maintainer Dick Griffith and Mrs. Griffith with Dixie have moved to Martinsdale from Lennep where they have been stationed for several years. They have a nice new house to live in and are quite well settled by now.

Mrs. A. E. Workman, wife of Condr. Workman is quite ill in the Bozeman hospital where she has been for some time. Mrs. George Smith, sister of Mrs. Frank Echard and Otto Heim, fireman from this division are both patients there also. We understand they are both doing much better at this writing and hope to see them home again soon.

We regret to write of the death of Mrs. Emmaline Lacey, mother of Mrs. Joseph Gordon, who passed away April 5th. She leaves besides Mrs. Gordon, another daughter, Mrs. Lee Gustine of Rochester, Minn. Mrs. Lacey has lived here for many years and was known and loved by all, and she will be sadly missed by everyone. We offer our most sincere sympathy to this family in their loss.

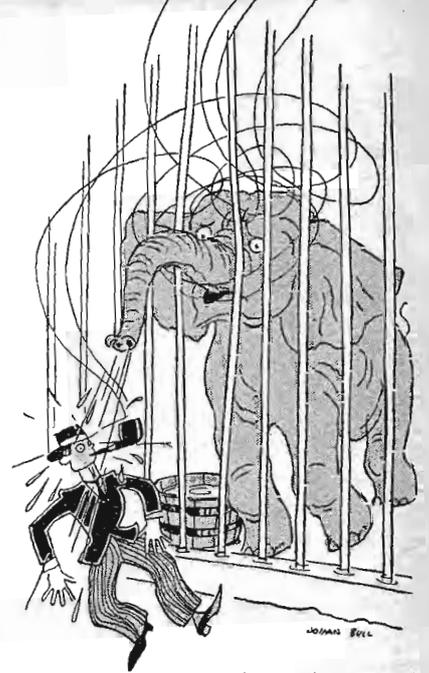
Another sudden illness and death took Mrs. Nancy Jane Jenkins, mother of Condr. Homer Jenkins, morning of March 23rd at the home of her son here. She leaves besides her son, Homer, two brothers and two sisters in other states. Mrs. Jenkins was one of the best loved of our older town folks and counted her friends by all who knew her. We extend our deepest sympathy to this family in their great loss.

A Gallant Medic

Eva: "Did you enjoy your ride last evening with that young doctor?"

Elsie: "Indeed I did. He has the most charming roadside manner."

THE ELEPHANT NEVER FORGOT!



TEN YEARS AGO the elephant caught a whiff of that old pipe, and his trunk was sore for weeks. Today the first sniff brought it all back and turned a peace-loving zoo-pet into a vengeful rogue.

Two easy steps will make buddies out of this pair. First—a thorough pipe cleaning. Second—a tin of mild, fragrant Sir Walter Raleigh Smoking Tobacco. This friendly blend of Kentucky Burleys is a pal to every living creature. Smokers and non-smokers like its aroma. Well-aged and cool-burning, Sir Walter has raised pipe-smoking to the *n*th degree of joy. Try a tin.

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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. F. G. Zeiser, Station Agent, P. O. Preston, Iowa.

FOR SALE—Improved Model Vibroplex "Bug" (large size), carries well on any circuit. Will sell for \$12.00, acct. of having two. Also, Crosman 22 Cal. Pneumatic Rifle, excellent condition, \$7.50. R. W. Safey, Box 331, Springville, Iowa.

A HOME—A BUSINESS—A SUMMER VACATION

FOR SALE OR RENT—In Wisconsin's north woods. A beautiful summer home completely furnished with a 32 foot screened front porch, facing Lake Owen on five acres. This includes a guest or servants' cottage, all in fine condition. Will accommodate fourteen to eighteen people. Excellent drinking water, good fishing. Fine location fifty feet above the lake and surrounded by many pine trees.—J. Leon Helm, 950 Hill Ave., Elgin, Ill.

FOR SALE—Lantern Handles of finest selected second growth hickory. Make the newly adopted electric lantern a winner in looks. All handles guaranteed. \$.50 for handle and \$.25 for attaching to lantern. Mail orders to Ben. R. Weber, 2136 N. 27th St., Milwaukee, Wis.

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—Montana Red Cedar Products; Lamps, Smoking Stands—Chests, Cribbage Boards, Chip Racks, Beautiful Boudoir Lamp given free with orders amounting to \$5.00 or more. C. C. Field, 804 Calif Ave., Deer Lodge, Mont.

FOR SALE OR RENT—Eight-room residence with one-half acre on Irving Park Boulevard, in Itasca, Ill. Garage, sewer, water and electricity. Two blocks to C. M. St. P. & P. R. R. station. Owner A. H. Pieper, 3320 Beach Ave., Chicago, Ill.

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 SALE—Lyon & Healy Melophone, silver plated with gold bell, built in F 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, 718 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.

The Changing World

(Continued from Page 10)

you may be. Don't say you "never had a chance." You never have had more of an opportunity than you have right now—TODAY. All your life has been nothing else but an opportunity. Every day, you are using tools, equipment and devices which NEED to be CHANGED—improved. The greatest opportunity of your life is before you this very minute—RIGHT HERE! RIGHT NOW!

Pay? When the service is rendered, of course. That's when a good paymaster always pays. An author writes his book first, then sells it. The manufacturer produces his product, delivers it, then collects. The engineer serves, then receives his pay envelope. The very uncertainty of life itself, makes the pay for our work due after it is done. That is the Law of Compensation in operation. With inventors, it is no exception.

How much are you doing, dear reader, to make this "changing world" a happier, better, more enjoyable place to live in? Are you doing your part to make your life more worth living? So many others have learned how to reap the joys of life, by doing more to change their own immediate surroundings, that there is no doubting the operation of the Law of Compensation. It WORKS. We GET as we GIVE.

Thirty

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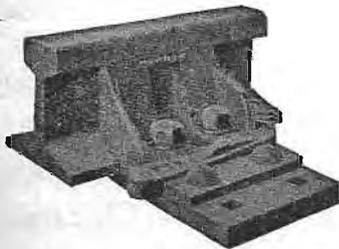
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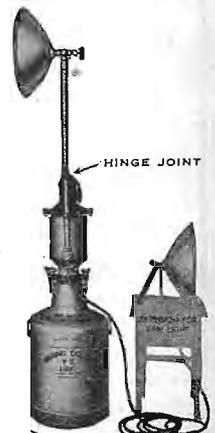
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For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

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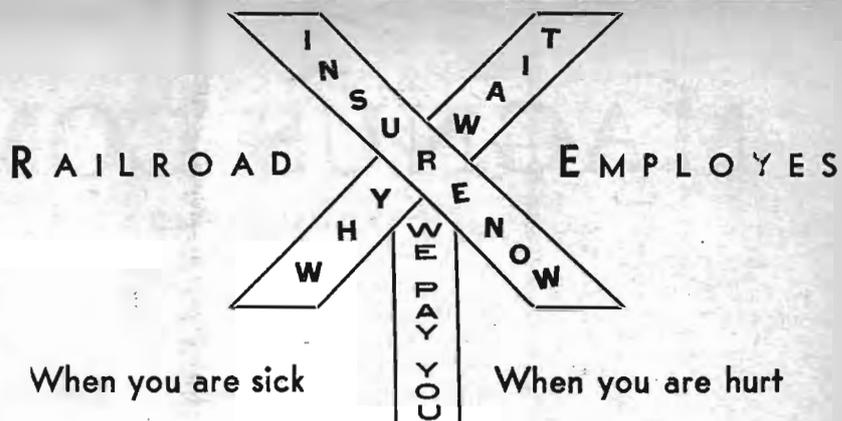
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