

63

The

MILWAUKEE MAGAZINE

MAY, 1936

E D
OSE
require-
may be
NG
HINGLES
MS
LE
OAK
Too Big
om.
er Co.
est

FERS
(ditioner)
RS
S
W-OFF
RGE)
RING
N
Chicago



Coals of Real Merit

Crown Hill Submar
 Crown Hill No. 5
 Jackson Hill 5th vein Indiana
 Shirkie 5th Vein Indir
 Dorthel, Middle Gro, Ill.
 Dorthel, Hanna City, Ill.
 Dorthel, Farmington, Ill.
 Delta Mines—Saline County, Ill.

Sunday Creek Hocking
 Kentucky Blue Bell
 Kentucky Walnut
 Republic Pocahontas
 Republic Beckley
 Republic Smithing
 Terre Haute Quick Fire Domestic
 Coke
 Terra Haute Special Foundry Coke

REPUBLIC COAL & COKE CO.

Lehigh Valley
 Anthracite

General Offices:

8 So. Michigan Avenue, Chicago

Shell Petroleum
 Carbon

Branch Offices: Minneapolis, Minn.; Indianapolis, Ind.; Peoria, Ill.; Detroit, Mich.; Milwaukee, Wis.

Docks: Milwaukee and Superior, Wis.

'M-F'

Lock Nuts and Water-Tight Bolts

*Used on Rolling Stock of
 Leading Railways*

MacLean-Fogg Lock Nut Co.
 Chicago, Ill.

FLEMING COAL CO.

STRAUS BUILDING CHICAGO, ILL.

Miners and Shippers of

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

MAGNUS COMPANY

INCORPORATED

*Journal Bearings and
 Bronze Engine Castings*

NEW YORK

--

--

CHICAGO

"SOUTHERN" ever knows the also of d per scou to the m magazine freely gr feature w Our ne line, in I of inches. corn atta soil. Th people. the lines Nebraska her sand River co world he North W farming "Dude Ra tains, wes hats! Bu kotas" as east of t we nothin sible exc which we Coolidge, tional Ge shouting a our state been so l oped the plex" to t We forg the whole we have s



In the of that fou that we c climate, in our critic homes, bu by our pr all we ha plains, "G We forg is buried l state. In centuries may be fo isted cent ocean cov heaval wh the wester they surel slow, sure into valley accumul

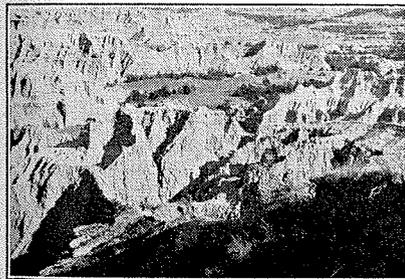
"South Dakota, Land of Sunshine"

By EDNA ANN HALL

"SOUTH Dakota, Land of Sunshine," every South Dakota school boy knows the song. "Land of Sunshine," also of dust storms, drought, grasshopper scourges and blizzards, according to the many newspaper articles and magazine write ups that have been so freely ground out by the professional feature writers, about this state.

Our neighbors, just across the state line, in Iowa, sing about the number of inches, yes and feet, to which their corn attains. They boast about their soil. They sing of their farms and people. They even make claims along the lines of literature and learning. Nebraska has her poets, who sing of her sand hills and the historic Platte River country. Minnesota offers the world her Twin Cities, Flour Mills, North Woods lakes and wonderful farming country. Wyoming has her "Dude Ranches; Montana her mountains, western ranges and "ten gallon" hats! But South Dakota, or the "Dakotas" as they are called by everyone east of the Mississippi River! Have we nothing good to offer, with the possible exception of the Black Hills, which were "discovered" by President Coolidge, Gutzon Borglum and The National Geographic Society? The loud shouting about the many draw backs of our state has continued so long and has been so loud, that we may have developed the well known "Inferiority Complex" to the nth degree.

We forget to study facts and develop the whole truth about the Dakotas, that we have soil which is as good as much



In the South Dakota Bad Lands

of that found in our neighboring states; that we do have some advantages of climate, impossible as it may seem to our critics; that we have many fine homes, built from the resources offered by our prairie fields alone. That after all we have literally produced on our plains, "Giants in the Earth."

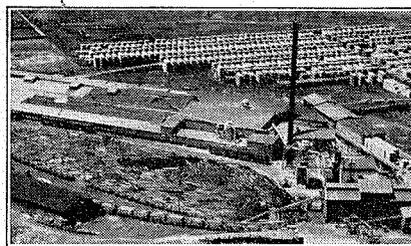
We forget romance of history which is buried by former dust storms of our state. In that interesting deposit of centuries known as our "Badlands," may be found relics of life which existed centuries ago. First a mighty ocean covered our land, then an upheaval which raised the mountains in the western part of the state, for such they surely were in that day, and the slow, sure finger of time molded a land into valleys, hills and plains. The slow accumulation of river sediments

brought soil and refuse from the mountains to the west and deposited it to a depth of six hundred feet over the plain to the east. This deposit was stirred, mixed and baked into a layer cake formation which is now the "Badlands." Rivers cut the formation into slices which could have been offered to the gods, and left it, slivered and split into segments of every size, color and shape!

In this deposit are found pertified fossils, ranging from the mighty "Titanotheres," or "Titan Beast," to the tiny three-toed horse, no larger than our common dog. The saber toothed tiger was abroad in our land, animal life was produced on a scale which we can only imagine through the restoration of the skeletons discovered in the dust deposits of ages.

So the finger of Nature has drawn a design in the rocks and sands of our state, that he who "runs may read." We see the drama of Life itself unfolded in the dust of our hills and plains, with the vast salt ocean, the creation of mountains, probably reaching to a height of perpetual snow; the sinking of the Black Hill's mass, indicated by a slight dip to the west of the Badlands, since the flow of water was eastward; the transference of pre-Badlands soil to the Mississippi Valley and Delta, and to the plains of the east, a transference which is even yet being made. All of which affords a picture of the development of Life itself! And yet there are those who think of this state as only an arid, uninteresting area, to be avoided if possible by those who love comfort, beauty and the thrill of living!

Aside from our historic past, let us view our present condition. Magazines have recently abounded with pictures of devastation by the elements, and we recognize the facts of drought as a recurring phenomena in our state and



Warren-Lamb Lumber Mill, Rapid City

feel that any system of farming or land use should not minimize the drought hazard. On the other hand, neither should any plan under-rate our good years or the fact that such years always follow the poor years. Our plains are dotted with good homes, schools and towns. How were they built? From what resources did they spring? Surely there must have been some fairly constant source of income to have produced these signs of wealth in a country which was settled so re-

cently. True, our resources are new and general improvements, but the fact remains that they are here, visible to our eyes, and that they have been built from money produced by South Dakota soil, alone, for this is not a state of industries.

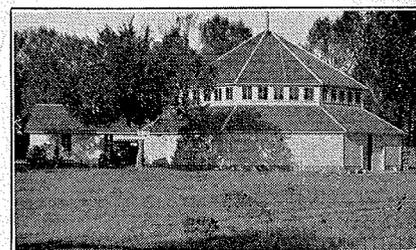
So, just why should we hang our heads in shame and silent agreement with the crepe hangers, who are well paid for the kind of crepe they turn out?

Take for instance the young man who came to South Dakota in 1880, a young man of twenty-one years, whose only possessions were a team of oxen and enough lumber from the Ohio woods left behind him, to build his small shanty. From the time he turned his first furrow of prairie sod until the time of his death, covered a span of forty years. An ordinary span of time for the working life of any man. During that time he married, reared a family of four children, educated them in a local high school and college in a neighboring town, both of which were built from the pockets of South Dakotans. He built a large, comfortable home, not with modern conveniences, for they were unknown then, but a home on a par with that of other men of his time. His family lived well during this forty years, his children were as well fed and as well dressed as the average young person of the day. When he died he left an estate of \$15,000, in addition to the home farm. Would you call this man a failure? Would you say that the state which was his home and from which he built up his home, was sub-marginal in make up?

We also remember that the settler of 1880 built up his home and his estate through his own hard work, thrift and good judgment. His was not an era of "Managed Farming," nor of curtailed production. His little pigs were safe in their infancy and if they lived to grow up, were sold at the price offered by local markets. True, the market was often too low in proportion to prices of other commodities, but even with the unfairness of the system, this man prospered.

Judging from one of our good years, we may know that when the better cycle comes that we will stand sixth in the production of corn, which we did in 1927. In that year we produced 46,000,000 bushels of wheat, 34,000,000 bushels of barley, 6,778,000 bushels of flax, 83,000,000 of oats. And yet we have permitted ourselves to be alluded to as a "Desert," "The Country That the Indians Would Not Take Back," etc.

Our State Planning Board in a report



A Lawrence County Fair Building

of March, 1934, to President Roosevelt, as to the agricultural resources of South Dakota make the statement that this state ranks ninth among the United States in grade 1 land. Grade 1 land is designated as land for which stable crops primarily adapted to the region in which it lies can be grown. About 31% of our soil is poor and about 25% is incapable of tillage. This board feels that a policy of restricting settlement in undesirable areas should be maintained, that we should have an accurate land classification, showing areas not suited to crop production, and when such information is available publicity should be given as to the situation, thus avoiding settlement on unproductive land.

But should South Dakota be considered entirely from an agricultural standpoint. How about our resources? We have our mines in the Black Hills area. We are known for our famous "Homestake" gold mine, but comparatively little is known about the many other minerals to be found in this section of our state. Over sixty rare minerals are available in the Hills country. In this section of the country there is a wonderful opportunity for tin mills, paint factories, glass industries, ceramics, lubricants and graphite material suitable for road surfacing. These resources have not been so much as tapped to date.

We have lignite coal fields, water power sites and natural gas fields ready for development. Is there any reason, if these sources of power were evolved, that we should not turn our own grain products into flour, the by-products of our corn into the many new materials made from same, our barley into pearled barley or malt, our oats into oat meal, our flax into linseed oil or flax malt?

At Belle Fourche we have a sugar beet factory which even in these drought years has been very busy. We have manganese deposits at Oacoma which only need a low cost process of extraction to make it one of the best sources of this valuable element in the world.

Our climatic conditions should make us one of the leading seed producers in North America, our irrigated sections in Rapid Valley and other parts of the state are suited for the production of cucumbers, artichokes, peppers, rhubarb, onions and potatoes. Is there any reason why we should not have one of

the biggest pickle and relish industries of America in that center?

Water melons and cantaloup, second to none, are grown in some of our sandier sections. We should be one of the big melon producing states in the Union.

Spearfish Valley offers apples, plums, cherries and other small fruits. Why not a fruit cannery in this center? Sweet corn, peas, string beans, tomatoes, beets, hominy, pumpkins, squash, asparagus and spinach are grown with great success on our irrigated land and also in other truck farms in seasons with normal rainfall. And as for cabbage! We could make enough sauerkraut alone to pay off all the mortgages, if we really set our minds to it.

Our alfalfa fields make a very fine honey, and this is an industry which has been very slightly developed in South Dakota and which has fine possibilities.

The lowly hen has supplied many a farmer's table with food during the

drought years. We rate high as an egg producing state. We have become known for our turkey farms which have been most profitable during the grasshopper era.

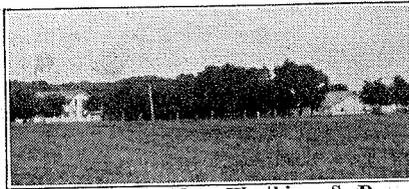
South Dakota is an ideal state for fur farms, we have a climate which is conducive to the production of a fine quality of fur. We have also gone into the sheep business to such an extent that our wool output can not be ignored. This state produces about 3% of the cattle, horses and sheep of the United States. Does it not stand to reason that there is a place for at least one good tannery in the state? Especially since the Missouri Valley has an abundant growth of willow trees that produce from 12 to 14 percent tanning. We have the ingredients for the manufacture of soap. As mentioned before we have the basic material for a ceramic industry. We could perhaps become as famous as have some of the past dynasties of China for our pottery china and special glasses.

And with all of these natural resources, making our state one whose type of industry is so very flexible, we have millions of dollars of unharnessed energy in our coal, water power and gas, which could further one, or all of these industries.

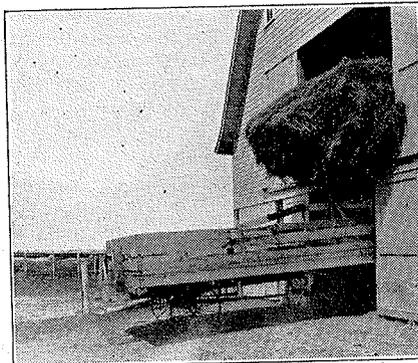
Therefore, should we think of South Dakota as a purely agricultural state and base our conclusions upon its merits as such? Is it not within the realm of possibility that it may become a great industrial center?

Besides its other qualities our state should become known for its health resorts and its summer playground. Our Minnekakta Spring, our Braur Mineral Spring, our Kidney Spring and other springs maybe the future "Mecca" for health seekers. Our Black Hills afford a wonderful playground, with trout fishing, mountain climbing, camping places and general beauty.

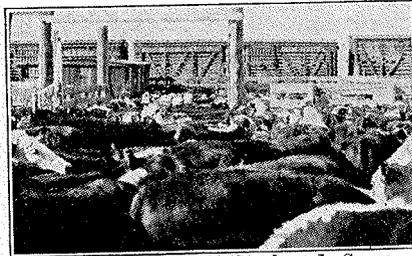
So we say that after all, this state is a land of sunshine. It has had its bad times, the pictures of the dust storm covered fences and homes were true. The stories of its hot winds which scorched the grains of the fields were not exaggerated. Its winters have been cold and have known their blizzards. But we still insist that is only half, or one-third of the picture. Where do we find perfection on this earth? We all seek it, but to find it? And take all in all, we would just as soon continue our search for it in South Dakota.



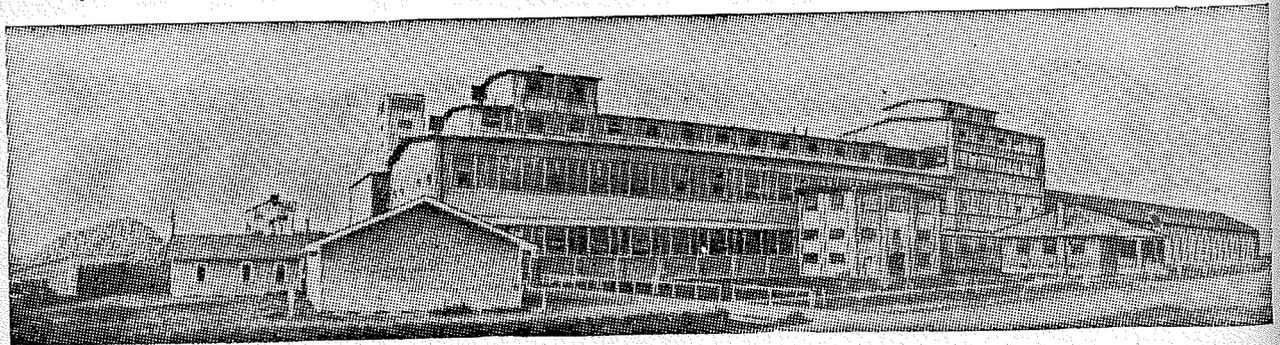
Farm Scene Near Worthing, S. D.



Unloading Whole Load of Alfalfa in One Operation



A South Dakota Stockyards Scene



Black Hills Sugar Plant, Belle Fourche, So. Dakota

Hiawatha Honors 200,000th Rider

Prospects Bright

With prospects for an exceptionally good summer travel season, General

TRAVEL by rail was recognized as something more than just another slogan recently by Mrs. W. S. Anderson of Minneapolis.

Declared the two hundred thousandth paying passenger to travel on the HIAWATHA, she was the recipient of honors at a surprise party staged in the Chicago Union Station on March 31st, immediately prior to the departure of the train which has set a new world's record for patronage.

Based on accurate computation by the road's ticket auditor officials knew that the huge figure would be reached that day, following only ten months operation of the new train, but made no advance public announcement of the program. A mechanical device recorded the number of passengers through the station gates and as the indicator turned to the two hundred thousand mark Mrs. Anderson was informed of her distinction by Geo. B. Haynes, Passenger Traffic Manager of the railroad; asked to step out of line; she graciously faced a battery of newspaper cameras and was presented by Mr. Haynes with an elaborate travel case including accessories, a movie camera, apparel and other gifts donated by officials of the company in appreciation of the reception accorded the Hiawatha which began service between Chicago-Milwaukee and St. Paul-Minneapolis May 29, 1935, making a 410 mile run in 390 minutes, including six station stops enroute.



Passenger Traffic Manager, Geo. B. Haynes, Presenting Souvenirs to 200,000th Passenger on Hiawatha

Mrs. Anderson, wife of the Minneapolis sales manager of the Aluminum Corporation, was accompanied by her husband and charming youngsters, Billy and Peggy. She was also presented with a scroll commemorating the occasion and the happy family was guest of honor at a ceremony enroute that included distribution of souvenirs to all passengers on board.

Passenger Agent Dixon feels confident that the popularity of the new Speedliner will be consistently maintained. "Hiawatha has caught the popular fancy in a big way. Its record breaking patronage, backed by the enthusiastic approval of the traveling public and by our friendly connections ticket agents located in all parts of the country, has given conclusive evidence that our Hiawatha represents the greatest step forward in the history of modern transportation. It is a success without parallel," Mr. Dixon said.

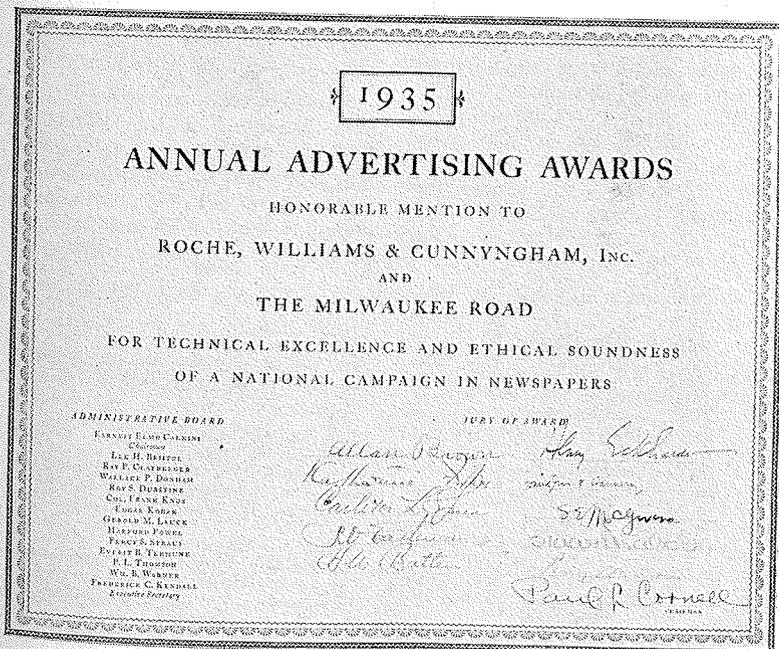
Mr. Dixon voiced his appreciation of the support given the new train by the Milwaukee Road family and appeals to Milwaukee magazine readers to "talk" Hiawatha incessantly during the closing days of its first year's operation. He is hopeful that on May 29th the number of revenue passengers carried will approach the quarter million mark.

Receives Honorable Mention for Excellence of The Milwaukee's National Newspaper Campaign Covering The Hiawatha

AT A formal presentation dinner held in New York, twenty-four advertisements and two research projects were honored at a dinner sponsored by Advertising and Selling, a publication assuming the practice of annual advertising awards which was first established by the late Edward Bok and administered from 1924 through 1930 by Harvard University.

Among those receiving honorable mention was the firm of Roche, Williams & Cunyningham, Inc., for a national newspaper campaign advertising The HIAWATHA, which was distinguished for technical excellence and ethical soundness. The award was in the form of a scroll, copy of which is shown here.

The Milwaukee was the only railroad represented in these advertising awards, and the Roche, Williams & Cunyningham Company is entitled to much credit for their HIAWATHA advertising campaign.



Make Them Plainer Next Time

Customer—Why do you charge 5 cents extra for each of my cuffs?

Manager of Laundry—Because you make pencil notes on them.

Customer—What difference does that make?

Manager of the Laundry—The girls waste an awful lot of time trying to make them out.

Work Begun on New Jetty at Gray's Harbor, Wash.

Rock Trains from Quarry Arrive Via the Milwaukee Railroad and Barge

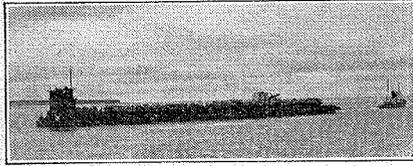
ON MARCH 19th, rock train bearing the first granite for reconstruction of the Gray's Harbor South jetty, arrived via The Milwaukee Road from a new quarry at Skookumchuck just opened for the purpose of supplying stone for this enterprise, and was run out on a newly constructed trestle and dumped—the first step in a huge construction work being undertaken at The Harbor.

The arrival of the first train of rock says the Aberdeen Daily World, climaxes years of negotiation and many months of actual preparation,—and is a long step toward realization of better channel protection for Gray's Harbor.

The initial train consisted of seventeen flat cars bearing class C rock in sizes from 25 pounds to two tons, to be used on the first 300 feet of the jetty. It left Skookumchuck quarry at midnight and arrived at Hoquiam early in the morning, being then switched onto the ferry and starting immediately for Westport. Unloading at Westport from the barge, the rock was dumped that forenoon. Along with the initial seventeen cars the ferry handled a power shovel outfit for use in kicking the rock off the cars onto the jetty.

18 Cars Per Voyage

Once the system of rock movement was organized, the big Milwaukee



The Milwaukee Barge

barge expects to make three trips every two days, taking 18 cars at a trip. The barge has a capacity of 21 cars, 40 feet long, but only 18 will be used.

The first train was a trial haul and was run on a special schedule, but after its successful completion, and regular service was organized, two "turn-arounds" will make a train to leave Vale for Hoquiam and another leaving Hoquiam at about the same time, for Vale.

The Milwaukee barge in this service is handled by the Utican tug Rustler, which was brought up from San Francisco especially for the towing job.

Worked with Tides

The rock ferrying phase of the work will be done on the tides with no attempt at running on regular schedule. The job will be handled to keep the rock moving as rapidly as possible. The Columbia Construction Company contract for the first phase of the jetty reconstruction calls for placing 80,000 tons of rock.



Milwaukee Road's and Construction Company Officials Attending Start of Work on New Jetty

The rock for which the new quarry was opened is Cascade granite, light gray in color, similar to that used in building the old jetty. After the first 300 feet of the jetty is in place, the reconstruction will consist of dumping first the "C" rock then "B" rock (two to six tons) and then finally "A" rock which will weigh six to 35 tons to each piece. The latter will be the cap rock and will bear the brunt of

the sea wash. The original contract calls for the construction of 2,200 feet of jetty. When completed the jetty will extend three and one-half miles into the Pacific Ocean from Point Chehalis.

The Milwaukee's part in this extensive construction work is done on a track built from the Weyerhaeuser Timber Company's logging railroad into the quarry site. The Construction Company deliver cars to us at what is

Apple Blossoms

There never was a lovelier thing
Than apple blossoms in the spring,
All baby-white on green lace trees,
Caressed by finger-tips of breeze.

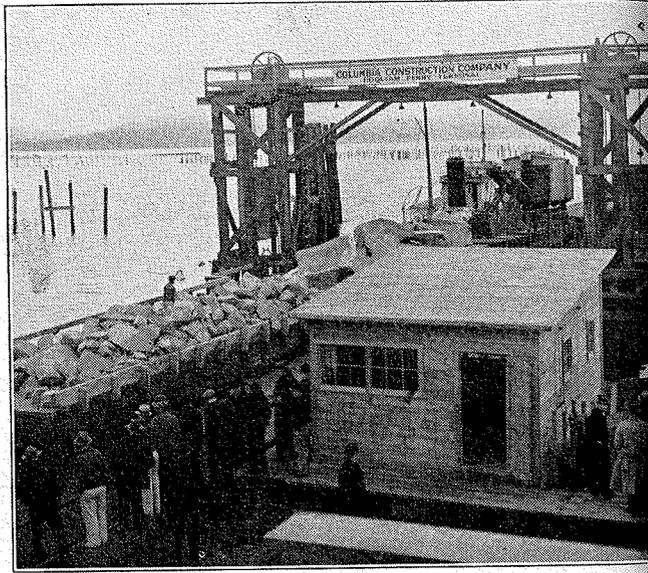
A halo of fragrance about them clings,
Indescribably sweet. On the wind's soft wings
It wafts away and fills the air
With a faint perfume, unforgettably rare.

Proud of its bloom, the apple tree bends,
And to the lake enchantment lends;
Reflected on that mirror lie
The blossoms, the tree, the azure sky.

known as Quarry Junction and we have running rites over the Weyerhaeuser Line from Skookumchuck to Quarry Junction. This is about 73 miles from Hoquiam, where the Construction Company has built a large ferry terminal, cars being loaded there onto the

barge and taken about eleven and one-half miles across the Harbor to Point Chehalis near Westport where there is another ferry terminal.

Across Point Chehalis the Construction Company has built practically two miles of railroad not including passing tracks. This is now being extended double track from the



The First Load of Rock

shore line and will reach out, double track to the final end of the proposed jetty.

The first train to arrive with its load of rock was an occasion for general rejoicing, with a large part of the populace for the surrounding country together with railroad and construction company executives on hand to take part in the start of operations.

I saw this picture yestermorn.
Today the tree stands bare and shorn;
The petals now strew the meadow grass
Or melt on the lake as the breezes pass.

Such beauty could not last, and yet
There is for me no vain regret;
The colors still soft and fresh I see—
Even the fragrance belongs to me,

For on the canvas of my heart
The Painter has left His work of art,
And there it always shall remain.
Did not the Painter so ordain?

—Reta Willert Rhynsbarger

Our Best Advertisers

A TRAVELER who has been courteously treated on a journey, long or short—pleasantly informed and advised at the ticket window—and set down at the end of his trip with satisfied remembrance of the hours or the days he has spent on a train of The Milwaukee Road, is the railroad's best advertiser. He goes about among his friends extolling Milwaukee service Milwaukee employes and the comforts and luxuries he has enjoyed. In that sense, all employes having to do with the traveling or shipping public are "advertising men" and their best "sales talk" politeness, dignity and courteous attention.

Many letters are received from satisfied patrons testifying to the efficiency and courtesy of The Milwaukee's train employes, and the completeness of Milwaukee Road train service. Of course there are brick-bats now and then, but happily the bouquets far outnumber them—the happy patrons are in the majority, and by way of keeping these matters ever before our employes in order that they may "hitch their wagons to a star" and keep on the road to better and finer service, some of the letters of commendation are occasionally printed. Those which follow here are of interest:

After 10,000 Miles of Travel, Says Milwaukee Service Is Best

Milwaukee, Wis.
General Passenger Agent,
C., M., St. P. & P. R. R.
Gentlemen:

I have just recently returned from a seven weeks' trip covering approximately 10,000 miles, with principal stopovers at Chicago, Kansas City, Dallas, Los Angeles, San Francisco, Portland, Seattle, Minneapolis, Chicago, Cleveland, New York, Atlanta, Jacksonville and back home.

This trip naturally took me over a number of different lines. I was one of the party of twenty making this trip, and it was the unanimous opinion of all these men that the finest road we traveled on was the C., M., St. P. & P., not alone as far as your equipment is concerned, but the praise, more especially, covered personnel and dining car service on your train. You are, indeed to be congratulated.

Yours truly,

Wisconsin Machinery & Mfg. Co.,
O. W. Brown, Vice-President.

The Hiawatha—Answer to the Traveler's Prayer

M. B. J. Schilling,
Chicago.

Dear Mr. Schilling:

May I express tardy—but very sincere appreciation for the courtesies you extended to me on my recent trip from Chicago to Minneapolis?

My brother-in-law, Glenn, was quite anxious for me to take this particular train, and I found the trip as pleasant as he had prophesied.

You are, indeed, to be congratulated on the excellent service which is an answer to the traveling public's prayer for comfort and convenience at moderate cost.

Very sincerely,

(Mrs. G. H.)

Eva M. Bowstead.

Firm Rooters Now for Milwaukee Service

STEVENS, CARRIER & GRIFFITH

Lawyers

111 W. Washington St.

Chicago, Ill.

Mr. M. L. Bluhm,
% Milwaukee, St. Paul & Pacific
Railroad,
Chicago, Illinois.

My dear Mr. Bluhm:

I recently had a very happy experience in connection with traveling on the Milwaukee line and want to pass it on to you in the hope that it may be used to advantage of not only the Railroad but some of the employes whose keen interest on the job was commendable.

In company with Mr. Benjamin Gordon, a client of mine whom I had encouraged to make the trip with me on the Milwaukee, we left Chicago on the morning of January 20, 1936, the train leaving Chicago at 7:55. At Milwaukee we transferred to another train, leaving there at approximately 9:40 bound for Green Bay. It developed shortly after we left Milwaukee that we should go to Appleton first and we became interested in determining if we could, to conserve time, by leaving the train at some station south of Green Bay, cross direct to Appleton. The time table and map disclosed that there were several stations south of Green Bay where the possibility of a cross country connection with a bus might be available. We discussed this matter with the conductor and brakeman and they together volunteered the information that there had been a bus crossing from Hilbert to Appleton; that they would ascertain if a connection with the bus would save us any time. They wired ahead and reported back that the bus left Hilbert twenty-five minutes before our train arrived but that the local agent would ascertain if the bus would wait for two passengers. Within the next station or two they received word back that if this bus would not wait, we could get a bus at Green Bay leaving within fifteen minutes of the time our train arrived at Green Bay, which would get us to Appleton in advance of any train. After that the third wire was delivered to us informing us that the bus would wait at Hilbert. We alighted at Hilbert, the bus was there and we were in Appleton several hours ahead of any other possible connection.

My client was so impressed with the class of service that we received from the conductor and brakeman of this train that he secured their names. He offered to pay them for the trouble but they both refused to take any award. He stated to me that he had traveled extensively and that he had never been accorded any greater service or attention on the part of employes than he had received in this instance, and that he could be classified from this point on as a rooter for the Milwaukee service. The conductor in charge of this train was named William Heitka, the brakeman was Fred Monahan.

It is needless to say from my connection with the Railroad that I was highly pleased with the interest taken by these gentlemen and with the general impression that they made upon my client. He has informed me that any business in his line, connected with shipments, where the St. Paul is available, will surely follow this service.

My purpose in writing this is to call your attention to these men and the class of service they delivered, with the thought that they should be commended for their attention to duty and you may use this information in any manner deemed advisable to you or the Railroad.

Yours very truly,

(Signed) Lee W. Carrier.

Builds Good Will for The Milwaukee Road

Sioux Falls, So. Dak.

Mr. Harry L. Hoskins,
Chief Dispatcher,
Milwaukee Ry. Co.,
Sioux City, Ia.

Dear sir:

I desire to express to you my appreciation of your co-operation with Conductor John A. Reagan on February 20th in requesting the Northwestern to hold their 4:00 p. m. bus to Omaha so that I, and two other men who were strangers to me, were able to make the connection at Sioux City off your 1:00 p. m. train out of Sioux Falls. Without your aid I would have missed an important business meeting in Omaha at 7:30 that evening.

Your desire to serve the traveling public, as evidenced by your prompt action in this instance, cannot fail to win the gratitude of travelers and to build good will for the Milwaukee Road.

Sincerely thanking you for your favor, I am,

Yours very truly,
Henry J. Kuhle, Jr.

Congratulates on "Finest of Service"

LOVEJOY TOOL WORKS
Chicago.

General Passenger Agent,
C. M. St. P. & P. R. R. Co.

Dear Sir:

I think I would be neglecting my duty if I did not write you to congratulate you on the very fine service which the "OLYMPIAN" is giving passengers. I came through from Seattle to Chicago, arriving February 2nd, the train being right on time although a freight derailment lost us an hour in Montana.

The service throughout was all that could be desired and I have the kindest feeling for the St. Paul Railroad and its service and will be glad to recommend it to my friends.

Yours truly,
W. H. Dangel, President.

Couldn't Have Done a Better Job

THE WISCONSIN COLD STORAGE CO.
Milwaukee, Wis.

Mr. E. A. Lalk,
C. M. St. P. & P. R. R. Co.,
Milwaukee, Wisconsin.

Dear Mr. Lalk: I thought you might be interested in a very pleasant experience I had last Sunday evening in Chicago just before boarding your Southwest Limited for Kansas City. I arrived at the station about twenty minutes before the train left, and, always having been interested in locomotives, I walked forward to look at the engine of my train. While standing there, the fireman sitting in the cab invited me into the cab for a closer inspection. When I entered the cab he drew off his glove, shook hands, and introduced himself, and then also the engineer. He then handed me a piece of waste and suggested I hold on to it until I leave the cab so that I might wipe off any grease I might get on my hands. He explained the various developments in the firing methods and then both he, and the engineer, talked about their experience with the Milwaukee Road, and how well they were treated, and what a fine Railroad it was.

Both of the men impressed me as being very high grade gentlemen. Frankly, I believe if I had met the fireman on the street I might readily have believed that he was a young University Professor, considering the way he conducted himself. If these two men were hired to "sell" the Milwaukee Road to the public, I am sure they couldn't have done a better job than they did with me during my very delightful fifteen minutes' experience with them.

With kind personal regards, I remain

Very truly yours,

Henry C. Kuehn.

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXIV

MAY, 1936

No. 2

Published monthly, devoted to the interests of and for free distribution among the employes of the Chicago, Milwaukee, St. Paul & Pacific Railroad.

CARPENTER KENDALL, *Editor*

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

Single Copies, 10 Cents Each—Outside Circulation, \$1 Per Year

U. S. Postage on This Magazine Is Three Cents

Onward Bates

ONWARD BATES, who from 1888 to 1901 was engineer and superintendent of bridges and buildings for our company, died at his home in Augusta, Georgia, on April fourth. He was born in Missouri February 24, 1850.

He became interested in bridge building and had to do with the construction of many important bridges before coming to this railroad, one of which was the Wisconsin River bridge at Kilbourn, Wisconsin, built in 1877-78.

Mr. Bates left the service to organize the Bates & Rogers Construction Company and retired a number of years ago. The employes of the Milwaukee Railroad extend their deepest sympathy to Mrs. Bates in her bereavement.

The Veterans' Convention

THE 1936 convention of the Veteran Employes Association will be held in Chicago, September 10th and 11th, at Hotel Sherman. The committee considered invitations from several other cities but owing to the probability of a large attendance this year, it was feared that accommodations for so large a crowd and service for so many at the annual dinner would not be adequate in the other cities under consideration. Fuller details will be announced later.

Patrick L. Callahan

ENGINEER Patrick L. Callahan died at his home, 3123 West St. Paul Ave., Milwaukee, Wisconsin, March 1, 1936. He was born at Whitewater, Wisconsin, March 9, 1860, and was married to Mary Murphy at La Crosse, Wisconsin, in 1894. He entered the service June 15, 1877, as station employe at Whitewater, Wisconsin, and in 1879 was employed as fireman at Minneapolis, Minnesota, and fired on all divisions out of that city and La Crosse. He was promoted to engineer on December 22, 1888, when Mr. W. J. Underwood was superintendent at Minneapolis and ran an engine in the South Minneapolis yards until 1919 when he came to Milwaukee to become an engine dispatcher which was the position he held at the time of his death. He was always a faithful and loyal employe who had the respect of his employers and associates with whom he worked. To his widow and two brothers James and Thomas who are retired employes THE MILWAUKEE ROAD employes extend their sympathy.

Employees Urged to Keep Compensation Record

REGULATIONS 93 of the United States Treasury Department, Bureau of Internal Revenue, relating to the carrier and employes' tax on account of the Railroad Retirement Act, approved August 29, 1935, Article 608 "Records" states:

"(a) In general.—Every carrier and every representative shall keep accurate records of all compensation with respect to which he becomes liable for the tax. While not mandatory, it is advisable for each employe to keep permanent accurate records showing the name of each carrier for which he performs services as an employe, the duration of employment by each, the amount of each remuneration payment (including employes' tax) and the date of its receipt, and the amount of employes' tax deducted from each such payment."



Gets His 50 Years Service Badge

OVER in Union Street Yard in Chicago there's an "old-timer" who sought and found "steady work" a half-century ago and he has worked steadily at it ever since. He is William Coy who on April 15th completed 50 years of service with the Milwaukee Road. He's pictured in his working togs on this page together with Agent F. M. McPherson, who is shown affixing a Veteran Employes Association button on Mr. McCoy's lapel at a little ceremony held last month in the Union Street offices.

Mr. Coy is yard foreman at Union Street. As a young man he went to work there as a checker and throughout the years he has held many posts including weighmaster. Although his duties included getting under way thou-

sands of freight cars that were destined to every section of the North American continent he never yielded to an urge to follow in their course. His entire career has been spent in Union Street Yard.

Hats Off to the Railroaders

WITH one of the most severe Winters in the memory of the present generation behind us, with its snows, its blizzards, and its extreme cold weather, there has been added to the record of American achievement the very efficient manner in which our transportation lines have been kept open and operating. Especially is this true of the railroads. The manner in which trains and mails were kept moving, despite the most adverse weather conditions, speak highly of facilities, organizations, and personnel.

Our hats are off to the men of the railroads, especially to the men who man the trains, to those who care for the rolling stock, to those engaged in road maintenance, to switch tenders, track walkers, signalmen, to all who defied the elements, who worked in bitter cold, in blinding snow, and biting blizzards, that the trains might be kept moving. The railroads can be proud of their record during the severe Winter. They can be even prouder that they command an army of men willing to undergo hardships to maintain the service placed in their care. Congratulations to the railroads and a vote of thanks for the railroaders of the nation.

F. J. ALBERT.

Tom Casey Comes Back

ANNOUNCEMENT of the appointment of Thomas P. Casey as general agent for the Milwaukee Road with headquarters in New York City was made late last month by O. T. Cull, general freight agent.

For ten years Mr. Casey was general agent for the railroad in Chicago and previously represented the Milwaukee Road in Boston, Pittsburgh and other eastern cities. In June 1935 he left Chicago to engage in business for himself in Buffalo (N. Y.).

The appointment is effective May 1.

February 16th at Ixonia Mr. Henry Jervis who resides near that point discovered a broken rail in the westward track and he immediately walked into Ixonia and notified the agent, Mr. Blubaugh, who got in touch with the train dispatcher, resulting in the Hiawatha being detoured on the eastward main, averting a perhaps serious accident. Mr. Jervis' prompt action did not go unnoticed, as he was rewarded by the railroad officials and also given a letter of commendation.

ACCIDENT SAFETY FIRST PREVENTION

Self-Protection During Storms

By A. H. Peterson, Roadmaster, Chicago.

IN any discussion relating to the safety of men employed on snow duty, it is necessary to distinguish between those employed regularly as trackmen throughout the year, and who are, therefore, familiar with the safety instructions and practices of the road, and the casual labor, which possibly has never before been employed on track work of any kind and is not likely to be so employed again except possibly during later storms.

In ample time for all arrangements to be made, the regular men should be assembled for detailed instructions as to safe practices in handling snow. At this time they should be given permanent assignments as to the places where they should report in case of a heavy fall of snow during the night. This is particularly important in terminals where there are large numbers of important switch layouts and interlockings. Obviously, the most experienced and trustworthy of the regular men will be assigned to the most important situation.

All regular men should be instructed that clothing worn during the winter must be warm, but not unduly cumbersome. They should be warned particularly concerning all of the known hazards connected with their work. Among these, especial emphasis should be placed on:

- (a) Keeping a close lookout for moving locomotives, cars and trains.
- (b) Keeping hands and feet from between stock rails and switch points. Also on keeping hands from between ties and rods in switches, especially at power-operated switches and derrails at interlockings.
- (c) Avoiding, so far as practicable, the turned-up coat collar or tight ear laps over the ears. Many lives have been lost through failure to hear the approach of a train as a result of too much clothing around the head.
- (d) Complete elimination of the practice of getting on or off the footboard of a locomotive while in motion. Switchmen often ask for a man to go some place to clean out a switch. The instructions should be specific that no man shall get onto or off the footboard until the engine has been brought to a full stop, and then on the rear footboard only.
- (e) Not stepping onto an adjacent track, if practicable to avoid doing so, when getting out of the way of an approaching train. It should be carefully impressed on the men that if it becomes necessary to step onto or across a track, they must look in both directions to ascertain whether a train is approaching on that track.

They should also be impressed with the necessity for being careful to guard themselves when clouds of smoke or steam or flurries of snow obstruct their view of moving cars or locomotives, and that if they are about to be enveloped in smoke or steam, they should stand far enough away from the oncoming movement to insure prevention of injury.

It should also be stressed that when in the performance of their work, it becomes necessary to walk along a track, they should walk outside of the rails, allowing ample room to insure that they will clear moving trains or cars. If it becomes necessary to walk between the rails, they should always face toward the normal direction of oncoming trains, but should look back frequently, since train may be run against the normal current of traffic.

Shoes, rubbers or overshoes having worn soles should not be tolerated. A slippery sole constitutes an especial hazard when men are cleaning switches. The surfaces of the ties are almost certain to become glass-like in their slipperiness, and unusual care must be exercised to insure against falls.

Men should never be encouraged to work more hours than their regular assignments, except when emergencies make it impossible to avoid this. There is always a temptation to work long hours in order to take advantage of penalty payments during storms. At best, handling snow is an exhausting task, and a man who stays on duty for 15 to 18 hours becomes physically fatigued to the point where he is a distinct hazard both to himself and his companions.



Celebrated 46th Year of Service with the Milwaukee Road

CHARLES A. MONTGOMERY, now living in at Sheldon, Ia., celebrated his forty-sixth year of service with the Milwaukee last March. Mr. Montgomery has spent all of these years of service in Iowa, beginning on section work at Monona. Since then he has filled positions as section foreman, extra gang foreman and roadmaster. He is at present on furlough, account of ill health.

Mr. Montgomery's sons are also Milwaukee Road employes, one being employed in the accounting department at Minneapolis, and the others on bridge work for this company.

Rest and sleep are important factors in the avoidance of accidents.

Men on the seniority list are not likely to disregard the rules of safety. As the hazards increase during blizzards, they become more alert and watchful. Almost automatically they put into practice the safety practices which they have learned through precept and experience during former winters. Again, these men have seniority rights which they desire to protect by doing their work safely, while pride in their gang and their railway acts as a spur to practice safety.

But what of the inexperienced snow shoveler who has never worked on a railroad until the present storm gave him an opportunity? In a severe or long-continued storm, hundreds of men may be employed temporarily, who not only lack experience but are not bound by traditions of loyalty to their employer or to their fellow workmen. In general, they do not have even the slightest knowledge of trackwork or any background of safety instructions or practices.

Inexperienced men who respond to calls for handling snow are of all ages. Usually they are from among the unemployed and many of them have not worked for long periods. In all probability they are not properly dressed to withstand exposure to wind and low temperature. For these reasons, before they are sent out, they should be lined up for a short inspection. Those who appear to be too young or too old should not be employed. Every man who is allowed to go out should have mittens, a cap with ear protection and good strong shoes, and preferably overshoes in addition.

So far as practicable, inexperienced men should be assigned to work on station and unloading platforms, driveways and elsewhere where the danger from train movements is at the minimum. In some cases they can be assigned to clear the snow from industrial tracks and away from the side of lead tracks, or they may be used to load snow where hand loading into motor trucks or cars is necessary. For any of these jobs large groups of "green" men can be handled with complete safety by a few regular foremen.

If the storm is a protracted one, it is more than likely that some of the inexperienced men will be required to clean switches. If so, they must never be permitted to work alone. In all cases, experienced men must accompany them. Supervision is best accomplished by pairing a "green" man with an experienced one who knows what work is to be done and the safe way to do it. Every man on the seniority list thus becomes in effect a foreman in time

(Continued on Page 12)

New Car Building Program at Milwaukee Shops

WORK on a gigantic car building program, which involves an expenditure of approximately \$4,800,000 was begun at the Milwaukee Road Shops in Milwaukee late last month.

The program calls for the building in the shops of two new type dining cars and two improved tap room cars for use on the Hiawatha; three parlor cars, 20 new type day coaches all of which will be air-conditioned and five mail-express and five baggage cars. There will also be built 1,000 steel freight cars and 500 50-ton gondolas. The program will give employment to 850 men for 11 months.

A new streamlined locomotive will be built by the American Locomotive Company at its Schenectady plant and will be of the same type as the two brightly-hued engines now in service on the Hiawatha. It will be used for relief work on the Hiawatha and operated when an overflow section of the train is required.

At a rally held at the Milwaukee Shops, April 20, to mark the beginning of the construction program and which was attended by about 1,200 employees of the car department, Mr. K. F. Nystrom, Superintendent Car Department, revealed that the Milwaukee Road was

again pioneering in a new type of construction. Just as the railroad set the pace in the use of all-steel passenger equipment, it is now the first American railroad to build in quantities all-steel freight cars.

The steel cars, Mr. Nystrom pointed out, will weigh 4 tons less than wooden ones and be considerably stronger, permitting heavier revenue loads. Mr. Nystrom asked the cooperation of employees in making the program a success and complimented them on the fine work they did in turning out the fleet of 50 passenger cars in 1934 and other equipment now in service on the Hiawatha. Mr. Tom Kelly, veteran employee of the shops and President of the Federated Craftsmen, followed Mr. Nystrom on the platform to express the appreciation of the workers. "These cars could have been purchased without the road having any of the grief connected with building them," said Mr. Kelly. "We want to do a good job to show that we appreciate what the management has done for us by bringing this work into our shops."

The Reconstruction Finance Corporation has agreed to purchase Equipment Trust Certificates for 80 per cent of the value of the new equipment.

Packing Plant at Madison, S. D. Expands Its Operations

Local Packers Increase Capacity; Meat Prepared Under U. S. Inspection

WITH the shipment of the first car of meat to the Hormel company at Austin, Minn., on March 5th, the Rognes Packing company inaugurated the preparing of meat under U. S. Government inspection, thus permitting them to send meat beyond the state boundary.

The recently-completed remodeling of the plant has provided a larger capacity than before and it is now prepared to kill 200 hogs per day. Until the quantity of hogs increases, killing will be done only about four days a week. As the new crop of hogs comes on in the summer and late fall, the number of hogs killed per day will be advanced to meet the demands of the local markets.

Up to the present time a total of five cars of meat have been shipped to eastern markets.

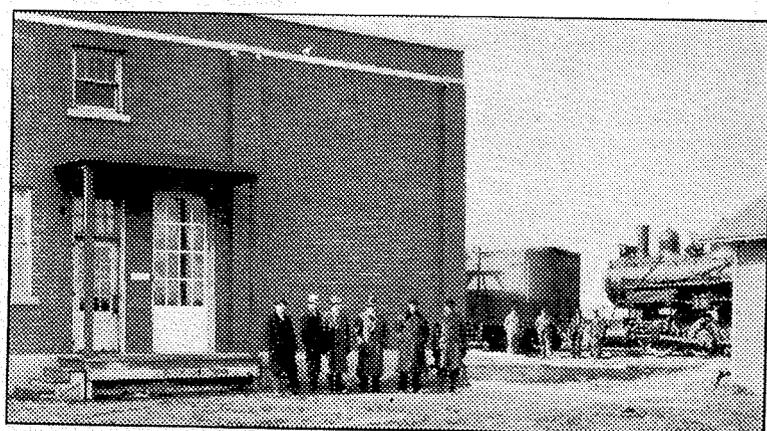
The quality of the hogs now being received is much better than a year ago, C. P. Rognes reported today, and this standard of production will in all likelihood be maintained in the future.

Owing to the scarcity of livestock none is being killed at present, but in the future it is expected there will be

more animals available for marketing purposes.

With its present equipment, the local packing plant is up to the standard of any similar plant in this territory and only the addition of more refrigeration room is necessary for further expansion of production.

Madison can well be proud of this new industry which has a good future ahead of it.



Rognes Packing Company Office, Madison, S. D.

A Trainman's Reverie

I've seen the Barbary Coast in Frisco,
And the "Gringos" in Mexico;
Hunted pheasants in the Dakotas,
Searched for bear in Idaho;
Been in spots that were quite doubtful,
Done things I shouldn't have, I know,
But the greatest thrill in my young life
Was Ole bucking snow

Worked on railroads in the mountains
When the job was at its worst,
Before the gang had ever heard
Of the present Safety-First.
Rode the chutes at Coney Island,
Spent some dough in Ohio,
But I always laugh when I think of it
time
With Ole bucking snow.

Been in the Panhandle down in Texas,
And on the beach at Orlando;
Seen the spas in old Biloxi
And a creole maid or so,
Madri Gras down in New Orleans,
And the Barnum Bailey show,
But the greatest "boot" of all my life
Was Ole bucking snow.

Heard a symphony play "El Misererie,"
And "The Music Goes Round and
Round";
Waded in mud up to my neck
To frog an engine off the ground.
Have seen the Rangers playing hockey,
And the Easterners playing polo.
My fancy always takes me back
To Ole bucking snow.

Saw the Zephyr on the Burlington,
The Silver Streak on the U. P.,
And I'll admit that both of them
Have made a hit with me.
Rode the Hiawatha out the cities—
And, boy! does that baby go!
But she's not so hot when you're in a sp
With Ole bucking snow.

Now, to tell you about Ole,
He is an R. M. out this way,
And he keeps the south line going—
At that he is getting grey.
It is a job to keep it open,
That's a fact that we all know,
But one forgets the strife of a roadmaster
life
With Ole bucking snow.

I can see him on the seat box
Looking forward towards the bell,
Then see him slam the window shut
And turn and start to yell:
"She must be twenty feet deep;
Got to make it—give her hell!"
Nigger Crowley was the "hogger,"
That's all you have to know.
There is no moral to this story—
Only Ole bucking snow.
—"Smoke" T. M. Division.

"What's the idea of all the crowd
in church?"
"There's a traveling salesman down there
confessing his sins."

White

MOST

and the odd look right something and became ers. Mo was from unavoidable corn from is made.

through brown be ing was and being cated to made from

If you know corn from whit larly use must be wife susp corn mak able for s One of

of corn i been havi white corn actively served cou corn seed farmers a for each crop delive and winter

Sheep
Mil

SHEEP

Montan territory of quarters ra and depen National F large lumbe mer range. of operatio The irrigate winter qua there and t moved by ra pasturage.

During th has given s summer ran The ranges determine t accessibility for the ran get togethe leasing.

From a fe ewes and la number has an average now about 5 mer pasturin our road by

The Agricultural and Colonization Department

White Corn Needed for Human Consumption

MOST of us have eaten corn flakes and have fished out of our dishes the odd dark flake that just did not look right. In doing it, we were sure something was wrong with that flake and because of it possibly all the others. More than likely that dark flake was from a yellow kernel of corn that unavoidably got mixed into the white corn from which the breakfast cereal is made. When the yellow flake went through the roaster it became a deep brown because of its deep color. Nothing was wrong with it except its color and being Americans we have been educated to eat golden brown corn flakes made from white corn.

If you ever lived in the south you know corn pone and Johnny cake, made from white corn meal, are dishes regularly used for all meals. The meal must be white or the southern housewife suspects it of impurities. Mixed corn makes a grey corn meal unsuitable for southern trade.

One of America's largest processors of corn for human consumption has been having much trouble getting pure white corn. As a result they are now actively working in two Milwaukee served counties distributing pure white corn seed to farmers and offering those farmers a premium over market price for each bushel of the merchantable crop delivered to the company this fall and winter.

Sheep Ranching Grows in Milwaukee Territory

SHEEP ranchmen in our western Montana, Idaho, and Washington territory often have their home or headquarters ranch in some irrigated valley and depend upon leased land in the National Forests or on land owned by large lumber companies for their summer range. Generally the two bases of operations are many miles apart. The irrigated headquarters are used for winter quarters, the lambing is done there and the flocks (ewes and lambs) moved by rail or trailed to their summer pasturage.

During the past few years our road has given special attention to securing summer ranges for western sheepmen. The ranges are carefully surveyed to determine their carrying capacity and accessibility. Arrangements are made for the ranchmen and land owners to get together and complete terms of leasing.

From a few bands of 1200 to 1500 ewes and lambs in the beginning the number has been increased annually by an average of nearly eight bands until now about 50 bands of sheep are summer pasturing forest lands adjacent to our road by reason of these arrange-

ment. This year eight additional bands will be added to the number.

When the pasture season closes the ranchmen bring their bands of sheep down out of the mountains to a shipping point, send the lambs east to market and return the ewes to the winter quarters.

Frenchtown Irrigation District

Contracts have now all been let or advertised for to complete the Frenchtown Irrigation Project in Grass Valley near Missoula, Montana. When completed the irrigation system will have cost the U. S. Bureau of Reclamation about \$240,000.00. It will irrigate around 7,500 acres and it is hoped that the project will be completed in time to adequately serve each acre of crop land sown in 1936.

Limited experiences on small tracts that have been privately irrigated demonstrate that the project will be used to produce general crops but that most of the farmers will depend upon sugar beets, seed peas, potatoes, poultry and dairy products for their chief sources of income.

To Grow Seed Peas Near Tekoa, Washington

DURING the coming crop year about 1,000 acres of seed peas will be grown in the vicinity of Tekoa, Washington. This will be a new source of income to farmers in that area. It may grow into the leading crop for the district.

One of the large western canning companies is behind the project. They expect to be able to contract with the farmers for the fore-going acreage. The crop will be harvested, then seed sent to a central storage and cleaning house where the crop will be offered for sale or used to sow fields that will produce canning peas in 1937.

It takes a large amount of seed peas to sow the thousands of acres that grow the crop necessary for processing our annual consumption of sixteen to eighteen million cases. Occasionally in very favorable years the American canners process over 20,000,000 cases of peas as was done in 1935.

A majority of the pea canning com-

panies in the middle and eastern states look to the northwest for their annual supply of seed. They know that from Washington, Idaho, and Montana, they can depend upon getting good quality seed, a kind that permits them to pack a readily salable product.

Pea growing near Tekoa will be a new venture to many of the farmers. Because of its newness to the area there should be a very desirable harvest, a crop free from disease and uninjured by common pea insect pests.

Substitute Crop for Apples to Be Found by Washington Growers

WASHINGTON fruit growers justly take pride in the quality, color and uniformity of the apples they grow. They, however, have found that they must find some other type of agricultural production in order that they may diversify their incomes and not be caught with all their "eggs in one basket."

Experience has demonstrated that too many apples can be grown for the good of the industry. Generally, it is the poorer quality varieties and "off" colored ones that tend to glut the market and thereby become price levelers for the whole crop. Consequently the orchardists intend to systematically determine what crops can well replace their least salable varieties of fruit.

Experimenting will be begun this spring. In this venture the fruit growers have secured the cooperation of experts from Washington State College and the services of this department of our road. Several crops have been recommended and will be tried out. The results secured will be watched closely by fruit men throughout the state.



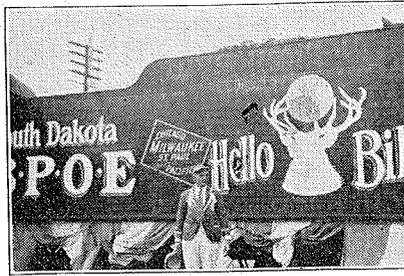
Washington orchardists grow some of the world's best fruit. They are, however, faced with the problem of finding a satisfactory market. To relieve this situation the fruitmen are launching a series of trials which will develop substitute crops for some of the less desirable fruit acreages.

Madison, S. D. Elks Visit Aberdeen

AT 10:25 A. M., March 26th, the proudest elk in all the land steamed by the station at Madison, S. D., mounted above the headlight of engine 2634, bearing a cargo of brother Elks to the convention at Aberdeen, and it needs no more than a glance at the accompanying photo to prove that he had sufficient reason to be proud.

Standing beside the tank of this huge black Elk, is John T. Kaisersatt, engineer who, together with fireman Ivan Callies, conductor Joe Rooney and brakeman John Casey comprised the crew of this special train.

The locomotive, decorated at Madison by a local Elks' committee in the lodge colors of purple and white, with a magnificent elk's head mounted in front, was pronounced one of the most attractively decorated engines ever to arrive in Madison and was highly praised by officials of the lodge as well as the general public. It attracted wide-spread attention along the route from Madison to Sioux Falls and Aberdeen according to Carl H. Nelles, Madison, secretary of the South Dakota Elks' Association. The decorating was



done under the direction of R. R. Paulis of Madison, and the general committee on arrangements consisted of John Kaisersatt, Wm. Hughes and Joe Rooney.

There was a large attendance at the Aberdeen gathering, including lodge delegations from Madison, Watertown, Brookings, Huron, Sioux Falls, Mitchell, Jamestown and Fargo, N. D., Minneapolis, Minn., and Miles City, Mont.

The special train, on the return trip, arrived at Madison 6:25 A. M., March 27th, bearing the local Elks' band and other members of the Madison Elks' Lodge No. 1442, tired but happy and reporting an enjoyable visit.

Self-Protection in Storms

(Continued from page 9)

Obviously, there is little time to talk safety when trains are being delayed or are likely to be tied up for lack of men to clear snow and ice from switches. Only the fundamentals of greatest importance can be touched on at such a time. If it becomes necessary for a man to leave the gang temporarily, the foreman should delegate a regular trackman to accompany him to insure that he does not endanger himself by crawling under or between cars, or walk around the end of a cut, with not enough space to insure against being struck if the cars should be moved suddenly or unexpectedly.

Supervision

While every man employed temporarily should be warned of any special hazards at the place to which he is assigned, too much can not be expected of him. It is rather a matter of intelligent supervision by the regular forces. At such a time everyone is working under a strain for trains may be late with respect to both arrival and departure, and frequently the most severe effort is needed to avert a complete tie-up. Under these circumstances, there is no time to discuss safety or to issue more than the simplest instructions. For these reasons, experienced trackmen, paired with the "green" men, are the backbone of the safety of the gang, particularly during night assignments.

Regular men who have been properly instructed in safe practices, ordinarily require little supervision during snow storms. They are familiar with conditions and alert to the hazards of their assignments and act accordingly. Many of the switches and crossovers which must be given attention are more or

less isolated, and since two men can usually keep them in operation, it is neither economical nor desirable, from a safety standpoint, to have a foreman present.

It is different with new men, who should never be permitted to work alone, but only when a regular trackman or a foreman is present. In many cases, one regular man can serve as the leader for five or six "green" men. A foreman can usually supervise from three to five such groups, depending on the severity of the storm and the territory they must care for. Where there is no train hazard, such as when cleaning driveways, more men can be handled safely with a small amount of supervision. If the inexperienced snow handler is adequately clothed and is worked in company with experienced men who are alert to call his attention to train movements and other



L. C. Boyle, Mr. Horan and Wm. Horan Preparing to Cut the Cake. Inset: Mr. Horan as he looks when about 25 years of age.

dangers, he should be under no unusual hazard.

Reclamation

Governor Walter Welford addressing a meeting held in Mandan said, "The time has come when North Dakota must rebuild. Experiences in recent years prove that water and soil conservation are among the most important building activities for the state." These two sentences were delivered to a representative group of progressive men from all sections of the state west of the Missouri River. They had come to organize the Western North Dakota Reclamation and Conservation Association and when the Governor had sounded the key-note the organization was soon born.

To direct the new Association Jacob Krier, of Gladstone was elected president and M. O. Ryan, secretary. Mr. Ryan is secretary-manager of the Greater North Dakota Association. These two men, with a board of directors and other officers, will center the activities of western Dakota citizens on conservation and irrigation projects through dam and river flood control measures by securing full cooperation of the federal government.

Had But Few Faults

Wife (heatedly)—You're lazy, you're worthless, you are bad tempered, you are shiftless, and you're a thorough liar.

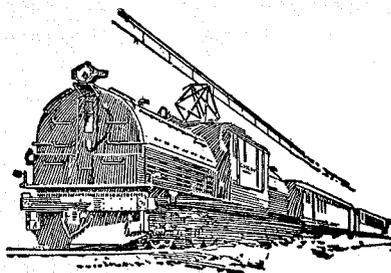
Husband (reasonably)—Well, my dear no man is perfect.

Eighty-One Years of Service

ON APRIL 17th, 1936, Milwaukee Road's grand old man, "Johnnie Horan, celebrated his eighty-first year of service with this company. A "birthday" luncheon was given Mr. Horan by a group of officials; and he was presented with a gold service button.

At ninety-eight years of age, Mr. Horan is still erect and firm of step, he attends to his duties as boiler wash inspector. He says he has had the pleasure of a hand shake with every president The Milwaukee Road has ever had dating from Mr. Byron Kilbourn, the first to Mr. H. A. Scandrett, the present head of the railroad.

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



Courtesy

In issuing a book of rules in 1894 and instructing station agents how to apply the rules, commenting on the responsibility of station agents particularly the then President of our Railroad said:

"Your position is one of responsibility, since in the great majority of cases as much business is done over your counter as over that of any merchant in your town. You are engaged in selling a commodity, namely, Transportation, and like all merchants, business methods are necessary to your success. Whether your station be large or small, your duties arduous or otherwise, such methods are equally necessary. You cannot succeed, nor do the company justice, especially if your station is competitive, unless you are active, industrious and courteous, any more than a merchant can who lacks these qualities. If there be no competition at your station, precisely the same qualities are necessary for the same reasons, and because the company desires to treat those who cannot buy transportation of any other company, precisely as well as it does those who can; for as an idle, thriftless or uncivil merchant invites the establishment of a rival store, so you may do much to convince the people of your town that they are better off with one good railway and one good agent than they would be with more."

Mr. W. E. Cooper, Chief Clerk Passenger Rate Department, suggests that with the many forms of competition that did not exist in 1894 the instructions to the station agents at that time are more important today and apply to every individual in the service, regardless of his position. In addition, he suggests a "Good morning" or "How do you do" in an interested tone with an amiable smile or pleasant expression will invariably smooth the way for a satisfactory transaction, even though your visitor may be in an unpleasant mood and have some real or fancied grievance. A sincere interest in his statement or inquiries, with your attention concentrated on the subject that is being discussed will greatly simplify the situation. These are the first steps in real courtesy.

J. D. Guinn
Vice-President



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Bensenville Chapter

Mrs. William Wolf, Historian

BENSENVILLE CHAPTER met at the clubhouse April 2 for the regular monthly meeting.

Plans were made for a bakery sale to be held April 11 and a card party on April 14. Our membership chairman reports 55 voting members and 17 contributing members.

The sunshine and relief committees are very busy caring for the sick and needy. At this time we would like to say that Miss Rose Elckelman, who was so severely burned a year ago and had both her limbs amputated in December, is on the road to good health, and it is hoped that in a month or two will be able to walk with the aid of new artificial limbs. She is very grateful for all the kindness and help given her by the Fullerton Avenue Chapter and Bensenville Chapter.

At the conclusion of the meeting a delicious luncheon was served after which cards were enjoyed.

Aberdeen Chapter

THE March meeting of Aberdeen Chapter was opened in the club rooms with 108 members repeating the club motto and singing "How Do You Do?"

Mrs. Gillick presided. Mrs. Leo Lutgen, our recording secretary, read the minutes of the previous meeting, which were approved as read.

Our ways and means chairman, Mrs. B. M. Smith, reported in February her committee earned as follows: Card parties, \$26.00; \$74.70 on advertising campaign; contests for \$5 gold pieces, \$61.25; donations, \$5.75; earned dollars, \$1.00—making a total of \$168.70; \$95.54 was spent during the month for relief.

Mrs. A. M. Martinson, sunshine chairman, reported her committee had made 35 personal and 70 telephone calls. Valentines to give cheer to our aged were sent also.

Plans were made for a dance to be held April 13, and tickets were distributed to be sold.

After the business meeting the club was entertained by an illustrated talk on his travels by Dr. Owen King.

Mr. Al Harder sang two numbers which were much enjoyed. Miss Maxine Beerman accompanied him at the piano.

The social committee consisted of Mmes. E. L. Feddern, A. E. Hatten, A. C. Rog-nelson and A. J. Anderson.

Lunch was served by Mmes. Oscar Mat-tice, O. Iverson and Helen Dahl.

Fullerton Avenue Chapter

Ruth L. Nixon, Historian

FULLERTON AVE. CHAPTER held its regular monthly meeting Tuesday, March 10, 1936. Dinner was served in the club rooms at 5 o'clock.

Immediately after a business meeting was held. Many questions of importance relative to the welfare of the club as well as the members was discussed.

We like to hear our members voice their opinions. A suggestion box has been put in the club rooms and we want the girls to register any suggestion that will be helpful to the club.

Mrs. Frandsen, our president, then turned the meeting over to Mrs. Burch, who had a well-planned program for the remainder of the evening.

Miss Tully sang several selections; Mr. Robert Burch, of "Harold Teen" fame, gave us a very interesting talk on "Hollywood" and several tap numbers. We enjoyed having so refreshing a person-ality as "Bob" and hope he will be with us again very soon.

The knitting class discussed their plans and the meeting adjourned.

Terre Haute Chapter

Mrs. M. C. Faris, Historian

TERRE HAUTE CHAPTER held its regular monthly meeting at the club house with a supper preceding, March 19, 1936.

Report on the Jiggs supper, held Feb. 26th showed a profit of approximately \$60.00 and we feel very much indebted to the ladies and the officials who assisted in preparing and serving this supper.

The Women's Club ways and means committee has a supply of hostess books on hand, and after these are disposed of we feel that our treasury will be much enlarged. These books have the membership of last year listed, both voting and contributing, also the picture of the officers for this year and various ways and ideas on entertaining, which altogether make up a very nice book.

Quite a number of the local chapter are making plans to attend the annual meet-ing in Chicago this next month.

Black Hills Chapter

Mrs. Ira Wintrode, Historian

BLACK HILLS CHAPTER met January 13 with Mrs. L. B. Hughes as hostess. The president, Mrs. Hickson, appointed the chairmen for the committees for the year: Mrs. Riley Hughes, relief and good cheer; Mrs. Arnold Saxer, ways and means; Mrs. M. L. Boyden, membership; Mrs. Stanley Core, by-laws and constitu-tion; Mrs. J. L. Fenerhelm, social.

Mrs. Fred Diel was hostess on February 10th. It was a very cold day but there was a good attendance.

On March 9th the club met at the James Johnson home with Mrs. Wintrode assis-tant hostess.

The ways and means chairman reported the semi-monthly dances had been held in spite of the cold weather and had always shown a profit.

The social chairman is looking forward to a little warmer weather, when we can hold our picnics, as we all enjoy them so much.

Relief and good cheer chairman re-ported considerable good cheer work but very little relief.

Tomah Chapter

Mrs. Hugh Johnson, Historian

THE March meeting of Tomah Chapter was held in the rooms of the public library with Mrs. Wm. Hovey, president, presiding. The regular business was transacted. A card party was planned for the 214 contributing members April 16th and a good time is certain. The chapter held its April meeting in the Legion Hall with a large attendance. A 1 o'clock birth-day luncheon was served. The frozen desert was furnished by the Frigidaire peo-ple. A birthday cake was presented to Mrs. Mary Grant, she being the only lady present whose birthday happened to be on this day, April 1st. We had as guests the New Lisbon, Summit City and Sparta lad-ies and the guest of honor, Miss Linskog of Chicago. A fine display of fancy work was shown that was made of unusual ma-terials. The ways and means chairman gave a good report. She added the sale of wax paper.

Mason City Chapter

Mrs. W. L. Gaffney, Historian

THE Mason City Chapter met March 31st in our clubrooms for a pot-luck luncheon and also to greet Miss Linskog, our secretary-general, who is always wel-

come to our club. She always seems to be one of us.

The luncheon was served by Mrs. J. C. Tuslar and her committee. The tables were decorated with yellow tapers and jon-quils.

Mrs. Ervin Patton, first vice-president, presided at the meeting. Mrs. John Nel-son graciously served as secretary pro tem, in the absence of Mrs. Louis Walters.

It was with love and sympathy we thought of Mrs. Ingraham in these sad days, she having lost her sister, Mrs. Clay-sen, of Chicago, recently.

Mrs. John Nelson led our community singing, which was followed by repeating our club motto.

Mrs. R. J. Goltz, treasurer, reported a balance of \$222.70. Mrs. Ed Dougherty reported 10 personal calls, one ton of coal given, and 25 telephone calls. Mrs. Oscar Larson reported \$3.50 from sale of our books. Mrs. R. J. MacGregor, sunshine chairman, reported one bouquet of flowers, 10 personal calls, five telephone calls, and four cards sent. Mrs. R. E. Sizer re-ported 33 paid memberships.

After the business meeting we listened attentively to Miss Etta Linskog tell us of work being done all over the system for our unfortunate Milwaukee people. It con-vinced us of the worthiness of our club and will spur us to greater activities. Come again, Miss Linskog, you will be most welcome.

Avery Chapter

Warren Ham, Historian

AFTER many weeks of snow, cold weather and then some more snow, it finally looks as if summer had arrived. Of course we can't be too sure about it, but at least it is warm enough for us to have our miniature flood which occurs every spring when the reservoir creek over-flows and washes through the sub-station houses.

Our membership chairman is to be con-gratulated very highly on her splendid showing since January 1st. Our member-ship has gone over last year's mark both in voting and contributing members. That means a great deal for our little town.

We have had several card parties and dances since January and needless to say all have been successful. Hope we can have some more good times before summer arrives.

Last week word was received of the death of one of Avery's oldest railroad workers, namely Ben Martin. Mr. Martin spent twenty years working on the rip track here but since his illness two years ago he has been living in Spokane. Our heartfelt sympathy is extended to his fam-ily.

Wausau

Mrs. A. I. Lathrop, Historian

WAUSAU Chapter met at the club house Tuesday afternoon, April 14. Reports showed that the ways and means commit-tee had earned \$13.50 during March, and that the total membership was 58. Officers had recently visited Minocqua, and had secured renewals 100 per cent. Merrill and Tomahawk will be visited soon. Out of the disbursements of \$46.96 during the month, \$29.26 was spent for coal. The bal-ance on hand was \$32.09. The relief com-mittee reported donations of underwear and outing flannel which were given to the needy. Mrs. Wm McCarthy, welfare chair-man, had made nineteen personal calls dur-ing the month. It was voted to supply milk to an eight-year-old tubercular boy. Plans were made for a May luncheon for the out-of-town and Wausau members. Mrs. Frank Fredricks of Harshaw was an out-of-town guest. In the card playing Mrs. A. I. Lathrop and Mrs. Wm. Mc-Carthy won favors at bridge, Mrs. Sam Loomis and Mrs. Wm. McEwen at five hundred. A delicious lunch was served by Mesdames D. O. Daniels, Walter Free-burn, Jay Campbell and J. E. Dexter.

REPORT OF MEMBERSHIP, BY CHAPTERS, ON DECEMBER 31, 1935, AS COMPARED WITH DECEMBER 31, 1934.

Chapter	Voting Membership				Contributing Membership				Total Membership			
	Dec. 31, 1935	Dec. 31, 1934	Increase	Loss	Dec. 31, 1935	Dec. 31, 1934	Increase	Loss	Dec. 31, 1935	Dec. 31, 1934	Increase	Loss
Aberdeen, S. D.	504	456	48	..	662	645	17	..	1,166	1,101	65	..
Alberton, Mont.	32	33	..	1	61	74	..	13	93	107	..	14
Austin, Minn.	112	105	7	..	155	114	41	..	267	219	48	..
Avery, Ida.	35	34	1	..	77	63	14	..	112	97	15	..
Beloit, Wis.	71	63	8	..	94	92	2	..	165	155	10	..
Bensenville, Ill.	55	63	..	8	78	27	51	..	133	90	43	..
Black Hills (Rapid City)	64	51	13	..	88	81	7	..	152	132	20	..
Butte, Mont.	40	50	..	10	50	194	..	144	90	244	..	154
Channing, Mich.	49	46	3	..	65	58	7	..	114	104	10	..
Chgo. Fullerton Ave.	358	370	..	12	646	528	118	..	1,004	898	106	..
Chgo. Union Station	229	200	29	..	565	543	22	..	794	743	51	..
Council Bluffs	49	36	13	..	80	76	4	..	129	112	17	..
Davenport, Ia.	44	59	..	15	75	92	..	17	119	151	..	32
Deer Lodge, Mont.	43	28	15	..	9	6	3	..	52	34	18	..
Des Moines, Ia.	39	38	1	..	50	47	3	..	89	85	4	..
Dubuque, Ia.	70	68	2	..	226	104	122	..	296	172	124	..
Great Falls, Mont. (New)	34	..	34	..	8	..	8	..	42	..	42	..
Green Bay, Wis.	113	109	4	..	342	341	1	..	455	450	5	..
Harlowton, Mont.	32	48	..	16	18	16	2	..	50	64	..	14
Iron Mountain, Mich.	32	30	2	..	19	7	12	..	51	37	14	..
Janesville, Wis.	119	97	22	..	76	76	195	173	22	..
Kansas City, Mo.	58	54	4	..	110	62	48	..	168	116	52	..
La Crosse, Wis.	50	92	..	42	60	120	..	60	110	212	..	102
Lewistown, Mont.	45	42	3	..	59	53	6	..	104	95	9	..
Madison, S. D.	43	39	4	..	80	77	3	..	123	116	7	..
Madison, Wis.	92	111	..	19	47	106	..	59	139	217	..	78
Malden, Wash.	58	55	3	..	40	29	11	..	98	84	14	..
Marion, Ia.	100	88	12	..	148	54	94	..	248	142	106	..
Marmarth, N. D.	27	19	8	..	18	20	..	2	45	39	6	..
Marquette, Ia.	102	74	28	..	77	67	10	..	179	141	38	..
Mason City, Ia.	93	126	..	33	264	219	45	..	357	345	12	..
Milbank, S. D.	41	30	11	..	53	51	2	..	94	81	13	..
Miles City, Mont.	198	193	5	..	220	197	23	..	418	390	28	..
Milwaukee, Wis.	206	180	26	..	529	113	416	..	735	293	442	..
Minneapolis, Minn.	105	123	..	18	437	467	..	30	542	590	..	48
Mitchell, S. D.	39	38	1	..	157	147	10	..	196	185	11	..
Mobridge, S. D.	104	107	..	3	141	211	..	70	245	318	..	73
Montevideo, Minn.	72	67	5	..	147	66	81	..	219	133	86	..
Murdo, S. D.	17	15	2	..	40	18	22	..	57	33	24	..
New Lisbon, Wis. (New)	41	..	41	..	13	..	13	..	54	..	54	..
Othello, Wash.	46	62	..	16	135	74	61	..	181	136	45	..
Ottumwa, Ia.	90	71	19	..	115	65	50	..	205	136	69	..
Perry, Ia.	168	150	18	..	234	190	44	..	402	340	62	..
Portage, Wis.	181	166	15	..	257	217	40	..	438	383	55	..
St. Maries, Ida.	42	29	13	..	40	15	25	..	82	44	38	..
St. Paul, Minn. (New)	64	..	64	..	220	..	220	..	284	..	284	..
Sanborn, Ia.	62	63	..	1	67	85	..	18	129	148	..	19
Savanna, Ill.	59	55	4	..	195	165	30	..	254	220	34	..
Seattle, Wash.	84	89	..	5	224	168	56	..	308	257	51	..
Sioux City, Ia.	125	119	6	..	298	262	36	..	423	381	42	..
Sioux Falls, S. D.	60	53	7	..	141	123	18	..	201	176	25	..
Spokane, Wash.	62	74	..	12	16	46	..	30	78	120	..	42
Tacoma, Wash.	126	122	4	..	243	331	..	88	369	453	..	84
Terre Haute, Ind.	157	86	71	..	342	404	..	62	499	490	9	..
Three Forks, Mont.	31	33	..	2	7	16	..	9	38	49	..	11
Tomah, Wis.	180	154	26	..	214	192	22	..	394	346	48	..
Wausau, Wis.	89	143	..	54	90	163	..	73	179	306	..	127

Total	5,241	4,906	602	267	8,922	7,777	1,820	675	14,163	12,683	2,278	798
Increase during year 1935 over year 1934 in Voting Membership									Number of Chapters which increased their membership during 1935			
Increase during year 1935 over year 1934 in Contributing Membership									Number of Chapters which did not increase their membership in 1935			
Increase during year 1935 over year 1934 in Total Membership									Number of New Chapters organized during the year 1935..			
Chicago, Illinois, March 28, 1936.									Respectfully submitted, General Governing Board.			

Miles City Chapter

Mrs. N. A. Helm, Historian

MILES CITY Chapter met Monday evening, April 6, with president, Mrs. Moss, presiding, and 35 members present. Reports of the various chairmen were read: Mrs. Custer Greer reported 25 voting members and 16 contributing members, making a total of 41 new members for the month. Mrs. Nimbar, welfare chairman, reported \$17.30 expended during the month for welfare; 4 families given aid, 18 telephone calls and 16 personal calls made.

Mrs. Wm. James, sunshine chairman, reported 340 personal calls, 133 telephone calls, making a total of 473 calls made; 19 messages of good cheer were sent and 488 families reached.

Mrs. Gilmore, ways and means chairman, reported on the card party held in club rooms; 25 tables were played. The dance was well attended and was a success financially as well as socially and all reported a very good time. "Emmy's Kitchenette Orchestra," from the high school favored us with several selections, which were greatly enjoyed by all.

Emogene Ritche was leader; Jay Epstein played the glasses; Virginia Pickering, the kitchen stool; Margaret Love, the egg beater and kettle lids; Deborah Leavitt, the wash board; Agatha Wagne, the piano.

Refreshments were served by Mesdames Moxness, Greer, and Tarbox at close of meeting.

It was voted to send our president, Mrs. Moss, to the General Board meeting at Chicago.

After meeting cards were played, Mrs. Cobb winning the prize.

Minneapolis Chapter

Mrs. A. F. Hancer, Historian

ON February 25th the Minneapolis Chapter Board meeting and luncheon was held at Millers' Cafe, with 18 members present. The luncheon was so delicious that it was voted to do this at all our Board meetings instead of having the ladies furnish the lunch. The chairman of the membership committee was getting all the new members for 1936 and she certainly is starting in early. Mrs. Neese talked of the dance the club is planning, and it was decided to hold this in the Minnehaha Masonic Hall on April 24th, with music furnished by Hillary's orchestra. Mrs. Bagnell, our president, welcomed back Mrs. W. Johnson and Mrs. Arnold, after a siege of illness.

The regular meeting of the Minneapolis Chapter was held in the club rooms on Monday evening, March 2nd. Mrs. C. F. Holbrook, chairman of the potluck supper, was assisted by Mesdames Donehower, Neese and Gerhke. We surely must thank Mrs. Donehower for the delicious rolls which she has made and served at every meeting. About 85 were present. Mr. Peterson again very ably conducted the sale of a pillow made and donated by Mrs. Arnold, and \$5.85 was made. Cards were played at eight tables. Door prizes were won by Mrs. J. O'Connor and Mr. W. R. Johnson. Mrs. Henry Walworth won the pillow.

The March 31st Board meeting was held at Miller's Cafe, with 13 members present. After a lovely luncheon the meeting was called to order by our president, Mrs. Bagnell. Our sunshine chairman, Mrs. Grace, reported Mrs. Lamberg much improved at the Northwestern Hospital; and also reported six more calls on the sick.

Mrs. A. J. Neese distributed tickets for the dance to be held April 24th and reported wonderful cooperation on the part of her committee in disposing of the tickets. After the meeting Mr. and Mrs. Grace invited the ladies over to the Radisson for a little treat in honor of Mr. Grace's 70th birthday, and this was very much enjoyed.

On Monday evening, April 6th, the regular meeting was held in the club rooms with 95 present. A potluck supper was served. Mrs. Arnold, chairman, was assisted by Mesdames Berg, Hendert and Benson. We were so happy to have our leader, Mrs. Carpenter Kendall, and Miss Lindskog from Chicago, as our honor guests. Mrs. Kendall gave a very inspiring talk, especially complimenting us on the feeling of good-will among the members; also on the number of men who were enjoying the evening. Cards were played at 8 tables. Door prizes were won by Mrs. Phil Grace and Mr. Cotel. A rising vote of thanks was given our hostesses for their lovely supper. Mrs. Grace gave a very marvelous report on her sunshine work, having made 33 telephone calls and 19 personal calls on the sick, and sending out 10 cards.

New Lisbon Chapter

Mrs. George Oakes, Historian

ON March 31, 1936, the tenth regular meeting of New Lisbon Chapter was called to order at the home of our president, Mrs. A. G. Shrake. Twenty-one members joined in giving the club motto. After the reports by the secretary, treasurer, and committee chairmen, a letter from Miss Lindskog in regard to the meeting of the General Governing Board to be held in Chicago, was read. It was voted to send our president as representative. A few other members believed they, too, would attend.

Committee Chairmen appointed for 1936 are: constitution and by-laws, A. L. Hard; welfare, R. E. Zeilsdorf; good cheer, E. Karner; ways and means, Wm. Brunner; scholarship, Wm. Wilcox; membership, H. Moran; social and program, R. F. Oakes; needlework, J. D. Walden.

Each member present gave a helpful household hint. Many of these were very beneficial because they can be used to advantage in our spring housecleaning.

After the meeting was adjourned, refreshments were served by Mrs. A. G. Shrake, D. Wescott, R. Alexander, J. P. Gibson and R. Zeilsdorf.

Union Station Chapter

Gertrude Schoyer, Historian

THE March meeting of Union Station Chapter was postponed from the regular meeting date, the first Monday of the month, to March 23rd on account of the flower show. After a short business meeting in the club room the members went to the Navy Pier, having dinner there with Mr. and Mrs. Dynes as host and hostess and enjoying the show after dinner under their guidance. About eighty were present from our chapter and we all agreed the very beautiful display was by far the finest we have ever seen.

The April meeting, held in the club room on the 6th was followed by bridge. The cash drawing of \$2.00 went to our social chairman, Miss Antoinette Welling, who must carry some kind of a good luck charm with her as this is not the first time she has been the lucky winner.

We are looking forward to the general get-together luncheon on May 9th as it seems a long time since our last one in 1934.

Tacoma Chapter

Carrie Devlin, Historian

TACOMA CHAPTER held its monthly meeting at the club rooms Monday, March 30th. About seventy members were present. A very fine luncheon was served by Mrs. W. G. Densmore and her committee.

Our president, Mrs. Micklethwait, called the meeting to order. After repeating the club motto the chairmen of the several committees gave their reports.

Welfare chairman, Mrs. Love, reported that she had sent two loads of wood to needy families.

Ways and means chairman, Mrs. Densmore, reported having given two card parties and dinner and had turned thirty-two dollars into the treasury. She planned to have a rummage sale in April.

Following the business session a very delightful program was given by Mrs. Harry Clark with a paper, "The Romance of the Tulip," and Mrs. Benjamin Snyder with a group of original poems.

After adjournment the members lingered for a social hour.

Othello Chapter

Mrs. Kate Showalter, Historian

OTHELLO CHAPTER had its regular meeting in March. A series of card parties were started, the first one being held the 14th of March with ten tables playing. The next party was held March 28th with fourteen tables of pinochle. This was the largest crowd that has ever attended a card party since Othello has had its own chapter. The last party will be held April 25th, at which time the grand prize will be awarded.

Mrs. E. K. Reynolds has been appointed to take care of the clubhouse lawn and flowers this year. She has already made several improvements and we expect to have a yard this summer that we will be proud of.

The club contributed \$20.00 to the Red Cross flood relief funds.

Mobridge Chapter

Jeannette Hopper, Historian

MOBRIDGE CHAPTER met in regular session at the club rooms on Monday, March 16th, with our newly elected president, Mrs. Haanes, presiding. After repeating the club motto, members present sang "Wearing of the Green," in honor of St. Patrick's Day.

Reports from all standing committees were given by the chairmen of their respective committees. An interesting "Safety First" paper was read by Mrs. Frank Schneider. Her subject was "Home Safety" and she concluded by reading "Six Cylinder Sentences on Go Slow."

Our chapter voted to send our president to the annual meeting to be held in Chicago in May.

After adjournment of the business meeting a splendid program was presented to the club by our program chairman, Mr. G. Baum, who introduced the winners of the recent music contest held from the local high school elimination contest, which will compete in a district contest to be held in Mobridge in April. Those appearing on the program were: Miss Kathleen Green, in a violin solo; Miss Eileen Stog, soprano solo; Miss Betty Twining, contralto solo; Raymond Bootz, cornet solo; and David Darling, in a bass solo. These young people were accompanied by the instructors, Mesdames Tobin and Shankland and Mr. J. C. Thompson. We are proud to say that all but one or two of these young artists belong to the "Milwaukee family."

Following the musical program, St. Patrick's Day cakes and coffee were served by the hostesses, Mesdames James Hooper, Claude Preston and Clyde Caldwell.

Mrs. Leo Swanton was the lucky one to win the door prize.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH Chapter met Feb. 27 with the president, Mrs. John Richmond, presiding. From the reports of the chairmen of committees present the chapter had been quite active considering the schools were closed and there were a number of cases of scarlet fever, among whom were several children of Milwaukee families.

Sympathy was extended to Mr. and Mrs. Shirley Richey in the passing of the former's sister at Seattle.

A nice lunch was served after the business session by Mesdames Leo Rushford and P. Gust.

On March 26th the chapter met, with the president, Mrs. Richmond, in the chair. From the committee chairmen reports, one family had been given coal \$1.40 had been expended for sunshine and good cheer; 13 cards had been sent; \$2.75 spent for relief, and the treasurer reported receipts, \$19.00, disbursements, \$4.35, a balance, \$114.90. It was decided to purchase new shades for club house. The librarian reported the receipt of 48 books from the circulating library and 219 books on hand. The safety chairman, Mrs. A. C. Hindert, gave a very splendid safety first talk, and for the meeting next time a given topic on some phase of safety first was assigned each member present, each to be given in a 3-minute talk. From the topics assigned this should be a very interesting and educational meeting. Mrs. Hindert also handed each member a pencil and slip of paper on which was to be written a suggestion of some type of safety first and from which she will probably arrange another interesting safety first program.

Miss Wilma Fagan gave several piano solos which were greatly enjoyed and after lunch again entertained the ladies with more of her delightful music.

Sunshine and good cheer wishes were sent to membership chairman, Mrs. Harry Shields, who was in the Rhame hospital following a major operation.

A nice lunch was served by Mrs. M. Bude and Miss Wilma Fagan.

Fullerton Ave. Chapter

Ruth L. Nison, Historian

FULLERTON AVE. Chapter held its regular monthly meeting Tuesday evening April 14th. Dinner was served at 5 o'clock, 122 members being present. The meeting was called to order by our president, Mrs. Frandsen.

A vote was taken to install a new radio and drapes for the men's club room.

Plans for a dance and card party to be held May 28th in celebration of the HIAWATHA'S first birthday were discussed. Union Station Chapter and Fullerton Ave. Chapter, with the kind cooperation of the Booster Club and American

Legion are going to make this affair successful enough to repeat every year on the HIAWATHA'S birthday. Further details and reports will be in a later issue of this magazine.

Mrs. Heyn, our welfare chairman, had a splendid report to make. The cold weather brought many requests for coal, food, warm clothing and medical attention, which was taken care of by Mrs. Heyn and her committee. We want to thank them for their really fine work.

Mrs. Frandsen, her staff of officers and chairmen of various committees, are forging ahead to an unusually successful year. The membership is climbing up by leaps and bounds and we expect to reach the thousand mark by June.

The meeting was turned over to our vice-president and social chairman, Mrs. Burch, who as usual had a pleasant surprise for us.

Miss Pearl de la Barre and her Girl Scout Troop No. 296 entertained with several dance and vocal numbers, recitations and a Punch and Judy show. The scenery, puppets and the performance itself was all the work of these girl scouts. The club wishes to thank Miss de la Barre for her efforts in bringing this fine entertainment to Fullerton Ave. An Easter egg hunt added to the merriment of the evening.

The Patterns and Spring and Summer Fashion Book

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

8749. Cape Frock of Unusual Charm. Designed in sizes 12, 14, 16, 18 and 20. Size 14 dress alone requires 3 1/2 yards—capelet 1/2 yard of 39-inch material. Plus 1/4 yard lining for capelet. Price 15c.

8671. Good Looking Tunic Pajamas. Designed in sizes 14, 16, 18, 20, 32, 34, 36, 38, 40 and 42. Size 16 requires 3 3/4 yards of 39-inch fabric for tunic blouse, and 2 1/2 yards for pajamas, collar and belt. Price 15c.

8622. Slenderizing Lines for Slimness. Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 38 requires 4 1/2 yards of 39-inch material. Price 15c.

8736. Adorable Tot's Frock. Designed in sizes 2, 4, 6 and 8 years. Size 4 requires 1 1/4 yards of 35-inch fabric, plus 5/8 yard contrasting. One yard machine ruffling is required for trimming. Price 15c.

8663. Make this a Budget Frock. Designed in sizes 12, 14, 16, 18, 20, 30, 32, 34, 36 and 38. Size 14 requires 4 1/4 yards of 39-inch fabric, with 1/2 yard contrasting. Price 15c.

8741. Make This House Dress with its Slender Lines. Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 38 requires 4 3/4 yards of 39-inch material plus 1/4 yard of 35-inch contrasting. Price 15c.

8752. Smart Princess Lines. Designed in sizes 8, 10, 12 and 14 years. Size 10 requires 2 1/2 yards of 35-inch material. Plus 5/8 yard contrasting. Price 15c.

Favorite Recipes

Tomato Steak. Heat three tablespoons of fat in a frying pan, add round steak cut in four-inch square pieces and two inches thick. Sear on both sides. Arrange in covered casserole with one cup sliced onions, one and one-half cups shredded carrots, one-half cup finely diced turnips, two cups canned tomatoes, salt and pepper. Bake in oven 350 degrees for two or two and one-half hours. Thicken the gravy if desired. Place the casserole in cold oven and turn switch to 350 degrees if electric range.

Lima Bean Soup. Soak one cup dried lima beans in one cup of cold water overnight. Drain, then combine with six cups cold water, one small onion, sliced, one

medium carrot, one teaspoon salt, one-fourth teaspoon pepper, one-eighth teaspoon dry mustard. Bring to a boil in covered kettle, then simmer gently two hours. Rub through puree sieve and add one tablespoon vinegar and two tablespoons brown sugar. Reheat and serve with small lump of butter and paprika in each soup cup.

Veal Goulash. One and one-half pounds of veal steak, cut in portions to suit the occasion. Sprinkle with salt, pepper and flour. Melt six tablespoons of margarine in a covered skillet, add the meat, and one and three-fourths cups sliced onions. Brown, and add one-half cup chili sauce, boiling water and one-half cup grated American cheese. Simmer for thirty minutes or until tender. Have ready one package of macaroni, cooked in boiling water until tender and blanched. Serve hot with the goulash.

Scalloped Veal. Cut two and one-half pounds of veal shoulder into pieces, roll lightly in flour seasoned with salt and pepper and brown with two medium onions, sliced, in hot fat. Place in casserole, add one-half pound sliced fresh mushrooms or one four-ounce can mushrooms, drained, one and one-half teaspoons salt, one teaspoon granulated sugar, and one and one-fourth cups hot water and one and one-fourth cups tomato juice. Cook in moderate oven about two hours.

Spanish Lamb. Cook five strips of bacon until light brown, add four cups uncooked lamb shoulder cut in one-inch pieces. The meat should first be rolled lightly in seasoned flour. Add one and one-half cups sliced onion and brown on all sides. Add three cups diced celery, three cups shelled peas, bit of powdered sugar, juice of half a lemon, three cups tomato juice, one and one-half teaspoons Worcestershire sauce and one and one-half teaspoons salt, one-eighth teaspoon pepper. Bring to a boil and simmer until tender—about one hour.

Cheese Pudding. Trim the crusts from six slices of bread and spread with butter. Cut into squares and arrange in a greased casserole, in alternate layers with two and one-half cups of grated American cheese, having the cheese layer on top. Slightly beat three eggs, add two and one-half cups milk, one teaspoon salt, one-fourth teaspoon dry mustard and a dash of cayenne. Pour this over the first mixture and bake in a slow oven for one hour and a half. This serves six.

Cheese Custard. Six eggs slightly beaten, one teaspoon salt, one-half teaspoon paprika, three teaspoons minced onion. Add three cups of milk and one and one-quarter cups grated cheese. Bake in a 300 degree oven until a knife blade inserted comes out clean.



SPECIAL COMMENDATION



Name and Division	Citation and Date	Cited by
Clarence A. Marking, section foreman, Keldron, S. D.	Discovered flat wheel in passing train, flagged train, car set out, Feb. 12th.	P. H. Nee, superintendent
Tib Medina, section laborer, Almora, Ill.	Found broken frog in switch, while off duty, Sunday, and advised dispatcher, Feb. 21st.	H. F. Gibson, superintendent
C. B. Kempley, conductor, Superior Division.	Discovered broken rail, while passing over, reported same immediately, Feb. 18th.	F. T. Buechle, superintendent
Sam Potts, crossing flagman, Sturtevant, Wisc.	Discovered dragging brake beam on passing train, flagged crew, Feb. 15th.	E. A. Meyer, Manager Safety Bureau
J. E. Alspach, K. C. Division.	Discovered defective equipment in passing train and flagged crew, Feb. 25th.	W. C. Givens, superintendent
P. E. Fisher, K. C. Division.	Discovered broken wheel in train Feb. 24th, car set out.	W. C. Givens, superintendent
F. Morrison, K. C. Division.	Found evidence of defective equipment in train just passed. Notified crew, Feb. 28th.	W. C. Givens, superintendent
E. M. Middleton, brakeman, T. M. Division.	Discovered broken rail and notified dispatcher, March 25th.	P. H. Nee, superintendent
H. E. Dernback, brakeman, T. M. Division.	Discovered broken rail, while passing over, March 31st.	P. H. Nee, superintendent
Vaugh Allen, conductor, T. H. Division.	Discovered defective equipment while inspecting train, March 19th.	C. E. Elliott, superintendent
Thos. J. McComish, brakeman, I. & D. Division.	Discovered dragging brake beam in his train, April 3rd.	W. F. Ingraha, superintendent
D. E. Breden, conductor, T. M. Division.	Discovered broken rail, while passing over, April 11th.	P. H. Nee, superintendent
A. H. Hall, operator, Plummer Junction, Idaho.	Noticed dragging brake beam in passing train, April 11th.	F. E. Devlin, superintendent
E. E. Santee, conductor, K. C. Division.	Discovered defective equipment in moving train, March 15th.	W. C. Givens, superintendent
J. L. Rector, K. C. Division.	Discovered defective equipment while inspecting train.	W. C. Givens, superintendent
Clyde Kilbourn, K. C. Division.	Discovered defective equipment in moving train, March 16th.	W. C. Givens, superintendent
E. N. Chitwood, K. C. Division.	Discovered defective equipment in moving train, Feb. 25th.	W. C. Givens, superintendent

Miss Ellen Noble, clerk, local freight office, Seattle, furnished tips on passengers resulting in securing a considerable amount of revenue business.

A. S. House, oil plant engineer, Seattle, furnished tips on prospective passengers securing sale of several first class fares.

Miss Elizabeth Hagen, office of J. C. Macdonald, Tacoma, furnished traffic tip, securing a passenger from Tacoma to Milwaukee and return.

Mrs. Ellen Noble, clerk, local freight house, Seattle, was instrumental in securing sale of one ticket, Tacoma to Detroit, our line to Chicago.

F. J. Whalen, rate clerk, Dubuque freight office, secured routing of 40 carloads of automobiles to Dubuque.

Mrs. W. S. Burroughs, wife of cashier, Tacoma, furnished traffic tip securing sale of one round trip ticket to Washington, D. C., our line in both directions.

David Ehrlich, clerk, Tacoma, furnished traffic tip on prospective business, Tacoma to Butte, Montana.

John Mott, train baggageman, Spokane, turned in tip securing sale of three round trip tickets, Spokane to Butte and return.

car, wrapping our samples so we could take them on the train and arranged for one of the local garage men to call at the station for our car.

This was appreciated, you may be sure.

Yours very truly,
(Signed) E. S. Grable,
U. S. Gypsum Company, Sioux Falls, S. D.

Service Just About Perfect

CARL H. GETZ
407 South "M" St.
Tacoma, Washington

Mr. Geo. B. Haynes,
Passenger Traffic Manager,
Chicago, Illinois.

Dear Sir:

For years my work for the export departments of two great automobile companies took me to all parts of the world

and as a result I have traveled on most of the famous trains of the world, including practically all those of the United States. But I never had a more satisfying trip than I had the other day in traveling on the Olympian from Chicago to Tacoma. The service was just about perfect. And I wish to extend a special vote of thanks to Mr. C. C. Little, chief steward in the dining car, who extended to me every courtesy.

My permanent home is in New York City and I know that comparatively few Easterners have an adequate appreciation of the excellence of Western trains, especially The Milwaukee Road.

I'm that enthusiastic about the Olympian that I could not refrain from sending you this brief note of gratitude and appreciation.

Sincerely,
(Signed) Carl H. Getz.

La Crosse-River Division (First District)

Scoop

PERISHABLE inspector, Lines East, W. C. Scott, who has been off most of the winter on the sick list, is among us again and husky as ever.

Roadmaster J. T. Loftus is sporting a new Pontiac. He says the blame thing doesn't handle as good as a "Casey Jones" but it gets there just the same.

Ticket clerk Zanders of La Crosse has been making frequent trips to Watertown, a sure sign of spring.

Harry Lawrence of Mr. W. F. McDonald's office, La Crosse, is looking them over in a new Chevrolet.

If you are looking for an extra brakeman or a car of any description, from a handcar to a Pullman, ask Dewey Brown. He helps our chief dispatcher, Mr. C. D. Galliven, keep a line on them.

Former correspondent Eileen Story, now Mrs. Bronno Mulder of La Crosse, has a son, named Charles Bronno Mulder. Congratulations, Eileen, and we hope he will be a big butter and egg man like his dad on the north side!

Conductor Charles Draves of Portage is on the sick list. He is convalescing from a severe case of flu.

Freight house clerk Jim Tobin of Port-

age, who commutes between Columbus and Portage, is seriously considering an attachment of some kind for his nosebag which he inadvertently left on the train several times. Something like the whistle on the Hiawatha or the bell in the lunchroom they ring for passengers on the trains. Anything but a fire siren, that's out.

The old haymaker is getting higher every day and it sure is hard to believe that we were up to our necks in snow such a short time ago.

The warm weather has brought back our Florida vacationists, Conductors Pate and Curtis resuming their jobs on the M&P line, and engineer George Bates his run on passenger.

Conductor Pate claims the smallest fish he caught was a fifteen-pound black bass one morning in one of the parks down in Florida. Foster Phillips had more luck; his catch was so big they had to lay it up in the attic, and Foster, of course, had to inspect it. While he was doing so the deep sea monster made a sudden slap with his tail and Foster, to avoid getting knocked down, backed against what he thought was the wall of the attic, but it proved to be a door and he did a "Brodie" twelve feet down to the ground. The only casualty being a smashed garbage container upon which he made a three point landing.

Agent at Vivian Helps Out Stalled Motorists

Deadwood, S. D.

Division Superintendent,
Mason City, Iowa.

Dear Sir:

I am writing to thank you for the courtesies which our South Dakota representative, Mr. R. W. Henderson and I received from your Vivian, S. D., agent, Mr. Nelson Frizzell.

Mr. Henderson and I were en route from Soo Falls to Deadwood when a sudden blizzard forced us to stop at Vivian and continue our trip by train.

Mr. Frizzell assisted us in unloading our

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 E. Stevens.....Care Superintendent, Savanna, Ill.
 Miss N. A. Hildeson.....Care Mechanical Department, Minneapolis
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
 Ira G. Wallace.....Clerk, Red Wing, Minn.
 W. J. Zahrada.....Care Superintendent, Aberdeen, S. D.
 A. T. Barndt.....Care Supt. Car Dept., Milwaukee Shops

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

Good Old Dubuque Shops

Lucille Millar

MR. HENRY WIDMAN, chief car inspector at Dubuque Shops for many years, passed away in Dubuque on February 26th, in his 73rd year. His wife had preceded him in death. He is survived by one son, Frank, and a sister, Mrs. Frank Nagele of Dubuque, a brother, John, of Miles City, Mont., and several grandchildren.

Just a short time ago Mr. Widman was presented with a 50-year button, which in his case was not only a symbol of service with this company but it also marked a period of duties well and happily performed. He will be remembered as "Hank" Widman by many on the Milwaukee system who visited Dubuque in the old days when the shops at this point were an important repair point on the Milwaukee map.

When we think of his work as having been finished here, we visualize a greeting Out There to such as "Hank"—

"Welcome, master inspector, we have just the place for you;

After a short vacation we'll tell you what you're to do.

On earth you were an expert—your service was simply fine—

So we have a master inspecting job on this 'Heavenly Line.'

You may think that your work is over, that your time is run

But for those who served as you have it is only just begun."

The sympathy of the entire Dubuque Shops is extended to the family of Charles Sleser, who passed away at his home on March 24th after a very brief illness. "Charley" was employed in the store department at this point for ten years and since the reclamation plant opened has worked in that department.

Our sympathy also goes to Mr. Frank Taylor and family in the loss of his wife on March 25th. While Mrs. Taylor had not been well for some time, her death came as a great shock to her family and friends.

We had Lines West visitors drop in on us recently—Mr. William Delaney, car foreman at Tacoma, and his missus (the former Esther Althausen who was clerk in the car dept. office at Dubuque Shops previous to her marriage). The western country is agreeing with Esther as she sure looked "in the pink."

Frank Schaefer said he was glad to see the last of winter as he got tired of going up his back steps "on a snowdrift." We may be glad to see some of that snow before long as the old thermometer is sure mounting these days.

Since middle names have become popular again, quite a bit of excitement took place recently when the boys (during lunch hour) decided "Andy" Mohr should be officially given a new moniker—"Delhi" was the name added and "Andy" only hopes that with this new addition his

tomato plants this year will not come up weeds.

That town Sabula, from all accounts, is becoming very popular as we understand (from good authority) that Miss Nelle Murphy from the district storekeeper's office in Savanna is having quite a bit of dental work done there and Miss Grace Cassel, it is said, has interests in that same section—some of "us girls" in these parts really should go down and look over the place as we might be missing something.

Won't someone please submit a middle name for our Justine—as "none" really doesn't do him justice?

Northern District—Car Department

O. M. S.

F. J. SWANSON, J. Hemsey and F. M. Washburn attended Car Department staff meeting at Milwaukee on March 25th.

Mr. G. A. Kempf checked air brake work at Minneapolis Shops March 26th.

Minnesota now has very fine weather. Gust Larson knows and has the Buick all set for his Sunday drives.

Lead airman, P. A. Garvey, visited Austin, Minn., March 6th and handled air brake work.

Wrecking engineer, L. M. Allan, Minneapolis Shops, is receiving congratulations today, April 9th, on the fortieth anniversary of his and Mrs. Allan's wedding. We wish them many more returns of the day. Mr. Allan began working for the Milwaukee Road August 27, 1893.

We also wished Einar Hauger, bill clerk in our office, happy birthday on April 7th.

Mr. Gust Gruhlke, car helper at South Minneapolis repair track, returned to work April 1st after two months' illness.

Mrs. F. J. Tschohl, wife of car foreman, St. Paul repair track, has just returned from visit with son and his wife at Albuquerque, N. M.

Mr. and Mrs. Fred Peterson, St. Paul, are now visiting in New Orleans, La.

Dennis Sullivan, carman at St. Paul repair yard, who has been off duty caused by illness, is improving nicely and expects to return to work soon.

Mr. Bernard Ratwick and daughter, Evelyn, visited relatives at Eau Claire, Wis. Mr. and Mrs. Frank Taylor, also from St. Paul, visited relatives at Red Wing.

La Crosse River Division, Second District

Ira G. Wallace

CHIEF clerk J. J. McShane and yard foreman Seleski of Hastings were contestants for the post of alderman of the first ward in the recent spring elections. Seleski won the post but Jim is warning everybody to watch out in the future. Operator Pete Meyers also lost out in the race for alderman-at-large.

John Ostrom, who for many years was chief carpenter on the river Division, has

been appointed to a similar position in charge of Twin City Terminals.

We all welcome Mr. Victor M. Hansen who succeeds Mr. Ostrom on the division. Mr. Hansen comes to us from the Dubuque Division and is making his headquarters at La Crosse.

A large steel gang is now re-laying approximately four miles of new steel at Frontenac. The steel work at Hastings is now finished. A great amount of track work is lined up for this division during the coming summer.

We are all glad to hear that Jim Wheeler, our genial wayfreight conductor, is now recovering from a sudden siege of pneumonia.

Engineer Chas. Stinson attended the American Bowling Congress at Indianapolis last month as a member of a local team. Although they did not place in the money, the trip gave them the opportunity of seeing many of the leading trundlers of the country.

With the recent stages of the high water in the Red Cedar and Chippewa rivers, our C. V. Line was completely submerged in some sections for nearly a week. Huge cakes of ice tore out bridges and washed out the right-of-way. In some places over 3,000 feet of track were under water. Roadmaster Chas. Carlson, supt. Donald, and asst. supt. Skewes were on duty for ten days supervising the building of new bridges and repairing the right-of-way. While in the midst of these operations an ice jam tore the pontoon bridge loose at Wabasha and carried it a hundred feet down the river. It has now been towed back into place and service is again maintained over the river. A new flood is now reported again submerging the C. V. under two feet of water. A great deal of trouble is anticipated if the Mississippi passes its recent high stage.

West Coast Notes

A. M. R.

W. G. DENSMORE of the car department has been laid up with one of his legs confined in a plaster cast for three weeks. But it's all over now and Bill is as good as ever again.

Mrs. Wm. Waldo, wife of engineer, passed away in Tacoma March 13. She was a charter member of the Milwaukee railroad Women's club and the auxiliary to railroad engineers. Surviving are her husband, William W.; a son, Bernie; a daughter, Mrs. Iva I. Houston, and a granddaughter, all of Tacoma; two brothers, Eugene Cope of Ruthven, Ia., and George Cope of Greeley, Colo., and a sister, Mrs. Amy Dawson, of Marshalltown, Ia.

Glenn Russell, our depot baggage agent here, has just had about the limit of misfortunes lately. He has been called upon to mourn the loss of his wife and his mother. And in addition, his son has been confined to the hospital up until a few weeks ago.

Manford Walton, yard brakeman at Bellingham, passed away March 22.

Engr. George Beardsley, one of our old-timers, passed away suddenly March 24, at the age of 67. George had 28 years' service, coming to lines west from the SC&D Division. His remains were taken east for burial.

Jack McMahon, B&D carpenter, underwent an operation in the Seattle hospital last week and is progressing nicely.

Asst. supt. Hamilton was confined at home last week with a severe cold, but is back again. Seems as if we all more or less are subject to colds this time of year.

P. E. Gottlieb has been transferred from Mr. Lodges' office in Chicago to the accounting department at Tacoma. As soon as he can locate a house, the family will follow, and we are glad to welcome them. Folks live in Chicago, but we never could understand why, when there is this sound country to enjoy life in.

Chicago Union Station

Ann Weber

MAY 19 is the date for our next Booster Club meeting. It will be in the nature of a celebration of the HIA-WATHA, which will be in service one year on May 29. A drawing will be held, the prize to be a trip on the HIAWATHA—all expenses paid—Chicago to Minneapolis and return—(two railroad tickets—reserved parlor seats—meals on board the HIAWATHA—hotel room—sightseeing trip).

Judge John Gutknecht, who is doing great good in making Chicago streets safer for its citizens, has accepted an invitation to speak at this meeting. An amplifying system is to be installed so that all may hear the judge's safety message.

Cards and dancing will follow the meeting. Plan to attend. Don't forget the date.

The Annual Lesson

(By Wimpus McKee)

The day was fine and the field was fast The baseball season was here at last. The Sox were conducting their annual school

While the little Cublets tried to break the rule.

By beating the Sox with their latest edition

In violation of that ancient tradition But with all their strategy and theories They can't beat the Sox in the City Series.

With Kennedy pitching their chances were slim

Of the Cubs ever winning for old Charlie Grimm.

The clowns were mowed down as if by magic,

The look on their faces was surely most tragic.

Then Piet homered with no one on base— That was enough to put the Cubs in disgrace.

But just to make everything seem nice, The Sox got five more, and the game was on ice.

The Cubs should learn after such a long siege

That they should stay in the National League

And play all their games on their home lot Or lose the prestige that they haven't got.

Sincerest sympathy is extended to Elsie Hoffman (Accounting Department) on the loss of her mother.

The Freight Traffic Department held their first annual Ping Pong tournament during the last two weeks of March and the first of April, starting with a field of thirty.

John Burke captured the championship by defeating Earl Hyett, Gil Henkens and Carl Peterson, the other finalists.

Fred Knaack, who entered the consolation round as a substitute, won this championship, but he declined the honor in favor of Howard Larson, the runner-up in this division.

They came—they met—they conquered— Thursday evening, April 16, the Ping Pong teams of the Freight Traffic Department and the Purchasing Department met in a

challenge match. The freight boys won 59 to 16.

John Burke and Earl Hyett made a clean sweep of their fifteen games, while Louis Smith of the Purchasing made their best showing by winning six and losing nine.

Fred (Hack) Knaack, prior to the series promised to win fifteen games, but had to be content with only six. This made him the anchor man. He weighed the team down. For this feat he won the Flexible Rubber Ping Pong Bat and one-half dozen moth balls, ping pong size.

Members of the teams: Purchasing—C. W. Anderson, Milton Bennett, B. B. Melgaard, Louis Smith and M. A. Hammel. Freight—John Burke, Earl Hyett, Gil Henkens, Carl Peterson and Fred Knaack.

The stork presented the W. W. Bracys with a boy on March 22, the Jimmie Maloneys with a girl on April 4, and the Carl Skjoldagers with a boy on April 5.

The baseball season has rolled around once more and The Milwaukee Road team of the Freight Traffic Department can be seen working out at Grant Park these balmy spring evenings. No definite decision has been reached as to which league they will enter, but Manager Klos gives assurance that he will put a worthy team on the field.

Ann Weber is now wearing a diamond on the proper finger.

Kansas City Division

K. M. G

DURING the month of March we lost two of our "long time" employes in the office of the superintendent, Ottumwa. Ralph R. Lowe, for many years a civil engineer on our division, departed on March 30 for Danville, Ill., where he will headquarter as roadmaster on the Terre Haute Division. He was honored at a 6:30 p. m. banquet at Hotel Ottumwa on March 28. Numerous tributes were paid to him by the speakers of the evening and his biography was read by chief clerk Sowder. He was presented with a fountain pen set by the officials and employes present. The chief form of entertainment was the "unveiling of Genie the Jeep," with P. J. Welland, roadmaster, as master of ceremonies. E. N. (Eddie) Dornisfe, clerk to trainmaster and chief dispatcher, left the employ of the railroad on March 21, having accepted a position with the Lagomarcino Grupe Wholesale Fruit Company, Ottumwa. Just before leaving, on his last day in the office, superintendent Givens gave him an electric clock as an expression of good will and good luck from the employes in the office. We wish them both success in their new positions.

On April 2 Mrs. W. C. Givens received word of her father, W. E. Lukins, being stricken with a heart attack and she departed immediately for her home in Sioux City, arriving there just a few hours after he had passed away. Mr. Givens was also in Sioux City to attend the funeral services, which were held on April 4.

The body of Wm. M. Culbertson, brakeman, aged 61, who died at the home of his daughter, Mrs. Glenn L. Shoemaker, Omaha, Neb., was brought to Ottumwa and funeral held at 1 p. m. on Saturday, April 4. His remains were taken to Elm Grove cemetery, Washington, Iowa, for interment. Mr. Culbertson had been an employe of the company for over twenty-eight years.

Many groups of Ottumwa people made the trip to Des Moines to see Colleen Moore's famous doll house, exhibited there for a short period of time as a benefit for the crippled children's home. On April 4 Mrs. Frank Chrisman and children, Mary and June, were among the travelers to Des Moines to see the renowned house.

On March 23 Mr. and Mrs. Lester Kizer went to Kansas City, being called there on account of the serious illness of the mother of Mr. Kizer.

Roadmaster F. M. Barnoske is being transported to and from the office in a new 1936 Chevrolet, which was purchased on March 28.

On March 27 Mrs. Gertie Schoech passed away at her home in Blakesburg after a

short illness. She was the mother of two Milwaukee employes, Edwin Schoech of Danville, Ill., and Russell Schoech of Rathbun, Iowa.

Asst. supt. R. C. Dodds and wife of Kansas City, Mo., spent the week-end of March 28 as guests in Ottumwa of Mr. and Mrs. J. H. Stewart, 234 W. Fourth street.

R. S. Odman and J. E. Herzog of Chicago are the latest addition to the engineering department on the K. C. division.

Drafts from the Drafting Room

H. J. Montgomery

ELECTION is now passed and with it goes success to some in their ventures to others, failure. Robert Borucki, aspirant for city clerk office of West Allis, fell by the wayside in the primary, but only after a fairly good showing, his first time out. Harry G. Miller, engineer of tests was nominated to West Allis School Board in the primary and was successful also in the finals. Bravo! Harry.

Tyrone M. Cannon and family spent a few days at Rapatee, Illinois, in honor of Tye's folks' 50th wedding anniversary.

Our janitor friend, "Fritz" Buettner, was on the sick list for a few days. It seemed kind of out of place without Fritz around. Maybe it's because he always did everything for us in the past and also because it was the first time in 14 years that he was off. We appreciate all you have done, Fritz.

Frank Hense makes the trip to Dubuque Iowa, every week to be home with his wife and kiddies on Saturdays and Sundays. (Absence makes the heart grow fonder, Frankie.)

Moving day arrived earlier this year in M. E. office. All the old filing cases and whatnot were done away with so as to make more room for new boards and new file cases. Looks like a new room, and roomier.

Welcome, Newcomers! Hi!

We have with us for a while, William P. Williams, special apprentice, from Tacoma, Wash. He is the son of Homer W. Williams, D. M. M., of the Coast and Idaho Division.

Harold Odegaard (Chivalrous Hal) is back with us again, after an absence of several years. "Ode" was foreman at several different points of the road. He is replacing C. E. Brophy.

Vernon ("Iggy") Green, also among the missing for several years, is now bending over the board for the Car Department.

Elmer Reinke, politician and whatnot of the past, has been recruited for heavy duty in the car department drawing staff. Elmer was with us a few years ago.

If anyone would like to know who's who in the midget automobile racing world, see LLL. He's a racing fan (atic).

H. W. C. is glad the bowling season is coming to a close so his average will not fall any lower. It's low enough now—says he.

Ask S. L. L. about the April fool joke that was slipped over on him. He was just an innocent party, but walked right into it. How was it, Les?

C. E. Brophy has been promoted to Harry G. Miller's old job, inspector.

The boys got as much kick out of the new vault combination as a youngster would with his new Xmas toys.

E. North is on the home stretch with his night schooling. It won't be long now and Ernie will have completed the same course as a University graduate. More power to you, Ernest.

The curfew is set for 7:30 a. m. And do the boys ever hustle to get here.

For Sale—A good bowling ball (might be good to somebody else). See—Harvey—It's the ball.

Baseball needs "smaller" and better umpires so H. J. M. is venturing into the field. It won't be long now, so you fellows can get your pop bottles ready.

By the way—"Spats" Petrie is again on top in the Skat standings. (He told me to be sure to put this in the magazine.) L. L. L. is third in the standings. There are only three places.

What our office needs is a good "get-together" party. What say—fellers?

Last month we announced the promotion of Harry A. Sjogren. Error in printing requires correction. Mr. Sjogren was promoted from Ass't Mechanical Engineer to Assistant to Superintendent, Car Dep't.

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

R. R. T.

CHIEF train dispatcher P. L. Hays at Spokane for the branch lines is quite ill at this writing and has been so for some time, but is now reported as improving. We hope that he may be fully restored to health long before this appears in print. In the meanwhile Fred Beal is doing his best to keep things moving and is making a good job of it.

Car foreman Alfred A. Strand of St. Marie's and Mrs. Strand have been through a siege of anxiety of late. Their daughter, who has been in training as a nurse at a Tacoma hospital and was temporarily engaged in hospital work at Seattle, was suddenly taken very seriously ill at the latter city, due to a ruptured appendix. No less than three blood transfusions have already been necessary. As we write this we are informed that the crisis appears to have been passed and Miss Strand is now expected to recover. We join with the many friends of the family in offering our best wishes for her early and complete recovery.

Fireman Jim McBride of the passenger ring out of Spokane has been off duty for three weeks due to influenza but is now fortunately well again and ready to go to work.

We regret to learn that Tom Barnes of the Othello roundhouse force, who has been ill at the home of his parents at Spokane for several months, is still far-from well and unable to return to work. We hope that warmer weather will improve his condition.

Frank Socwell, second trick telegraph operator at Manito, is off duty at this writing. We hope that he may soon be back on the job. Operator H. A. Flower is relieving him.

Mrs. Schlatterer, wife of Mr. A. L. Schlatterer, agent at Worley, was at a Spokane hospital for several weeks due to serious illness, but we are pleased to learn that she has improved sufficiently to enable her to return to her home.

Mr. G. H. Hill, assistant superintendent at Spokane, was away for a brief vacation trip. Mr. Jack Wright of Tacoma functioned in his place during his absence.

Engineer L. J. Dulk, who has had a mess of trouble with an injured foot, has now fully recovered—at least we hope that it is permanent this time. He is back at work on Nos. 63 and 64 between St. Marie's and Spokane.

Our genial friend, Mr. Carl Lillwitz, clerk to assistant superintendent, is bearing himself with becoming dignity of late due to becoming a grandfather on March 17th through the birth of a baby girl to his daughter, Mrs. O'Leary of Nome, Alaska. The baby was named Margaret Clara, after mother and grandmother. Incidentally this promotes Mr. W. F. Schultz, machinist at our Miles City shops, and his wife to the rank of great-grandparents. We offer our cordial congratulations and best wishes to both happy families.

Operator Albert Bond, third trick at Othello, was off for several days, having been called to Seattle by the illness of his mother. Operator E. A. Brown relieved him in the meanwhile.

George Fallis, section foreman at Spokane Yard, is now back at work after having escaped the cold weather by laying off. We are all glad to see George at work again.

Engineer William Schultz and wife have returned from their Eastern trip and he is now back at work on Nos. 15 and 16 out of Spokane.

John Vassey, agent at Malden was off for a few days on business of his or-

ganization. He was relieved by operator J. A. Maddox. At present Mr. Maddox is relieving on the first trick at Spokane.

The freight office at Spokane was recently kalsomined and is now being varnished inside, improving its appearance very materially. At this writing the concourse and waiting rooms at the Union Station at Spokane are being thoroughly renovated and when the job is completed passengers over our line will be very agreeably impressed with the handsome appearance of the station.

Engineer C. A. Clark of the Coeur d'Alene run is off duty for a week or so while he and Mrs. Clark are making an auto trip to the Sound through the Okanogan district of our state in company with their oldest son, who is holding an important executive position with the M. W. A. K. Company, the contractors who are building the Grand Coulee dam.

Two work trains have been put on recently. One on the Pend d'Oreille line is doing work for the B&B department; Messrs. Schurch and Eseke are conductor and engineer respectively. The other one is ditching in the vicinity of St. Marie's, and Messrs. Johns and Berg are in the corresponding positions, while Carl Mueller and H. W. Rekdahl are the respective firemen.

Night roundhouse foreman Sam James at Spokane has had a good deal of trouble of late due to a blood vessel in his nose breaking and causing very frequent bleeding which his physician has found difficulty in controlling. He has not been compelled to stop working but requires continual medical attention.

Business on the Pend d'Oreille branch continues good despite the temporary setback caused by the burning of the mill at Dalkena and the shutdown of the mill at Ione. Cement is moving from Metaline Falls almost by trainloads, and the Diamond Match Company is resuming lumber shipments from Cusick. On the Elk River branch logging has been resumed on an extensive scale.

Engineer Allen Gustafson is back at his job on Nos. 291 and 292. Firemen Joe Clark and Wm. Graham, who were on the extra board at Malden, have gone back to firing in the Spokane passenger ring and on the Marengo run.

F. W. Brotchie, lieutenant of police at Spokane, has been confined in a hospital at Seattle for several weeks past, having undergone a major operation due to gall trouble.

Ben F. Martin, who was formerly on the car repairers' force at Avery but had been unable to work for a year or so past because of illness, died quite suddenly at Spokane just before these notes were sent in. He had been making his home with his daughter, Mrs. Myrtle Warren of this city and leaves another daughter living in Mexico.

I. & D. Items

E. C. A.

MESSRS. J. M. Oxley and A. C. Peterson, train rules examiners, were in Mason City recently.

Supt. W. F. Ingraham and divn. engr. C. H. Tusler made a trip over the division to Rapid City the latter part of March. Mr. Ingraham also conducted a staff meeting at Mitchell before returning to Mason City.

Mr. M. K. Darnell, demurrage inspector, stopped over at Mason City on a trip over the division and upon leaving the division headquarters was en route to Calmar.

Mrs. Anna Ring Clauson, sister of Mrs. W. F. Ingraham, passed away at her home in Evanston, Ill., March 27th from pneumonia. Sincerest sympathy is extended to Mr. and Mrs. Ingraham and family in their bereavement.

Mr. Joe Shovein, machinist at Mason City roundhouse, is confined to his home account illness.

Wanted: One GOOD cigar lighter.—See LRM.

From what we are recently told, Al Groth in supt's office knows just when and how to be "nonchalant."

The Women's Club held a meeting at Mason City March 31st. Miss Etta Lindskog of Chicago was a guest.

Saw FJM on the rear of a westbound freight not long ago; evidently headed for Ruthven to check up on his pal Vern who had been in Mason City on or about March 23rd and probably tried to get away with some of Mac's belongings.

Mr. Bill Nelson from Mr. Tornes' office, Chicago, called on the division engineer at Mason City recently.

Mr. P. Roller, water inspector, Mitchell, stopped over at Mason City a few days ago on a trip over the division.

Mrs. C. S. Pack is visiting a sister in Oklahoma who has been ill. Am wondering how good a cook the Colonel is.

Messrs. Wm. Shea and C. E. Morgan from Chicago were visitors at Mason City the first part of April.

Mr. J. F. McConahay of Milwaukee was accompanied by supt. W. F. Ingraham and division engineer C. H. Tusler over the division recently on a motor car inspection trip.

See cond. E. G. Larson is back on the job upon returning from the hospital at Chicago and about three months' absence from work.

Chief carpenter A. M. Glander and instrumentman S. V. German are out on line on annual bridge and building inspection.

Mrs. A. M. Glander, wife of chief carpenter, arrived Mason City few days ago to establish their residence here.

Noticed cond. E. J. Kelly using a walking stick the other day, but guess he has thrown it away by now.

Asst. engineer M. A. Bost and rodman G. L. Muchow were on the east end the first part of April doing some field work.

FHD has been acting very, very strangely of late. The committee has discussed every possible cause and it finally simmers down to the fact that the "trout" will be hittin'—that is, maybe.

Bill Mutschler, son of chief clerk C. E. Mutschler, has been employed in the research department of the Continental Can Company, Chicago.

The past few days have denoted every indication that "Spring" is here and for the benefit of all you fishermen, see "Herman," the Y. M., for full particulars and how to obtain the best results. We also note that the "golf bug" is beginning to itch a few of 'em.

H. & D. Notes

W. J. Z.

FUNERAL services for Benjamin Lampman, engineer on the East Division, who died April 8th, were conducted at Minneapolis and interment took place at Oak Hill Cemetery. Mr. Lampman has been employed by the company for the past forty years. Our sincere sympathy is extended to the bereaved family.

On Tuesday, April 7th, occurred the death of Mrs. James L. Fisher, wife of switchman Fisher at Montevideo. Funeral services were conducted at Montevideo on April 11th. The employes on the H & D Division extend their sincere sympathy to Mr. Fisher in his loss.

We are sorry to record the death of Mrs. Thompson, mother-in-law of B. M. Smith, freight and baggage foreman at Aberdeen. Mrs. Thompson passed away on March 21st and services and burial took place at Aberdeen on the 24th.

Our sincere sympathy is extended to conductor Wm. Boughton in the loss of his wife, who passed away on March 20th. Services and interment took place at Honnick, Ia.

Among the recent visitors at Aberdeen we find the daughter of conductor and Mrs. C. A. Nelson. Miss Nelson returned to Minneapolis on April 5th, after spending a week visiting with her parents, and while in the Mill City will take additional work at the University of Minnesota. Miss Nelson has taught at Crookston, Minn., during the past year.

Mr. and Mrs. H. O. Hepperle returned Sunday, March 29th, from Washington, D. C., where they had been on business.

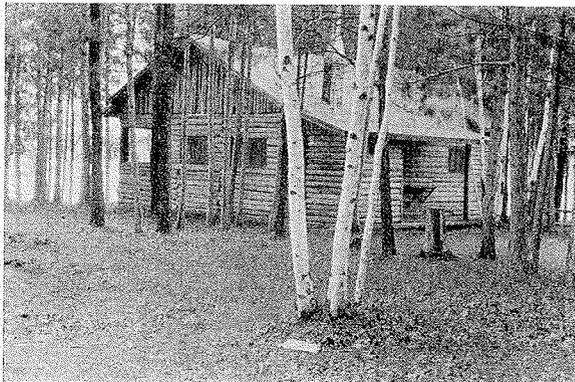
POINT O' PINES on LAKE NOKOMIS

Near TOMAHAWK, WISCONSIN, on C. M. St. P. & P. R. R.

BOATING
45 miles
of scenic
shore line

BATHING
Sandy
beach,
clean
water

HIKING
through
pine
timber



FISHING
Pike, Bass,
Muskie,
Etc.

HUNTING
Deer, etc.,
in season

**TRAP-
SHOOT-
ING**
Always a
hit with
men

Furnished Log Cabins to Rent by Week or Season

You will find it a good investment to own a log cabin on a 1/2-acre pine-timbered lot on the Point O' Pines on beautiful Lake Nokomis. On our plan you can enjoy your summer home for a week or a month and rent it to desirable ten-

ants for the rest of the season. In a few years the income will have paid for the cabin.

A choice water-front lot, 100x240 feet, with private beach, \$350. Half-acre cabin site near the beach, \$150.

For information and pictures write to owners

ERNST & ERNST

30 N LaSalle St., Chicago, Ill., or Tomahawk, Wisconsin

Conductor Paul Smith, who has just returned from California, has taken an assignment on the Fargo Line branch, replacing conductor J. M. Adams, who is now running on the Middle Division way freight.

Among those on the hospital list we find the name of Mrs. Davis, wife of switchman Sam Davis at Aberdeen. Mrs. Davis recently underwent a throat operation at the local hospital. She is getting along nicely and it is our hope she will continue to improve rapidly.

We also have a report of the illness of agent "Pat" Holloran of Groton, S. D. He recently underwent an operation at the Mayo Clinic at Rochester. Latest reports indicate he has returned home and his many friends on the division wish him a speedy and complete recovery. Mr. J. R. Lowe acted as relief agent at Groton during the absence of "Pat."

Mrs. L. T. Wolf and son Robert, wife and family of our agent at Zeeland, recently traveled to Cogswell, N. D., where they visited with Mrs. Wolf's parents.

The Aberdeen Elks' Club was the host of the Sioux Falls, Madison and Huron Lodges on March 26th and an appropriate reception was given the visiting Elks when their special train arrived at Aberdeen via the Milwaukee Road.

Among those recently acquiring the title of "grandpa" on the division we find brakeman Harry Cadwell and lampman John Lanning.

Frank Faeth, OS&D clerk, Aberdeen freight house, spent the week-end of March 25th visiting with relatives at Brookings, S. D.

A note from our freight house correspondent advises that J. E. McLaughlin, Sr., has been in Chicago during the past week visiting Mrs. McLaughlin, who is in a hospital in that city.

Chief clerk Bill Berg of the freight house crew says that he has started his "hot bed" which is usually the first indication of spring out in these parts.

Louis ("Snoozy") Lotzer, freight house stower, recently made a trip to Chicago, spending several days there and returning on March 25th.

New cars seem to be the order of the day and to that end Messrs. L. D. Phelan, H. T. Porter, J. L. Faeth and J. J. Seiler have sallied forth with brand new automobiles. Johnny Faeth admits his new car is the tops but he can't forget the familiar sputter, cough, jerk, crack, rattle, knock, thump, squeak, groan, clatter, clink and clack of the old model.

Missoula Division Ramblings

H. W. M.

SINCE the last notes from the west end we received the sad news of the death of Frank Walters, one of our oldtimers in train service. "Pop," as he was affectionately known by his host of friends, was highly esteemed by all who knew him. Mrs. Walters, a daughter and two sons survive him. The division extends sympathy to the bereaved members of the family.

Dexter Stephenson is with us again on the motors, after an extended leave of absence. Glad to see you back again, Dex. Carry Millard and his Mrs. returned from their winter vacation in California. Both looking well and of course happy. Shortly after his return to Deer Lodge, he and Mrs. Millard celebrated their golden wedding anniversary and the ceremony was performed all over again. Congratulations and wishes from all of their friends that they will celebrate many more anniversaries, and there is no doubt that there will be many more as they both look youthful after the vacation.

Spring work has started on the Division. Barry Kirk, with a large stubbing crew, is working on the west end, making good poles out of bad ones. Barry is developing a few additional gray hairs arranging for movement of his camp from hither to yon, and on his arrival there finding the water tank empty, but nevertheless he's doing a very complete job. Chief carpenter McLeod has his men all out working on the division and Koga is renewing sleepers.

We are having some difficulty with the high water due to the heavy snows and late spring. Pete Olson is becoming proficient in the construction of levees at Avery and the men on the east end are also using lots of sand bags.

George Baker is taking time out, for a time, at Butte, and lining up the club for the coming GOLUF season. During his absence Forest Chalk will pinch hit for him in the dispatcher's chair.

We now have condr. Slater on 15 and 16 and Rosy Duell on 7 and 8 on the west end. We wonder which one of them is the Powder Puff.

We found out that after some of the students in train service have established their date that they can be easily found by the caller—oftimes in one of the local beauty parlors. It is much easier on the callers as they know exactly where to find their man.

During the latter part of March we had heavier snow than during the earlier part of the winter. It snowed so much that operator Gephart at East Portal lost his snow board—Speaking of East Portal—A short time ago there was an explosion in the depot; operator Hopkins said it was the gas that circulated in the office and waiting room and when the stove exploded it ignited the gas, with the result that the windows were blown out. Opr. Gephart being equal to the occasion immediately used all of the wrapping paper and old newspapers for emergency windows. Knowing their political affiliations we wonder if the gas was coal or just a political discussion. It is claimed that opr. Gephart now has a hot clue and the cause will be determined very soon.

It is rumored that we will have a railroad pretty soon over the hill with automatic signals. Of course, all we know of this is what we've heard in the conference room. That is the little room supposedly for the purpose of keeping the train registers, bulletins, etc., adjoining the telegraph office at Deer Lodge. The usual hours of the conferences are just before the arrival of 15 and 16 and we like to entertain the employes at the above

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

LAKESIDE FUSEES

Fill the Bill
SAFE DEPENDABLE EFFICIENT

LAKESIDE RAILWAY
FUSEE COMPANY
Beloit, Wisconsin

The
Bird-Archer Company
Manufacturers of
ANTI-FOAMING COMPOUND
Western Office
122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

★ Watches tested FREE

THE NEW SCIENTIFIC PAULSON TIME MICROMETER checks your watch for perfect time in a few minutes. Once a 5 day job. Locates worn parts instantly. Get an estimate before leaving store. 500 jewelers now offering this FREE service. Write for name of authorized jeweler in your city.



37 S. Wabash Ave., Chicago, Ill.
HENRY PAULSON & CO.

order of the
L. D. Phelan,
and J. J. Seller
new automo-
his new car
t the familiar
rattle, knock,
r, clink and

Amblings

the west end
of the death
oldtimers in
was affection-
friends, was
d knew him,
and two sons
extends sym-
bers of the

us again on
ded leave of
k again, Dex-
returned from
ornia. Both
ppy. Shortly
dge, he and
golden wed-
eremony was
mratulations
friends that
ore anniver-
t that there
h look youth-

the Division.
ubbing crew,
making good
y is develop-
irs arranging
om hither to
e finding the
rtheless he's
chief carpenter
working on
ving sleepers.
lity with the
y snows and
becoming pi-
of levees at
east end are

me out, for a
the club for
During his
inch hit for

on 15 and 16
on the west
of them is

ome of the
e established
easily found
of the local
asier on the
where to find

arch we had
earlier part
much that
rtal lost his
st Portal—A
explosion in
said it was
e office and
ve exploded
result that
Opr. Gep-
ion immedi-
y paper and
y windows.
ons we won-
t a political
t opr. Gep-
d the cause

ill have a
e hill with
se, all we
eard in the
little room
keeping the
y adjoining
odge. The
es are just
e 16 and we
at the above

times. Of course, we expect all guests to follow the usual procedure of leaving the door open so that the messages may blow all over the office floor and under no circumstances to fail to shout to someone standing in the freight office cubby hole. A discussion of the New Deal is the most acceptable topic as opinions differ more on that subject. Yeah, we love it and welcome the entertainers with open arms—Jay Gove also has some first-class pick handles in the baggageroom.

Operators Troy Waite of Haugan and Gephart of East Portal desiring a change of scene visited around Spokane and then came back to the snow district.

Kansas City Terminals
S. M. C.

ONE might not be able to tell the season by the brand of weather we have—but when you see the big boys practicing baseball on every vacant lot and the smaller boys spinning tops and playing marbles—you know that spring is here.

The sympathy of the Milwaukee family is extended to Harold Harding of the commercial office, whose mother passed away in March.

Charles Ishmael and family were called to Des Moines, Ia., by the death of Mrs. Ishmael's brother, a Rock Island employe who was killed in service.

Mr. and Mrs. J. D. Kite were called to Clovis, N. Mex., by the serious sickness of Mrs. Kite's brother, who is an engineer on the Santa Fe.

Happy Loshe says now that it is Leap Year, if he were a girl he'd take out after Charlie Lamb, and see if Charlie couldn't be persuaded to be a benedict instead of a bachelor.

Jimmie Gordon has again started his menagerie. After having disposed of the coon, skunk, etc., he has now acquired two baby squirrels. They were only a few weeks old when Jimmie first got them and had to be fed with a spoon, but Jimmie says they are doing fine and will soon be too much for little grandson to handle.

Frank Dignan had the misfortune to have his Buick car stolen. After several days the charred remains was found along the Blue River. Car had been stripped and then burned.

A number of our employes have the new car fever. Walton Carpenter bought a new Buick up in Iowa and drove it down. It is reported that the following switchmen all are driving new cars. Emmett Anderson, H. V. Banta, Frank Mills, Geo. McDow and Jimmie Cannon.

Sorry that we have no news from the local office, car dept. or roundhouse for this month. Hope there will be an extra large contribution for the next issue.

"S. C. D. Office on the Air"
A. T. B.

THE authority to build the new passenger and freight equipment at Milwaukee Shops was celebrated with a get-together rally in the new freight shop on April 20th. Addresses were made outlining the program by the various officials and supervisors, and it is expected the actual building will be started in the very near future under the guidance of K. F. Nystrom and the supervisors under him the cars turned out will be the "last word." The most discriminating shipper will find a freight car to answer his needs, and as far as the traveling public is concerned, everything in the way of comfort and safety and many new luxuries will be incorporated in the new passenger equipment.

Spring, when all the world takes on new color, and spring sure hit this office. New, colorful and of the very latest cut smocks being worn by Ethel, Edith and Velma. So much for the women folks.

Not to be outdone in the way of color, the men folks came right back at them. Steve with a chocolate colored shirt and a yellow tie and the F. H. Campbell with a shirt of a reddish purple wine color. Velma says it reminds her of red cabbage. (Of course she only meant the color.) Leona says it's between a wine and Burgundy.

The writer says it's egg plant color and F. H. C. says it's maroon. Take your choice, but see the shirt.

Mr. Brock and wife spent some time down south for a vacation recently, getting an early start on the vacation season.

N. A. RYAN, Assistant General Manager of the Milwaukee Road, addressed the members of the Milwaukee Road Booster Club in the Chicago Union Station club-rooms on April 21st. He related in an interesting way the experiences of the railroad in moving traffic during the record-breaking snow blockades of the past winter. Following a brief business session there was a dancing and card party.

The club is composed of about 1,000 Milwaukee Road employes located in the Chicago area. Frank S. Patterson is chairman and Fred B. Miller is secretary-treasurer.

West I. & D. Division
Edna Ann Hall

YES, summer is on its way. Ed Wright is fussing with his motor boat and dreaming of the fish in Enemy Swim; Fay is also looking over his fishing tackle. Bill Hynes has located a flock of forty geese and is getting so well acquainted with them they will eat out of his hand by fall. H. P. Peterson is out on the golf course as soon as the clock strikes 5. Tom McComish has bought a new Terraplane, George Foote a new Studebaker and P. McMahon a new Ford. Also EHP has a new suit.

M. M. Burns of Sanborn is back on his run after spending the winter in Los Angeles.

Bill Long is back on the job after a year's absence and is making old 98 get over the road as in days of yore.

Mrs. Chapman, agent at Conata, is taking a vacation. R. C. Sullivan is relieving her during her absence.

We are all glad to know that Tommy McMahon, son of Francis McMahon, is on the road to recovery after a serious illness.

Charles Kuckleberg is now located at Okaton and we understand that he has made quite a few improvements around the station since his arrival.

R. I. Colvin, agent at Rapid City, has been enjoying a visit from his father, who lives at Sanborn, Ia.

Josh Robertson, section foreman at Caputa, has been at Muscatine, Ia., account of illness.

The PWA workers are changing an overhead crossing west of Murdo to an underground viaduct.

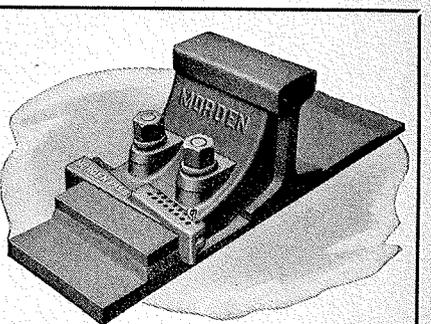
Lee Peterson and wife are the happy parents of a baby girl. Mr. Peterson is section foreman at Kadoka.

EARNING POWER
• YOUR MOST IMPORTANT POSSESSION



On it depend food, clothes, shelter—everything that makes life worth living. To protect this Earning Power against the financial losses which might result from accident or sickness is your first duty to yourself and those dependent upon you. The only sure way to protection open to you—as to all men who are dependent upon their labor—is through Accident and Health insurance. For a small monthly premium—deducted from your pay—you may provide an insurance program like this.

PROVIDENT
LIFE AND ACCIDENT INSURANCE COMPANY
Chattanooga, Tennessee
Established 1887
ONE OF THE OLDEST AND LARGEST ACCIDENT AND HEALTH COMPANIES IN THE UNITED STATES
Field Representatives at all important points



MORDEN SECURITY ADJUSTABLE RAIL BRACE
Standard on The Milwaukee Road. Designed for super-strength to meet the requirements of modern high-speed traffic.

WE MANUFACTURE
Frogs — Switches — Crossings — Guard Rails — Gage Rods — Rail Braces — Compromise Joints — Balkwill Crossings — Articulated Crossings — Samson Switches — Betts Switches and GEO Track Designs.

Morden Frog & Crossing Works
CHICAGO, ILLS.

Branch Offices:
Cleveland, Ohio
New Orleans, La.
Louisville, Ky.
Washington, D. C.

Your Local Watch Inspector Deserves Your Patronage

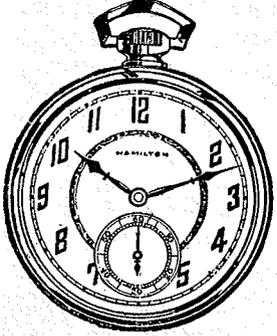
MILTON PENCE
29 E. Madison Street -:- CHICAGO, ILLINOIS

F. H. BARTHOLOMEW
2353 Madison Street -:- CHICAGO, ILLINOIS

H. HAMMERSMITH
332 W. Wisconsin Avenue MILWAUKEE, WIS.

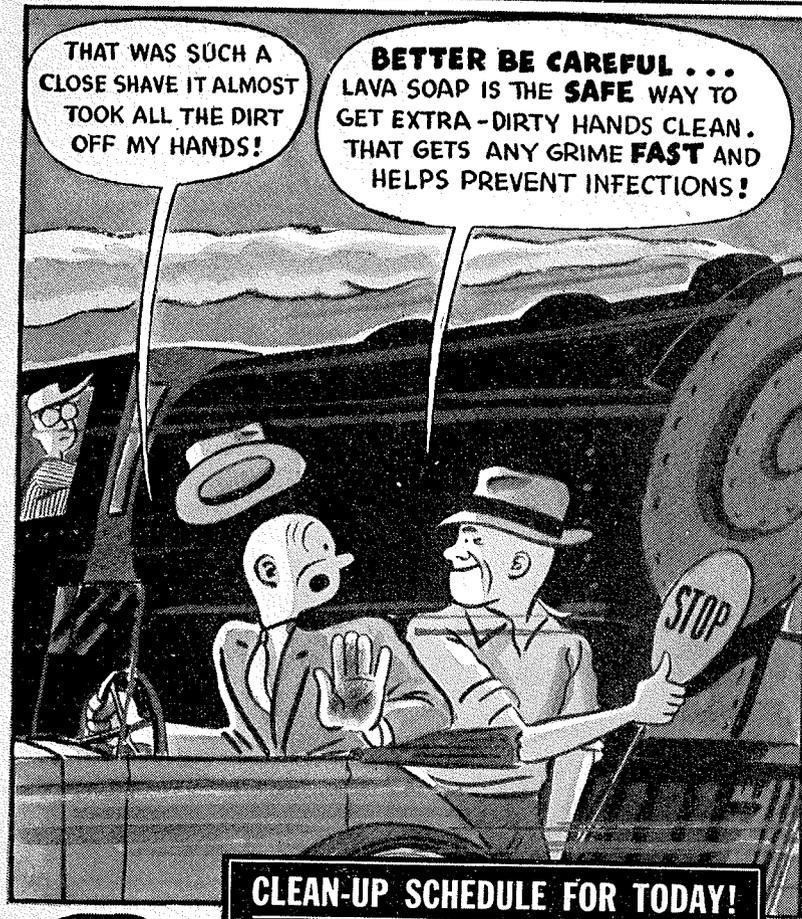
CHAS. H. BERN
Union Station Bldg. -:- CHICAGO, ILLINOIS

The above are Official Watch Inspectors for




The MILWAUKEE ROAD
Consult them when considering the purchase of Watches or Jewelry

JOE AND ALVIN . . . *buy Lava*



THAT WAS SUCH A CLOSE SHAVE IT ALMOST TOOK ALL THE DIRT OFF MY HANDS!

BETTER BE CAREFUL . . . LAVA SOAP IS THE SAFE WAY TO GET EXTRA-DIRTY HANDS CLEAN. THAT GETS ANY GRIME FAST AND HELPS PREVENT INFECTIONS!



CLEAN-UP SCHEDULE FOR TODAY!

1.  LAVA'S QUICK, THICK LATHER GETS THE SURFACE DIRT
2.  ITS FINELY POWDERED PUMICE GETS THE GROUND-IN DIRT
3.  ITS GLYCERINE AND SOOTHING OILS ARE GOOD FOR THE SKIN

EVER hear about the man who told the girl there were lots of good reasons he couldn't marry her and the first was he was married already? Well, there are lots of good reasons for using Lava Soap and the first is that *it's a whole lot safer.*

When you wash up with a soap that doesn't get all the dirt, you're courting danger. That left-over dirt, doctors say, acts as a nest for germs. If you want to avoid infections, play

safe . . . use Lava Soap. *It gets all the dirt.*

And, if you still want them, here are other good reasons for using Lava. You get cleaned up faster . . . get home sooner. You're not embarrassed by grimy knuckles at night. You save money . . . Lava lasts longer than ordinary toilet soaps. It's made specially for cleaning extra-dirty hands. Get wise. Get Lava. Get 2 or 3 cakes today.

LAVA SOAP

GETS THE DIRT . . . PROTECTS THE SKIN

A Procter & Gamble Product



G. E. Abbott, agent at Stamford, has bid in the station at Ossian, Ia. Delbert Burke is relief agent at Stamford.

James Goss, fire knocker at the Mitchell roundhouse, passed away recently. Our sympathy is extended to his family and friends.

A. W. Parker, roundhouse foreman Mitchell, spent Easter at Sanborn.

Bob Metcalf is developing the taste for smelts around Mitchell. He received a box of smelts from his home at Green Bay Wis., recently, and was most generous with them.

Ray Hansen and wife were between train visitors in Mitchell one Saturday afternoon. Ray was former chief yard clerk at Mitchell and is now located in Chicago.

Charles Locken, hog buyer at Mitchell yard, passed away recently. Our sincere sympathy to his family and friends.

The old McConkey building located just west of the freight house at Mitchell is being torn down and surely will be a real improvement when the lot is cleaned up.

The New Hub of the I. & D.

Wm. Lagan

SECTION FOREMAN CHRIS OLSON Hawarden, Ia., is back on the job after being confined to his home account illness.

Henry Stueben of Sioux City was a recent visitor at Tripp, S. D., for the purpose of lining up a special train to be used by the school students of that place to attend a music contest at Yankton, S. D.

Engineer Gus Cline says his watch hasn't varied two seconds in six years. Now let's hear some more stories.

Believe it or not, lineman A. Erickson was stuck in the snow with his motor car between Scotland and Tyndall April 8th with the temperature 75 degrees above zero.

Switchman Nystrom of Sioux City says that these hit and run drivers are getting to be the limit. They recently run into his train but didn't even stop. They just turned around and kept going. He says they should furnish a bicycle to run these fellows down so they can get all the information demanded after a deal of this kind.

We are sorry to announce the passing of special Agent John Murphy, who passed away at Mitchell, S. D., February 26th. John had worked for over 50 years for the Milwaukee Road in the capacities of section foreman, roadmaster and special agent. The many friends of Mr. Murphy wish to take this opportunity to express their sympathy to the bereaved family.

Mr. and Mrs. R. J. Bankson of Sioux Falls have returned from a brief vacation at Excelsior Springs, Mo.

Conductor Wm. Donnelly and family have recently returned from an extensive tour of the south and east. Bill reports a wonderful time and a most enjoyable trip.

The burial of George Beardley of the Coast Division took place in Yankton, S. D., March 29th. Mr. Beardley was a former S. C. & D. engineer and was well known throughout this territory.

Creosoted and Zinc Treated Materials

Bridge Timbers Piling
Ties (All Kinds) Lumber

We are equipped to handle all Standard Methods of Treatment, also Adzing and Boring of Ties

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

Indiana Wood Preserving Co.

Chicago Office: 20 N. Wacker Drive

Plant: Terre Haute, Ind.

ford, has been
Delbert Burk
at the Mitch
recently. On
is family an
use foreman
nborn.
the taste for
received a bo
at Green Bay
most generou
were between
one Saturday
er chief yan
ow located
er at Mitch
Our sincer
g friends.
g located ju
at Mitchell
will be a re
is cleaned up
e I. & D.

MRIS OLSON
the job affe
account illness
ity was a re-
for the pur-
train to to
of that plac
Yankton, S. D.
s his water
in six years
ories.
A. Erickson
his motor car
all April 8
degrees abov

oux City say
vers are get-
recently run
n stop. They
nt going. He
icycle to re-
can get al
ter a deal of

the passing
y, who pass
February 26th.
50 years for
capacities
and spe
Mr. Murph
y to expres
ed family.
son of Sioux
rief vacatio

d family hav
extensive tou
ports a won
able trip.
dsley of the
in Yankton
dsley was
and was ve
ory.

**Zinc
erials**
**Piling
umber**
**Standard
Adzing**
**ing plant
r 1876**
ing Co.
**ker Drive
nd.**

Switchman Ole Anderson of Sioux Falls is back at work after a month's illness. Engineer Frosty Frazine is still confined to his home account illness. We all hope that Frosty will be back with us soon. Glenn Kasak, of the Sioux Falls car department, and Mrs. Kasak, announce the arrival of a fine baby daughter born March 14th.

Agent Geo. Ransdall of Lake Andes is on a trip to California points and New Orleans.

Mr. and Mrs. E. J. Erichson of Sioux Falls are the proud parents of a baby daughter born February 12th. Congratulations.

Agent J. C. Paulson of Ravinia says he returned about a month too early from his trip to California. He says this sub-zero weather is worse after being where the weather was so nice.

Agent E. O. Hoke of Platte, S. D., is driving a new Chevrolet and says he likes it very much. We wish to extend our sympathy to Mr. and Mrs. Ed Anderson of Platte, S. D., account the passing of their daughter Virginia, who passed away in Mitchell, S. D., March 26th.

Engineer Fred Thomas and Mrs. Thomas left Sioux Falls on the Arrow for Chicago March 29th.

Chicago Terminals

G. E. Sampson

WELL, while Nora B. sings "It's Spring-time in the Rockies," and Mr. Nic Numer and his good wife have just returned from Florida, Mr. and Mrs. Steffin and George Arney have just returned from Sunny California—well, here we are still knocking along in Chi Term with one of the brightest springtimes we have ever had the pleasure of enjoying anywhere, right here with us. Yes, we had a winter—I can just hear a thousand people saying "You tellin' me"—but now for a fact those cold dreary days will make us enjoy the spring and summer that much more. You have to get a taste of the bitter in order to enjoy the sweet when it comes along. And that real winter, as we call it, gave the railroads one more opportunity to show what WE CAN AND DID DO when other facilities for transportation hit obstacles they could not surmount. The good "Old Reliable" railroad gets through, although at an expense that other agencies won't try to meet.

We hear that switchtender Johnnie Buster has become a member of the B. of R. T. and is also looking for an apartment, which may mean that he had some one in mind to have his trainman policy made out to. Maybe, who knows?

Mrs. Divinnie, wife of night chief in Pete Burns' bill office, is in a Chicago hospital taking treatments. Her many friends hope that an operation may be averted and that she will soon be back home with her family in Bensenville.

The Harry Miller, Harold Klevan, Don and LaVern Smethurst families went to Wauzeka, Wis., for the golden wedding of Mr. and Mrs. Charley Smethurst, parents of Don and LaVern and Mrs. Klevan and Miller. As this fine old couple have made many friends among the terminal employes as well as many friends on the Madison division of the Milwaukee Ry., we take pleasure in wishing them many more happy years together.

Partly by the advice of physicians and partly because he wanted outside work, that veteran train director, Frank Reed, has given up the third trick director's job at Bensenville and taken a job on the midnight coach run between Western Ave. and Bensenville. Frank says he feels greatly improved since getting outside employment. G. E. Sampson, who has been doing relief work since 1923, is taking care of Frank's old position.

Death has entered our ranks from different angles this month, for which every employe desires to extend sympathy to every mourning family. Car department employe George Shaw was called upon to lay away his 82-year-old mother. Mr. McCerny, who has been a fixture on the old

Milwaukee since 'way back when he was a special employe for that grand old man, A. J. Earling, long before the days of automobiles, one hundred and fifty car trains and the streamlined Hiawatha, also passed away this month. At the time of passing he held position as flagman at Grand Ave. in Elmwood Park and his smile will surely be missed by the thousands who passed his place of duty every day. Another very sad item we must report is the sudden accidental death of Miss Ruth Norman, daughter of Ill. Div. engineer Wm. Norman, who was among the crowd standing on a street car loading safety zone in the city when an auto dashed into the crowd, killing Ruth and injuring several others, one of whom was Ruth's married sister, Mrs. Floyd Hoover. Mr. Hoover is also a Milwaukee employe. And so death has made several homes sorrowful and many employes sad hearted the past month.

Mr. and Mrs. Wm. Peck took a little run down to Washington, D. C., to see their daughter Dorothy. Mr. stayed but a couple of days but Mrs. remained for the Easter egg rolling which is staged on the White House lawn each Easter Monday.

Switchman Harry Beeson blossomed out with a new Oldsmobile April 13th, so we know it was not an election bet, for he got it the day before election. Says he hopes to enjoy many an evening's ride with his family now.

Harry Mewhirter was quite badly April fooled, for while taking an auto ride with a neighbor on the first of April their car turned over and Harry lost a tooth or two and received some bad bumps about the head. Was laid up about two weeks.

Switchman Chas. Scherer has moved his family into Bensenville from Itasca. Chas. says he has decided that time is money and every minute saved is money saved, so why spend time before and after work riding to and from home?

A little fresh paint is finding a resting place on the walls of the North Dump offices and oh, boy, does it brighten things up. Even makes the officials and clerks housed there have better dispositions, even Jim Burke enters the newly decorated domicile with a smile.

Our SAFETY FIRST record for 1936 is in the making. Are we each one doing our best to make a perfect record? If so, we will succeed—if not, then the good work of some will be for naught, caused by the carelessness of some others. Let's watch closely and see no accident befalls us or our associates with whom we are working. THEN OUR RECORD WILL BE SOMETHING TO BE PROUD OF.

Northern Montana

Max

WILLIAM TOUHEY, who has been a conductor on the Northern Montana for over thirty years, who ranked No. 1 on the seniority list, died at St. Joseph's hospital in Lewistown about 5 o'clock April 15th, death following a paralytic stroke which he suffered some time ago. Interment was at Detroit, Mich.

"Bill," as he was known, was popular with all of the employes of the Milwaukee as well as residents of Lewistown and the Winnett territory where he served as conductor on that line for a number of years. The sympathy of the employes and friends is extended to the bereaved widow.

Lloyd C. Soper, while driving his car from Great Falls to his home at Fairfield, met with a painful accident when his car left the highway. His collar bone was broken and he was badly cut about his face and neck. He was taken to the hospital at Great Falls, where his injuries were taken care of.

James Z. Ramsey is of the firm opinion that there is something in being in politics for he has been successful in having his wife, Grace, appointed postmaster at Denton. He now thinks he might be able to have the postoffice moved over to the station and if that can be done and he gets himself put in charge of the liquor store he could open it up in the freight house.

UNION MADE

Signal

REG. U. S. PAT. OFF.

TUB-TEST SHIRTS

AT ALL GOOD DEALERS



SUPERIOR FEATURES

1. Complete comfort.
2. Will not shrink or fade.
3. Finest workmanship and fabrics.
4. Real style.
5. Newest patterns and colors.
6. Neckband or Collar-Attached.

The SIGNAL label guarantees best work-shirt value. If your dealer does not have SIGNALS, ask him to get them for you.

JOHN RISSMAN & SON

Also Makers of Signal Superlative Quality Overalls

305 W. Adams St. CHICAGO, ILL.

BOLTS NUTS RIVETS

and

LOCK NUTS

Boss Bolt & Nut Co.
3403 W. 47th St. Chicago, Illinois

FORT DEARBORN ENGRAVING COMPANY

Artists—Photo Engravers

SUPERIOR 0065
448 N. Wells St. Chicago, Ill.

The TRUE STORY of the

WORLD'S GREATEST RAILROAD MAN

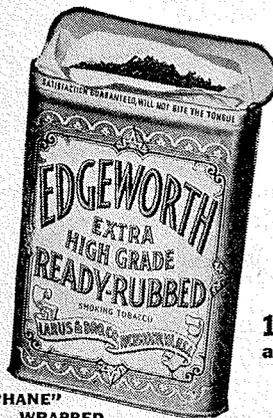
RAILROAD STORIES, 15c
280 Broadway, N. Y. City
June Issue Now On Sale

**"THESE FOLKS
KNOW HOW
TO BLEND
TOBACCO"**



"I'M A PIPE SMOKER. For me, a pipe tobacco has just one job to do—*taste* right and *burn* right in a pipe. I've tried 'em all—and every time I come right back to Edgeworth Ready-Rubbed or Edgeworth Plug Slice. These Edgeworth folks blend and cut these tobaccos *exclusively* for pipes—and they know how!"

RIGHT! We *do* know how. We've been making these two tobaccos for thirty-odd years. On the other hand, the man who enjoys both a pipe and cigarettes should try Edgeworth Junior, the new double-duty pipe and cigarette tobacco. Larus & Bro. Co., Richmond, Va., Tobacconists since 1877.



15¢
a tin

"CELLOPHANE"
WRAPPED

The Milwaukee Women's club, of Great Falls, will have their club rooms in the second story of the passenger station. They expect to have a house warming the early part of May.

Mrs. D. V. Phare, of Great Falls, celebrated her birthday on April 11th. She was given a surprise in the evening by a large company of friends.

Arthur Keeler, of Lewistown, was stricken with a severe case of appendicitis while at Miles City on business. He was operated on and is getting along nicely.

While en route to Galena, Ill., for the funeral of his brother, the correspondent for the Northern Montana was invited to ride the Burlington Zephyr by ass't superintendent J. E. Carroll, of Saint Paul, Minn. The courtesy was greatly appreciated.

Mrs. E. W. Johnson, of Great Falls visited with friends in Lewistown while on her way to Chicago.

Oliver S. Porter won out by a handsome majority in a three cornered race for alderman of the third ward in the city election of Lewistown on April 6th.

We are pleased to see William H. Harper back at his position as yard clerk after ten days' illness. Dale Middleton, of Harlowton, was relief clerk during Mr. Harper's absence.

Mr. and Mrs. William J. Retallick left for Portland, Ore., and other western points where they will visit with their children for about a month. Henry Bertran, Jr., will look after the work performed by Mr. Retallick while away.

The public card party given by the Milwaukee Women's club, of Lewistown, the evening of April 14th, was well attended.

Nick G. Thompson, of Great Falls, left for Avery, Idaho, the early part of April.

Charles Koch and wife are in Chicago, where they are attending to business matters. They expect to return to Lewistown about April 30th.

E. A. Walden is visiting with relatives in Seattle, Wash.

Dub., Ill., Divn., 2nd Dist.

E. L. S.

WEST UNION LINE rail service has been restored six days per week starting March 16th, replacing truck service on that line since Nov. 11, 1935. At the pres-

ent time, condr. O. E. Dana is running on this line, having received the job on bulletin. Condr. C. H. Clark has again returned to the Preston Line on 404 and 471.

Condr. W. W. Graham has taken the Waukon Line made vacant by Condr. Dana going to the West Union Line.

Born to Mr. and Mrs. W. J. Rellihan, extra train dispatcher, a baby girl on April 9th, named Kathleen.

We learn that agent E. Hurley and condr. Kearney are contemplating their yearly trip to Excelsior Springs, and expect to leave on April 28th, and from there on to the O. R. T. Convention for Mr. Hurley.

Mr. E. W. Olson and daughter, Ruth Ann, left for Des Moines April 9th to visit Grandma Olson, and expect to be gone about a week. We hope the Easter bunny did not forget Ruth Ann while she was away from home.

Condr. J. A. Broskey returned to work on 61 and 68 latter part of March, after having been off duty for the winter months.

W. H. Claussen, agent, Canton, sprained his ankle on April 2d and left for Rochester, Minn., being gone several days. E. H. Bothmer relieved him while off duty.

Agent W. C. Towle, Littleport, is still on the sick list, and agent H. C. Care is still relieving.

Iowa (East) Division

J. T. Raymond

GEORGE LINES (60) of Marion passed away at a Cedar Rapids hospital March 25th after quite a long period of ill health. He entered the service of the Milwaukee Road March 1st, 1899, as a fireman and was promoted to be an engineer Sept. 10, 1903. Funeral services were held at Marion Mar. 28. Remains were taken to Savanna by auto for interment there. Mr. Lines in his long and loyal service to the Milwaukee Road made many warm friends who regret his decease and join with the Milwaukee Employees Magazine in expressing their sympathy to the bereaved family.

L. K. Owens, 78, of Marion, passed away at Perry, Ia., March 25th at the home of his daughter, Mrs. Emerick, where he had been visiting during the winter. According to the employees' roster he entered the service of the Milwaukee Road as loco-

CONTINENTAL SERVICE — WHY?

Because Accidents and illness occur.

Because YOUR turn may be next.

Because When it comes — YOUR PAY STOPS.

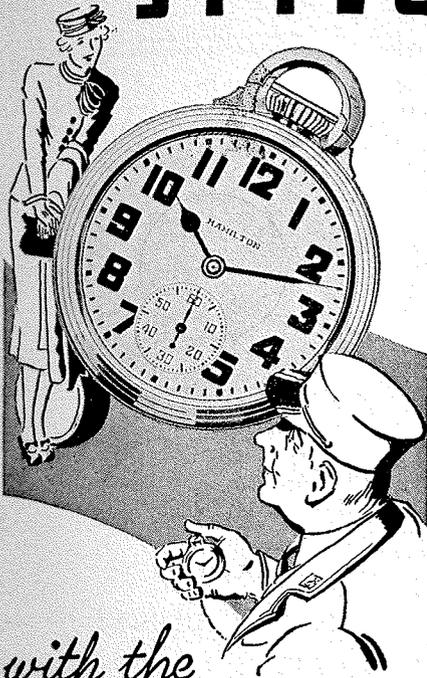
Because The CONTINENTAL will pay for your LOST TIME.

(No lodge to join—no initiation fee—no policy fee—easy payments.)

CONTINENTAL CASUALTY COMPANY
(The Railroad Man's Company)
CHICAGO TORONTO
SAN FRANCISCO

A
wi
ol
KEL
road
mod
with
Accu
ance
Th
mod
pock
992's
sprin
netist
chang
in a
your
Ask
to sh
21 je
No.
COM
*Ham
ENR
1919
H
Fa

A NEW STYLE



with the old tradition of

ACCURACY

KEEPING TIME with modern rail-roading, Hamilton offers this new model to fill the demand for a watch with traditional Hamilton "Railroad Accuracy", plus the beautiful appearance of modern styling.

This new Hamilton has the smart, modern lines of other Hamilton pocket models. Like all Hamilton 992's, it has the famous Elinvar* hair-spring to protect it against magnetism, moisture and temperature changes. Like all of them, it is packed in a factory-sealed container for your protection.

Ask your jeweler or time inspector to show you the beautiful new 21 jewel grade 992 Elinvar, Model No. 10. **HAMILTON WATCH COMPANY, LANCASTER, PA.**

*Hamilton is exclusive licensee under United States Elinvar Patents No. 1,313,291 dated August 19, 1919, and No. 1,454,473 dated May 8, 1923.

HAMILTON

The Railroad Timekeeper of America

Factory Sealed for Your Protection

motive engineer June 15th, 1899, but we know previous to this time he was in the employ of the road as a trainman in the early eighties. Mr. Owens was a member of the Presbyterian Church, the Masonic order and of the B. of L. E. The remains were taken from Perry to Savanna for interment on No. 4 Friday, March 27th. Mr. Owens was widely known on the system and was highly and affectionately regarded by many friends on this division. His passing is greatly regretted. Expression of deep sympathy is extended to the bereaved family in their great loss.

Trainmaster W. J. Hotchkiss of Marion was absent from the division for about ten days the latter part of March and early in April.

A well attended meeting of the division officers was held at Marion March 17th, presided over by supt. Elder at which matters of interest (especially safety first) were thoroughly discussed.

Second trick operator John Nolan of Cedar Rapids has taken a leave of absence for three months and together with Mrs. Nolan have gone to California. Mr. Nolan has a daughter and a son living there. His many long years of capable service for the Milwaukee Road entitles him to a happy extended vacation but we cannot help hoping that he will come back.

It pleased us to see the historian, Mrs. Harry, of the Milwaukee Women's Club at Marion, sending a record of the Marion club's doings to the Employees Magazine. As one of the pioneer clubs, Marion has always been on the job and accomplished much good despite the fact that their members have necessarily decreased through the severe reduction of employes in the Marion vicinity. Marion plans a benefit party April 13th and a membership drive May 1st and a breakfast culminating the drive May 7th. These women have not circumscribed their giving and doing for Marion and Cedar Rapids only but we know of cases where their benefits helped needy Milwaukee folks at Atkins and Spragueville. You can get your membership now.

Mr. and Mrs. Frank Keith of Perry visited Marion friends April 5th and 6th.

Operator F. E. Sorg is relieving on second trick at Cedar Rapids.

Conductor F. S. Craig, on passenger run between Marion and Chicago, has been off duty for some time account of illness; reported improving. Conductor W. I. Farrell now on this run.

The writer recalls being a member of a railroad baseball nine at Van Horne, Ia., in the middle eighties to which locomotive engineer L. K. Owens, recently deceased, also belonged.

Agent W. T. Bright of Elwood resumed work April 1st after being off duty several weeks account of auto accident. It's pretty hard to kill a good man, Billy.

Agent A. J. Gibson of Dixon has been absent for several weeks, E. F. Clausen relieving.

E. E. Edwards of Marion went to Perry April 9th to do a brief period of train dispatching on account of illness. T. J. Allen acted as relief at Marion.

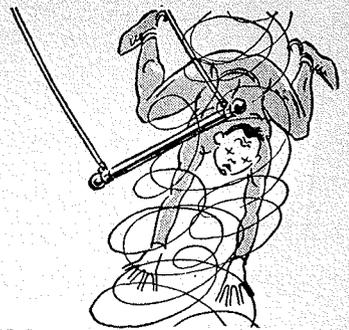
Locomotive engineer Geo. Busby and family in April moved from Savanna to Marion.

Mr. and Mrs. Kenneth Hillerage of Marion visited their son at Scotts Bluff, Neb., for a week early in April.

Mrs. John C. Smith of Marion returned home April 6th, being away for a month, spending several weeks in California and visiting relatives in Denver, Colo., Manilla and Perry, Ia.

Locomotive engineer and Mrs. John C. Smith of Marion announce the marriage of their daughter Dorothy to Donald Brooks of Los Angeles, which took place March 13th at Broadway Chapel, Los Angeles. The couple were attended by Mrs. J. C. Smith, mother of the bride. Dorothy and Donald are both graduates of Marion High School. We extend best wishes for this young couple's welfare.

John Schell of Iowa City, Ia., and Wm. Ross of Otterville, Mo., are the new employes in division engineer Wuerth's office at Marion.



END OF THE MAN ON THE FLYING TRAPEZE

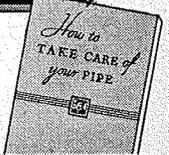


HE fell from the bar with the greatest of ease when the fumes from that gooey briar got him. Won't some usher please rush out for a pack of pipe cleaners and a tin of Sir Walter Raleigh's peaceful blend—and let the show go on? Sir Walter burns slower, cooler. The air stays cleaner, your tongue stays calmer, and its delightful aroma wins applause from any crowd. Sales go up and up as smoker after smoker finds Sir Walter Raleigh the answer to a pipe-lover's prayer for mildness and fragrance. Sold everywhere. Ever tried it?

SWITCH TO THE BRAND OF GRAND AROMA



FREE booklet tells how to make your old pipe taste better, sweeter; how to break in a new pipe. Write for copy today. Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. K-65



Save in BANKS WHICH SERVE YOUR RAILROAD

These banks are depositories of The Milwaukee Road, and also are providing a banking service to a large number of its employes. You will find able and willing counsel among their officers. Take your banking problems to them and let them help you.

EVERYONE SHOULD HAVE A BANK ACCOUNT

We Solicit the Patronage of MILWAUKEE EMPLOYEES

Open a Savings Account Here and Add a Little Each Pay Day

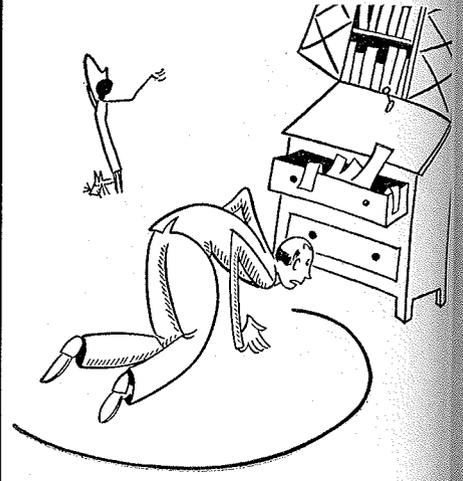
GET THE SAVING HABIT

MERCANTILE TRUST & SAVINGS BANK of Chicago

*Opposite the Union Station
Jackson Boulevard and Clinton Street*

MEMBER CHICAGO CLEARING HOUSE ASSOCIATION
MEMBER FEDERAL RESERVE SYSTEM SINCE 1918

DIRECTORS
HARRY A. WHEELER
Chairman of the Board
HARRY N. GRUT
President
GEORGE K. OULLINAN
Vice-President Graybar Electric Co., Inc.
WM. W. FARRELL
Vice-President
MILTON S. FLORSHEIM
Chairman of Board, Florsheim Shoe Co.
DAVID B. GANN
Cann, Secord & Stead, Attorneys
N. L. HOWARD
President and Chairman of the Board
North American Car Corporation
NEIL C. HURLEY
President
Independent Pneumatic Tool Company
BENTLEY S. McLOUD
Vice-President First National Bank of Chicago
J. A. ROESCH, JR.
President Steel Sales Corporation
K. A. RUSSELL
Vice-President Otis Elevator Company
W. W. K. SPARROW
Vice-President Chicago, Milwaukee, St. Paul & Pacific Railroad Company
HENRY X. STRAUSS
Chairman of Board, Meyer & Company



Where are Your Valuables?

Stowed away on a closet shelf? . . . or "hidden" in a drawer? Wouldn't you enjoy greater peace of mind if your stocks, bonds, important documents, receipts and other valuables were locked in a safe deposit box in one of our modern vaults? Rent a box at any First Wisconsin office . . . for as little as one cent a day.

FIRST WISCONSIN NATIONAL BANK

Member Federal Deposit Insurance Corp.

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

First National Bank OF Everett, Washington
 on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound
 Established more than forty years ago.
 Interest paid on savings deposits.
 1892 - 1936

Iowa (Middle and West) Division

Ruby Eckman

CHRIS JOHANNSEN of the Perry roundhouse force had an experience the forepart of April which gave him quite a thrill. He was on his way home from work when he was held up and robbed. Chris was able to identify his assailant later and the man was later sentenced to a prison term.

Conductor Adolph Schloe was off duty in March and April and spent a few weeks at Hot Springs, Ark.

Chief dispatcher J. J. Kindig, of the Perry office, was the victim of mumps during April. C. C. Marchant acting chief with Earle Edwards filling in the vacancy on the swing job.

F. C. Fortune, helper at Sac City, laid off in April on account of an attack of neuritis. He went to San Antonio, Tex., for treatment. R. E. Walsner, a relief man, helped agent Pope at Sac City during the absence of the regular man.

Mrs. Charles Howe, a sister of conductor Homer Lee's wife, died in a Des Moines hospital the early part of April following a several weeks' illness.

Dorothy Swift, daughter of engineer Charles Swift, and Orlan, son of engineer O. G. Emerick, both won superior ratings at the music contest held in Perry in March. Later when they went to Creston to a more advanced contest, Dorothy won a superior rating and Orlan a rating of excellent. Dorothy is a violinist and Orlan plays the clarinet. Both are students of Perry high school.

Jannette, daughter of general roundhouse foreman A. J. Kressen, and Betty, daughter of traveling engineer S. Einerson, were both in the Methodist hospital in Des Moines in April for medical treatment.

Elizabeth Ray, daughter of crane operator Philip Ray and granddaughter of Ethan Johnson of the Perry roundhouse force, was seriously sick in March and April. The little girl had a ruptured appendix and submitted to an emergency operation.

Wesley Miller, step-father of yard clerk Marlow Stotts and an uncle of engineer Jerry and Charles Stoner, died the latter part of March after a long illness. Burial took place at Perry.

Alfred Anderson of Perry, known to many old-time train and enginemen on the Iowa division, died at his home in Perry April 10th. Alfred worked at one time as a brakeman on the Iowa division but suffered injuries which made him a cripple and confined him to a wheelchair. Despite his affliction he was always cheerful and attended to business at his store until a few days before his death.

Engineer and Mrs. F. L. Hanner were in attendance at the joint meeting of the engineers and their auxiliary, which was held in Milwaukee the latter part of March. They also visited their son George who is in train service on the Milwaukee division.

Engineer Lloyd Leonard returned to work the latter part of March after having spent the winter in California. Lloyd and his wife had a delightful trip and were

glad of the opportunity to escape the blizzards in Iowa.

It is "Post Master" A. J. Rozum now when anyone greets him in his home town in Mitchell, S. D. "Tony," who was for many years train dispatcher on the Iowa division before going to South Dakota, has combined politics with his Ford agency and the combination seemed to work out all right as he was recently appointed postmaster in his home town.

April 1st saw A. W. Wilcox back on the job as section foreman at Dawson after a three months' layoff. Mr. Wilcox has been laying off during the cold weather the last few years and taking life a little easier.

Engineer L. K. Owens, one of the oldest engineers on the Iowa division seniority list, passed away the latter part of March at the home of his daughter, Mrs. O. G. Emerick, in Perry, where he had been spending the winter. Engineer Owens laid off last fall and closed his home at Marion. While his health had not been the best, he made a trip to Marion to attend to business matters and visit friends only a few days before his death. Funeral services and burial took place at Savanna. Mrs. Owens died about a year ago.

Conductor William Hunt had to get his hand in at the housework the latter part of March as Mrs. Hunt was in the hospital for a major operation. Bill had his miles in early so he had plenty of time to practice on the housework while his wife was absent.

Leslie Gifford, Jr., son of conductor L. M. Gifford and grandson of conductor P. A.

DAD
to a
your



es?

shelf? ...
Wouldn't
of mind if
rtant docu-
valubles
osit box in
? Rent a
office ...
day.

NSIN
ANK
urance Corp.

cape the blit

Rozum nor
his home tow
who was fo
on the Iow
h Dakota, he
Ford agent
to work of
appointed pos

x back on the
awson after
loox has bee
rather the las
little easier.
of the older
seniority
part of Mar
r, Mrs. O. C.
he had bee
er Owens lat
home at Ma
not been th
ion to atten
t friends on
th. Funer
e at Savann
r ago.

ad to get hi
ne latter par
in the hospita
had his mile
time to prac
his wife wa

nductor L. M.
nductor P. A.

Gifford, was given 'superior' rating in a recent music contest of high school students. Leslie is a student of North High in Des Moines and last year went to the national contest. He is hoping to make the same trip this year.

Engineer W. H. Young was in the Presbyterian hospital in Chicago in April for a major operation.

Mrs. W. T. Murphy returned home the first of April from a several months' trip, during which time she visited her two daughters in Tulsa, Okla., and her sons, Lt. Wm. Murphy, U. S. N., and Lt. Charles Murphy, U. S. N., who are stationed on the west coast.

Mrs. Irene Kohles returned to work as operator at Earling Station the forepart of April after a ninety-day layoff.

I. & S. M. Notes

H. J. S.

F. L. THOMPSON, agent, Decorah, Ia., resumed work March 16th after being relieved by M. S. Olsen since Jan. 22nd, account sickness. **J. M. Johnson**, agent, Mapleton, Minn., was off March 9th to 16th account sickness. Train dispr. **Ed Laugen** was also on the sick list for a few days during March. Train dispr. **E. W. Rudloff** was off during February and part of March and visited in Columbus, Wis.

Engr. **Chas. Gillece**, who has been wintering in California, is reported as quite seriously ill.

Condr. **Tom McGreevy** has returned to work after being off from Dec. 24th to March 18th. He and Mrs. McGreevy visited in Long Beach, Santa Anna, Los Angeles and other points. Tom reports a wonderful trip and a wonderful country.

Engineer **Harry Matthews, Sr.**, announces the arrival of a grandson, born to Harry, Jr., on March 12th.

Anyone wishing information about highway regulations in Iowa, get in touch with **Walt Utesch** or **Red Post**—they are well informed—now.

Deepest sympathy is extended to condr. **Tom Murphy** and relatives due to the death of Mrs. Murphy, which occurred in Minneapolis March 27th; she had been confined to her bed for about a year.

Chief carpenter **Tritchler** has been confined to his home for several days with a touch of "flu."

Our sincere sympathy is also extended to condr. **Steve Ames**, whose wife passed away in Minneapolis on April 5th.

B. M. Hutchinson, transit clerk, Faribault, who has been off since last September account eye trouble is reported as much improved. **Ole Olson**, condr., Faribault, was off a couple of weeks account "flu" and was relieved on the Zumbrotta Line by **E. W. Winter**.

Violet says soon as she masters the standing broad jump from curb to the jitney steps, she is going to try the hurdles. She says the welt on the shins was nothing compared to the sad looking pair of new hose. Got a trainer yet, Violet?

HAW is practicing up for a new profession. Had any patients lately, "Doc"?

Mrs. O. B. Tuttee, wife of yard clerk at Albert Lea, returned from Rochester March 13th, having undergone an operation, and is reported as getting along nicely.

Glad to see **Al Dietenne** back to work on the Albert Lea switch engine after several weeks' illness.

Engineer **Al Meinecke** and wife returned to Madison, S. D., to resume work after spending several weeks in Albert Lea during the sickness and death of his mother.

Eng. Jos. McDonald has resumed work on the St. Clair Line after having been away most of the winter.

Congratulations (and cigars) are in order for **Arthur Peterson**, section laborer, who was married Feb. 1st to **Thelma Mogens** of Hartland, Minn. They will make their home in Albert Lea.

We understand that **Dinny O'Marro** of Albert Lea (recently of Austin) is having difficulty learning to drive down their busy thoroughfares without colliding with other

vehicles. 'Smatter, Dinny, too much traffic?

Rumor has it that condr. **Schuld** of Faribault is picking the Saints as winners this season.

John Johnson, engr., returned to work after being off the winter months, spending part of the time on the West Coast. **Frank DeFrees** relieved him on the patrol run.

Word has reached your correspondent that a few days ago our traveling auditor and freight service inspector were going to leave Faribault for Austin—they went down to get in the caboose on No. 92 but instead got in the patrol run caboose. Few hours later they arrived at the depot and asked when No. 92 would get out, and were informed that No. 92 had left some hours before. They were placed on extra east with instructions to the conductor to see that they got off at Austin. Perhaps they were discussing the Townsend plan—who knows?

Hope by the time this goes to press that **LMF** and **FMV** will have mastered the "Snapper." It's the old army game, boys—the hand is quicker than the eye.

Want a good 'phone number? See **A. C. A.** or **F. F. L.**; they both forgot that April 1st is also April fool's days.

Condr. **Wm. Deare** underwent an operation at LaCrosse on April 6th and is getting along as well as can be expected. Hope to see you back on the run soon, **Bill**.

DELICACIES FOR THE TABLE
Specialties
**Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables**
E. A. AARON & BROS.
CHICAGO, ILLINOIS

LIGHT

WHEN and WHERE YOU NEED IT



**X-199
Handy Light**

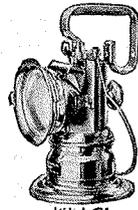
The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

On the job there is no substitute for steady light—plenty of it and where you want it.

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.

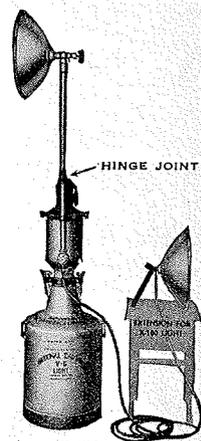
Greater Candle Power

—Stronger and better diffused light.
—Sturdy construction.
Burns eight hours on eight ounces of Carbide with only one filling of water.



W-L-T-C

"Carbide Lantern" with or without rear light



**X-100
National Carbide
V G Light**

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
Lincoln Building, New York, Opp. Grand Central
Gentlemen:
Please send me complete information about your lights.

I am a.....on the
(Occupation).....of The Milwaukee
(Division)

Name

Address

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE USE COUPON

CLASSIFIED ADVERTISING

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

FOR SALE—A nice little home of six rooms, about 60 miles from Sioux City, Ia. Located on a lot and a half of ground, with fruit trees and a fine cellar. All clear and very low taxes. Will accept \$600.00 cash. J. S. Spurr, L. B. 506, Sanborn, Ia.

FOR SALE—A desirable summer resort lot 37½x138 located on Duck Lake, Ingleside, Ill. reasonable. Geo. T. LaRoy, Box 187, Roselle, Ill.

FOR SALE—New Improved Model Vibroplex Bug, large size with case. Both in new condition; used very little. Will sell for \$14.00. L. W. Staegs, Babcock, Wis.

WILL EXCHANGE—60 different air-mail stamps, or 51 different British North America stamps, or 70 different commemorative stamps, for any U. S. uncirculated commemorative half dollar, except Columbian. Also have single stamps, sets, or packets of stamps to exchange for U. S. coins or currency. Advise description and condition of your coins. Address Gauthier, 3523 N. Marshfield Ave., Chicago, Ill.

FOR RENT—Furnished room for 1 or 2 girls with or without home cooked meals. Good transportation and pleasant surroundings. 2350 Cullom Ave., Phone Irving 1346. Lauretta Nolan, formerly in office of Auditor of Expenditure.

FOR SALE—Lake lot on Crescent Lake. 100-foot lake front by 200 feet deep. An ideal lot for a summer cottage. Good fishing. Write for further information. A. W. Warner, 709C Franklin Street, Wausau, Wis.

FOR RENT—Four-room furnished log cabins on the Point O' Pines, 3 miles from Heafford Junction, Wis., on the Milwaukee Line. Boat, firewood and ice free. Game fishing, trap-shooting. Make your reservations early. Address Milwaukee Magazine, 252 Union Station Bldg., Chicago.

FOR SALE—Modern 6-room Bungalow with bath. 30 min. from Chl. Loop. In village of 2000. Excellent schools. Both Protestant and Catholic Churches. Write Alfred Eichelman, Bensenville, Ill.

FOR SALE—One 100 acre farm under plow near Louisvile, Ill. Clay soil. Good drainage.

One 50x156 foot lot located near Third Rail station at Wheaton, Ill. Write for further information to Carl J. Struve, 711 Bluff City Blvd., Elgin, Ill.

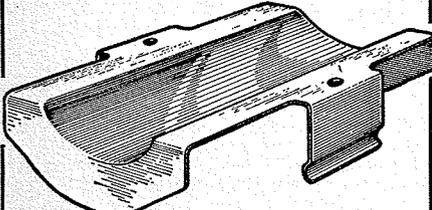
FOR SALE—9-room modern house on 8th Ave. S. E., Minneapolis, Minn. Reasonable. Write for further information to Mrs. Wm. Frommes, 417 8th Ave. S. E., Minneapolis, Minn.

FOR SALE—A membership in Hunting Lodge located near Webster, So. Dakota. 6 bedrooms and running water. Good duck and pheasant hunting. Reasonable. Tel. Austin 3022. C. M. Elliott, 414 Maypole Ave., Chicago, Ill.

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 Mrs. J. Rapp, 1973 South 76th St., West Allis, Wisconsin.

ATTENTION!—NOW—More than ever Advertisers are seeking concentrated markets. The Milwaukee Magazine opens the door to a great railroad market. It's good business to talk to the railroad people through their own publication. If you know of a prospective advertiser who wants more business from Milwaukee Road employees tell him about this magazine and write to the Assistant Editor of the Milwaukee Magazine at 252 Union Station Bldg. Chicago, giving the name and address of the prospect. You will be doing both the advertiser and the Magazine a favor.

MACER



JOURNAL BEARING PROTECTORS

LEWIS BOLT & NUT CO.
MINNEAPOLIS MINNESOTA

2 Dog Worm Capsules

NOW Combined in ONE

NOW you can be sure of worming your dog correctly. The new "can't-go-wrong" Pulvex Capsules expel Tape AND Round AND Hook Worms, all in the same dosing. No chance to guess wrong and use wrong type capsule. No gagging, gagging or harmful effects. Guaranteed. At pet shops, drug and department stores 75c.

Expels 3 Kinds of Worms

PULVEX Combination WORM CAPSULES

CONTENTS

Page

Natural Tunnel, Needles Highway, Black Hills, S. D. Front Cover

South Dakota, Land of Sunshine Edna Ann Hall

Hiawatha Honors 200,000th Rider

Work Begun on New Jetty at Gray's Harbor

Apple Blossoms Reta W. Rhynsburger

Our Best Advertisers

Onward Bates—Obituary

Gets His 50 Years' Service Button

Patrick L. Callahan—Obituary

Hats Off to the Railroaders

Tom Casey Comes Back

Accident Prevention

Celebrated 46th Year of Service

New Car Building Program at Milwaukee Shops 10

Packing Plant at Madison, S. D., Expands Operations 10

A Trainman's Reverie Smoke 10

The Agricultural and Colonization Department 11

Johnnie Horan Celebrates Eighty-one Years of Service 12

Madison, S. D., Elks Visit Aberdeen 12

Reclamation 12

Courtesy J. T. Gillick 13

Milwaukee Railroad Women's Club 14

The Patterns—Favorite Recipes 17

Special Commendation 18

On the Steel Trail 18

**EDWARD KEOGH
PRINTING COMPANY**

*Printers and
Planographers*

732-738 W. Van Buren St.
Phones: Monroe 0432-0433-0434
Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

LUMBER

FOR EVERY PURPOSE

We can fill your lumber require-
ments, no matter what they may be.

HARDWOOD FLOORING
DROP SIDING SHINGLES
GRAIN DOORS
RAILROAD CROSS TIES
FINE FIB MAPLE
WHITE OAK RED OAK
HEMLOCK

No Order Too Small—None Too Big
Write Us for Information.

The Webster Lumber Co.
2522 Como Avenue, West
ST. PAUL, MINN.

Greater Protection
For Car and Cargo

CARDWELL AND WEST-
INGHOUSE DRAFT GEARS

Cardwell Westinghouse
Company
332 S. Michigan Ave., Chicago, Ill.

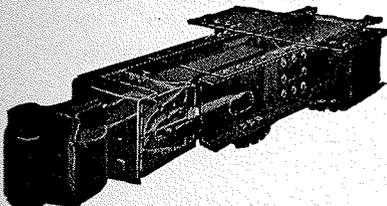
Under all conditions and at all times.
T-Z Products give unexcelled service.

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

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

T-Z Railway Equipment Co.
310 So. Michigan Avenue
Chicago, Illinois

**"BUCKEYE" Yoke and
Draft Attachments**



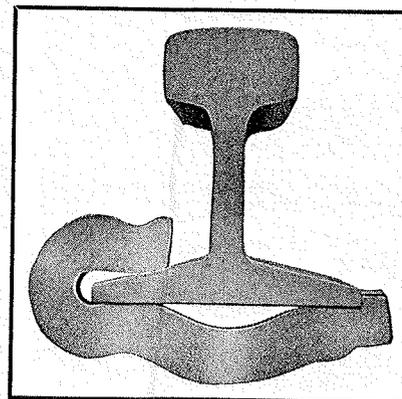
The vertical yoke type of attachment,
with cast steel yoke, offers the advantages
of less parts, less weight, and less cost.

THE BUCKEYE STEEL CASTINGS
COMPANY - Columbus, Ohio
New York - Chicago - Louisville - St. Paul

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.

UNION REFRIGERATOR TRANSIT CO.
Milwaukee, Wisconsin

**THE FAIR
RAIL ANTI-CREEPER**



Simple

Efficient

THE P. & M. CO.

CHICAGO

NEW YORK

**LUMBER
PILING—TIES**

and

MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago

BINKLEY COAL COMPANY

Ships, every year, over a million tons of coal and coke over the Milwaukee Road.

From 26 coal mines in 14 seams. From 2 briquet plants and 1 by-product coke plant.

A great many people must like our fuel and service. Anyway, we appreciate every order and try to take good care of it.

BINKLEY COAL COMPANY

230 North Michigan Avenue

Chicago

Branches in Minneapolis, St. Louis, Indianapolis.



PAINTED
ONE COAT
NO OXID BLACK FILLER
JUNE 1935

Economy in Maintenance

The use of NO-OX-ID permits a 60% increase in maintenance work without budget increases. This is the most decided economy ever developed in maintenance work. It is yours for the asking. Facts and figures supplied gladly.

DEARBORN CHEMICAL COMPANY

310 So. Michigan Avenue - CHICAGO
205 East 42nd Street - NEW YORK

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis

Serving the Milwaukee
Road's urgent needs for

STEEL

has been our privilege
for many years

A. M. CASTLE & CO.

*Makers of "The Milwaukee" Lite
Cote Welding Wire.*

CHICAGO

LOCOMOTIVE:

FEED WATER HEATERS
(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS

**CENTRIFUGAL BLOW-OFF
MUFFLERS**

TIRES (TAYLOR FORGE)

**WILSON ENGINEERING
CORPORATION**

122 So. Michigan Ave., Chicago

WEST COAST WOOD PRESERVING CO.

*["We are proud to serve "The Milwaukee Road" in
supplying treated ties and structural timbers."]*

Office: 1118-4th Avenue, Seattle, Wash. ♦ Plants: Eagle Harbor and West Seattle