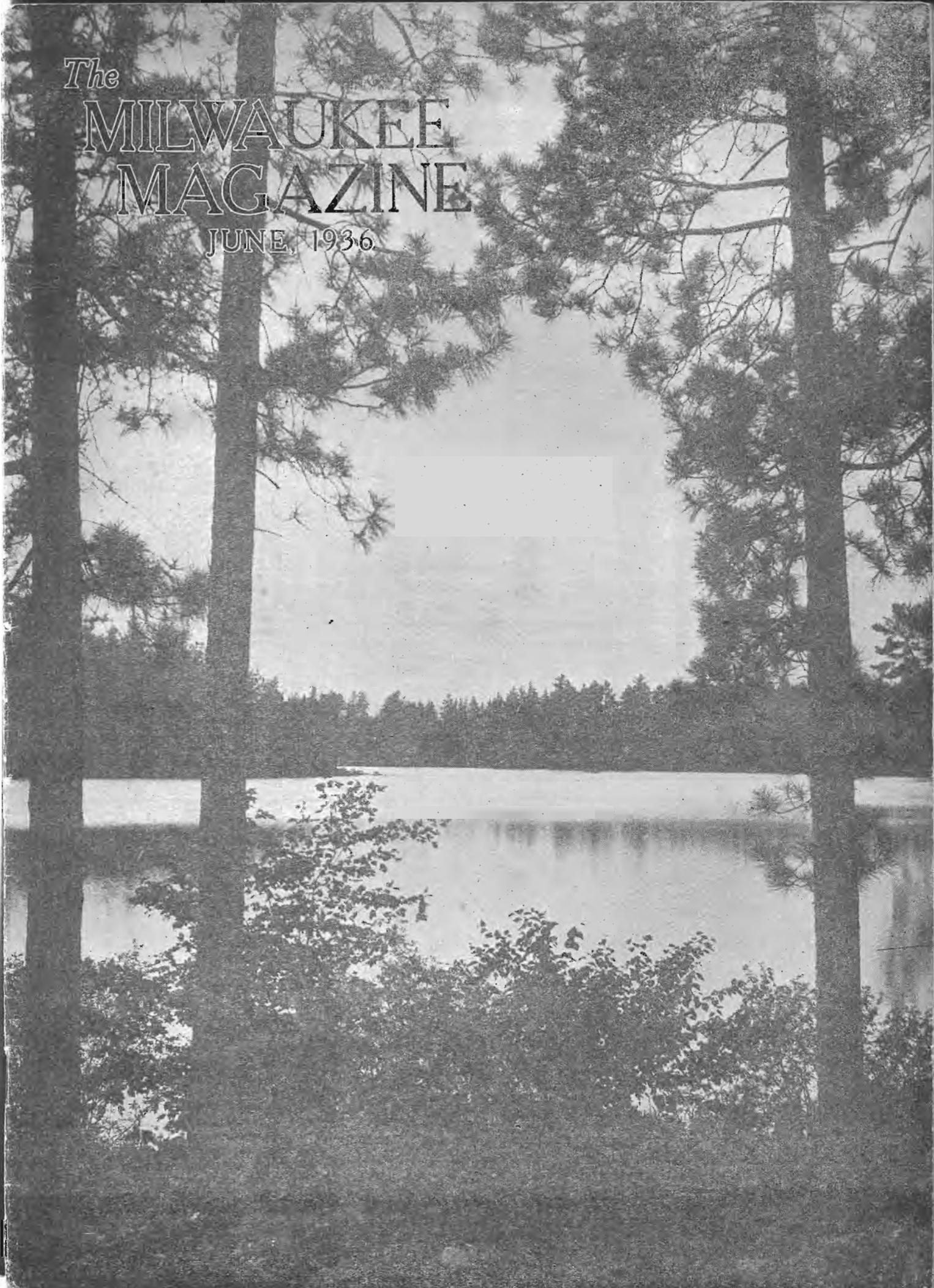


*The*

# MILWAUKEE MAGAZINE

JUNE, 1936



# 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.

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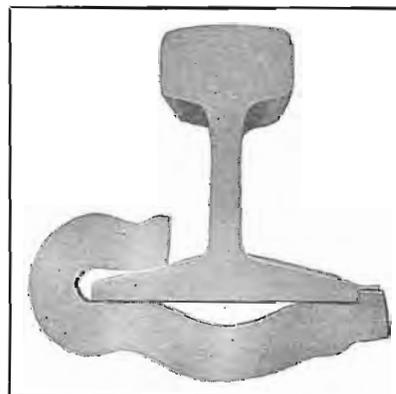
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# Wisconsin Celebrates

## Centenary of Admission as a Territory of the United States and the Establishment at Madison of the Capital

IN THE spring of 1836, the Territory of Wisconsin was created and named by the Washington fathers. Previous to that time, what is now Wisconsin belonged in succession, to France and Great Britain; but with the Louisiana Purchase, it all came into the United States as the Northwest Territory. Beautiful and wild, with a wide and wonderful diversity of scenic charm, this land was in those earliest days the favorite hunting grounds for countless tribes of Indians. The red men used its waterways on their travels between the Great Lakes and the Mississippi and its sunny valleys and green hillsides, its clear, cool streams provided the hunting and fishing that made up the daily lives of the Indian braves the while they were not at war. They were all a warlike race and when tribe met tribe, the arrows flew, the tomahawks crashed

aginations until after the Father of Waters had been crossed and a longer trail to the setting sun opened up.

Let it not be thought that the Indians yielded up their happy hunting demesne calmly—the white intruders were fought inch by inch by tribesmen who for the first time were found fighting side by side instead of against each other.

When division of the great domain of the Northwest Territory began, what is now Wisconsin passed to Indiana Territory, then was attached to Illinois, then to Michigan—this last in 1818; and eighteen years later, it acquired an identity of its own. Territorial organization took place in 1836, and its western boundaries took in the present state of Iowa, Minnesota and most of the Dakotas.

Henry Dodge was the first Territorial Governor. He was a distinguished figure in the early annals of the western country, had held high positions in the militia of Missouri and in the army of the frontier fighting the Indians. He was "unsurpassed as an Indian fighter."

The first territorial legislature convened at the little hamlet of Belmont, in "a two and a half story battlement fronted building—the highway in front of which bristled with stumps and lead mine shafts, while prospectors holes dotted the neighborhood." It was at this session that James Duane Doty, later the second governor of the Territory, began his campaign to secure the permanent location of the capital at Madison. Madison, at that time, was a town on paper with nothing beyond its



Sunset Bay, Lake Wabesa

and there was bloodshed aplenty. It is said that in the first half of the 17th century the Indian population of Wisconsin was larger than that of any other region.

When the French adventurers came, bent on finding a "northwest passage," or some land route to the Pacific, they, too went west by Wisconsin's water routes, bartering with the natives for furs and skins, as they traveled. Onto these shores landed many of the most famous of the French explorers, French Catholic missionaries and those unique characters of the early western scene—the *coureur du bois*. Here we have records of Jean Nicolle, Radisson and Chouart, Pere Marquette, Joliet, Pere Menard, Pere Allouez, who established the first mission in this region, on the shores of Chequamegon Bay, and a long list of others.

The favorite route of these travelers was by way of the Straits of Mackinac, Green Bay, Lake Winnebago, the Fox-Wisconsin River waters, to the Mississippi, the ultimate goal of all their im-

natural beauties to recommend it to the minds of the legislators. There were other contestants for the capital location, principally between Milwaukee, Racine, Koskonong, City of 2nd Lake, City of Four Lakes, Fond du Lac, Peru, Helena, Belmont, Mineral Point, Platteville, Carroll, Bellevue and Dubuque, which was then within the Terri-

tory of Wisconsin boundaries.

The location of Madison was little known except that it occupied an isthmus between two beautiful lakes which formed the half of a chain which was known as The Four Lakes. It was not considered much of a place, according to the writers and observers of the day, one of whom wrote in his description of the Four Lakes Country—that "they were the most beautiful bodies of water I ever saw. But the country they are situated in is not fit for any civilized nation of people to inhabit. It appears that the Almighty intended it for the children of the forest." That writer was certainly not gifted with "vision" for he failed to see in the rolling hills, the deep green woodland, the sparkling waters and the grassy meadows, a very paradise for civilized humans, as soon as the clearings were open and the countryside made to bloom.

However, in spite of politics and partisanship, Madison won and the embryo capital was soon on its way.

There were not many white people in those parts as early as 1836 for where is now the populous and prosperous Dane County, but five white men were settled; there was a lonely white settler on the shores of First Lake, now known as Kegonsa, and one on Fourth Lake, which is now Lake Mendota.

To start the work of building a capitol and making a town, men had to be brought in from Milwaukee, and one day, according to a territorial historian, "thirty-six weary workmen arrived from Milwaukee after a dreary overland journey of ten days through rain and mud, no roads, fording or swimming the intervening rivers." When construction finally started, great preparations were made for laying of the corner stone, etc., and appropriate ceremonies were held on July 4, 1837. Thus Madison was inaugurated capital city of the territory, to continue as capital of the state of Wisconsin, home of the great Wisconsin University and outstanding beauty spot in all the mid-west.

Wisconsin was admitted to statehood in 1848, and the year 1854 was notable in Madison's history, because of the arrival of the first railroad train over the new Milwaukee & Mississippi R. R., the progenitor of the present Milwaukee System. The railroad bridge across



Looking out on Lake Mendota



Capitol and Park

Lake Monona had finally been completed, the "depot" finished, and the stage set for a great occasion. "The long expected passenger train came over the bridge May 18th, but the track to the station was not laid until the 22nd." On May 23rd a train drawn by two engines and composed of 32 coaches laden with about 2,500 people was pulled into the yard "amid the plaudits of thousands of spectators, many of whom had never seen a train."

There were bands of music, fire companies from Milwaukee with their big red "fire engines" on flat cars at the rear of the train, a piece of artillery occupied a strategic position, and altogether it was a "grand but strange spectacle to see this monster train like some huge unheard of thing of life, with breath of smoke and flame, emerging from the green openings beyond the placid waters of the lake." The visitors were escorted to Capitol Park where lunches and oratory gave fitting climax to the day of wonderment for young Wisconsin.

And so, with pageant and parade, will Madison "commemorate the founding of Wisconsin as a territory and the establishment of Madison as the capital one hundred years ago. The great celebration will continue from June 27th to July 5th. There will be definite programs to fill out each and every day and evening, "education, history, inspiration and live, clean entertainment" will constitute the basis of Madison's "Century of Progress Exposition" and not only all Wisconsin but guests from far and wide are anticipated.

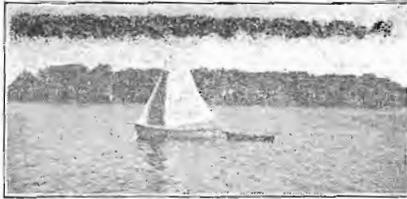
#### The Attractions

There will be a Cavalcade of Wisconsin History which will be held each night except Sunday in the University Stadium. Reproductions include pyramidal Aztalan Mounds, primeval Indian ceremonies, first capitol at Belmont, exploits of Nicolet, Marquette, Joliet, Allouez and others; the passing of the French regime and start of British rule; happenings at Fort Howard, surrender of Red Bird, the Black Hawk war; signing by President Jackson making Wisconsin into a territory; first territorial legislature, early scenes in Madison; founding of the state University—and a grand cavalcade depicting industry, agriculture, dairying, politics, government, science, learning, etc. Special music for the pageant has been written by Prof. Raymond Dvorak, director of the University student concert band. There will be a University Activities Exhibit in the Mechanical Engineering

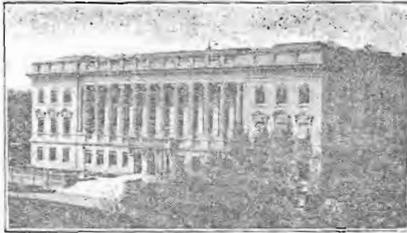


Armory and Gymnasium University Campus

Four



Lake Kegonsa



Historical and "U" Library



Madison's First Log Cabin



Ancient Madison's Farm Buildings

building; an industrial Resources Exposition each day in the University field house. It will be modeled after the one produced at Chicago Century of Progress.

The Fourth of July program is announced to be "the greatest ever offered in Wisconsin, involving 900 or more boy and girl scouts, all fraternal organizations, school and University bands, high public officials and the Adjutant General's staff. There will be acrobatic

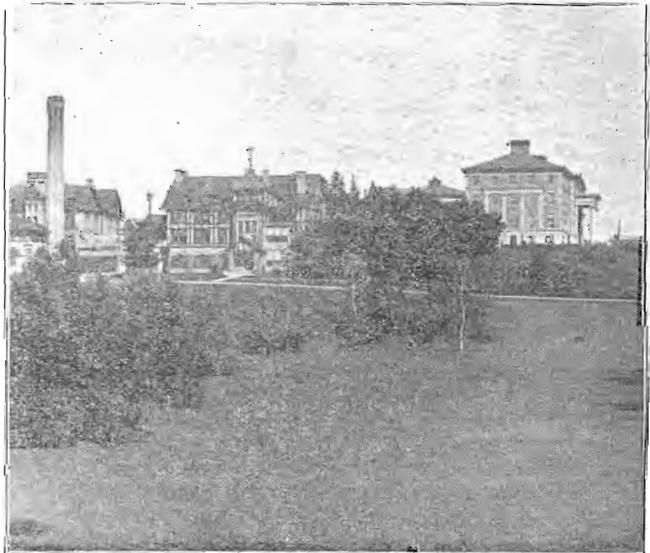
performances, concerts, band concerts, public addresses, free supper in all the parks, fireworks, an aviation program and "the most inspiring parade ever seen in the state." It will be the longest in the history of the city, with the military section leading. There will be an Indian chief representing Black Hawk of a hundred years ago; Indian warriors of pre-territorial days; a float of Fort Howard, with officers and men dressed in uniforms of 1836; men in the uniforms of 1848, of 1860, of 1898 and of the World War days.

Nationality Day programs are expected to be of more than usual interest, including folk dances, parades, songfests, speeches and dramatizations. There will be a grand German day on June 27th; the Italians will gather on the 29th, the Swiss, the 30th, Polish, July 1st, Scandinavians, July 2nd and the English, Irish, Scotch and Welsh will foregather on July 3rd. Each nationality will, moreover take a brief part in the historical pageants at night.

All Madison is expected to don gala attire, with window displays of marked attraction and originality, depicting scenes in the past of Wisconsin with reproductions of notable landmarks, etc.

Wisconsin's mammoth centennial celebration at Madison received official sanction through Governor LaFollette's proclamation setting the dates for general observance.

Centennial celebrations begin to dot the midwest scene with expositions announced from Lake Erie shores westward and southward to the Missouri and the Gulf. It promises to be a busy summer for the vacation travelers, with an unending list of attractions to visit and witness and glorious times to be "had by all."



On the Upper Campus

# ACCIDENT SAFETY PREVENTION

FIRST



L. to R.: John E. Long, Past President, National Safety Council; H. A. Scandrett; J. T. Gillick; O. N. Harstad; E. A. Meyer; Geo. Dempsey

## Awarded the National Safety Council Trophy for Best Employe Safety Record

**A**FTER several years of effort in the prevention of accidents on the part of every officer and employe of the Milwaukee Railroad, we have finally gained recognition by having been presented with the National Safety Council Trophy for the best employe safety record among the Group A Railroads, being those having 50,000,000 or more man hours worked per year.

This plaque was presented to Mr. H. A. Scandrett at a banquet given by the National Safety Council at the Union League Club in Chicago on Monday evening, May 18. In making the presentation, Mr. Lew R. Palmer, Secretary of the Committee of Award, called attention to the citation in the Council's "Green Book" which reads as follows:

"The CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY has been designated winner of the Group A award, having led all eligible contestants in this "big league" of Class 1 railroads for the year 1935.

"The Milwaukee" is to be congratulated on this well-earned victory, which carries with it a reduction of 87% in employe casualty rate as compared with its record for the year 1927 when the National Safety Council made its initial award in the Railroad Employes' National Safety Contest. At that time this road was next to last place in its group. However, due to continued improvement in its record year by year, it is now up front.

"The railroad operating personnel that achieved this record is to be commended, and Mr. Scandrett is especially worthy of commendation for his inspiring leadership that has succeeded in putting "The Milwaukee" on the railroad safety map in a most conspicuous manner."

When Mr. Scandrett was presented

with the plaque at the banquet on May 18 by Mr. John E. Long, Junior Past President of the National Safety Council, he stated that it was with a considerable amount of pride that he accepted the trophy on behalf of each and every officer and employe of the railroad and that he felt certain that this trophy would be a means of further stimulating activities along the lines of accident prevention so that the good work of saving lives and suffering among employes might be reduced to an even greater extent than heretofore. The words of Mr. Scandrett should serve as our inspiration for accomplishing a safety record even better than the one which entitled us to the 1935 Safety Award.

There is little that can be added to this except to say that the award was won on the basis of a casualty rate of 3.45 which rate is computed from the record of 9 fatalities and 223 other reportable injuries and 67,333,000 man hours.

Every man and woman in the employ of the Milwaukee Railroad, and their families should have a feeling of pride over the fact that this coveted trophy has been received.

On the evening of May 19, nearly 1,000 employes of the Chicago general offices and Chicago Terminal Division gathered at the Club Rooms in the Union Station at Chicago to celebrate the honor which had been conferred upon the Milwaukee Road. Mr. E. A. Mayer addressed the meeting and explained the activities of the Safety Department that led up to the awarding of this trophy because of the 1935 safety record and Judge John Gutknecht of the Chicago Traffic Court addressed the gathering on the activities of his court in promoting safety on the streets of Chicago.

### Human Nature

"**A**CCIDENT prevention work—or the safety movement (if you want to call it that)—is doing a lot of good in spite of human nature being what it is. It is the same old struggle of light vs. darkness; of education vs. ignorance; carefulness vs. carelessness; safety vs. accidents. Unfortunately there have been a lot of spasmodic safety efforts from time to time, which had little value after the effort had spent itself. We have felt that best results could be attained through continuous efforts by the Superintendents and Foremen. We believe this has worked out very well. We do not look upon the safety work you are doing, as a spasmodic thing. We are satisfied that you are making steady progress. I think you all have noticed an increased interest by publishers of newspapers and magazines, in street and highway safety. This has been very noticeable during the past few months. In other words, the general public appears to be waking up to the facts in regard to accidents—that have long been known to industry—that accidents can be prevented.

"We have to take human nature as it is, whether we are talking to the men about operating problems, sales problems, or safety. To attain results, requires real accident prevention work, and it is a long up-hill battle, but it can be done. The work turns largely on the process of education. It means that the men must be taught to think for themselves, and they must be convinced that we are sincere in our efforts, and they must know that we do not want them to have accidents.

"I do not think we can let up in our efforts, because we find human nature negligent. We just have to keep working on each man until the light is seen, and then we get results."

(From a National Safety Council News Letter.)

Grade crossing accidents in 1935 exceeded those in 1934. In the first ten months of the year, the final statistics of which are now available, there were 2,996 accidents, which was 105 more than in the corresponding months of 1934. Fatalities in 1935 totaled 1,286, an increase of 77 over 1934. The number injured during the first ten months of 1935 was 3,566, which was an increase of 229 over the same months in 1934. This situation may be attributed to the greater number of travelers in 1935 over 1934, but is more likely the result of increased carelessness in driving.

Teacher—Where was the treaty of Vienna signed?

Pupil—In the bottom right corner.—Die Gruene Post.

# Seventy Isn't Fast

## When You've Been Going Over a Hundred!

By T. T. TABER

ON May 29th, last, HIAWATHA celebrated its first anniversary of successful service and with an unprecedented record of patronage. This story, written by Mr. Taber, chairman of New York Chapter of the Railway and Locomotive Historical Society, Inc., is an inspiring and graphic account of the full trip from Chicago to Minneapolis, taken by him in HIAWATHA'S cab.

The story is published in honor of the birthday of The Milwaukee's famous train, with thanks and acknowledgments to Mr. Taber.

No, seventy isn't fast when you have been streaking along at better than a hundred on the Milwaukee Railroad's Speedliner, the HIAWATHA. And I can tell you from personal experience that seventy is not fast enough to maintain the schedule of that famous train. From Union Station, Chicago, to St. Paul, 410 miles in 390 minutes, with six intermediate stops, and a train much heavier than the locomotive was designed to haul! Here is a detail of that schedule—but it does not tell the whole story, for no mention is made of the innumerable curves, bridges, grades, and other slow orders—all of which make it mighty interesting for the three engine crews who have to make the time in spite of the many handicaps.

"HIAWATHA" in the Union Station, Chicago, the first thing catching the eye is the rear end of the unique Beaver Tail parlor, which like all Milwaukee passenger cars is painted in their distinctive colors—orange and maroon trimming. These attractive colors readily identify all of their trains, and once seen are never forgotten.

My glance instinctively follows down the line of cars—eight today (all of the same size and outline) to the head end, where seemingly molded into the train stands the brightly polished and painted speedlined locomotive No. 1. Walking down the platform beside the train it appears almost a single unit, for from the tip end of the last car, to the pilot of the locomotive, color and line are unbroken. It is indeed a tribute to its builders, combining modern beauty, symmetry and efficiency with light weight.

A number of interested spectators are closely examining our attractive streamlined steam locomotive, so let us do likewise. As modern locomotives go, the No. 1 is not overly large, in fact compared with many of the same road it appears small. One look at its trim lines tells us that it cannot be compared with a locomotive whose sole

aim in life is to see how many cars it can haul. This little lady was designed and built to pull but five or six cars and get them over the rails in a hurry! To demonstrate the flexibility of the steam locomotive, today EIGHT cars are coupled to her—well over four hundred tons behind the tender—and you can just bet that she will scamper over the road with that load right on schedule. The wheels are pretty well hidden under the streamlined sheathing, but by their arrangement we can see that she is of the 4-4-2 type, which forty years ago was commonly known as the Atlantic. The total length of the engine and tender is eighty-nine feet. Due to the symmetry of design of engine and tender, it requires a second glance to tell where the locomotive stops, and tender begins. This locomotive burns oil instead of coal, which saves cleaning the fire and taking on fuel en route, 140 tons, is all the engine weighs, with its tender about 124, due to the 4,000 gallons of fuel oil, and 13,000 gallons of water it carries. The high temperature superheated steam, at a working pressure of 300 lbs to the inch requires only a very small cylinder, 19 by 28 inches, to furnish the power necessary to turn the high seven foot driving wheels. Each revolution of the drivers moves the train forward about twenty-two feet, so you can easily figure out how fast the train will be running when those wheels are spinning at better than 400 revolutions per minute!

It is almost time to go, so up a few steps, through the vestibuled door and into the most interesting locomotive cab I have ever visited. Engineer Murphy and fireman Swails extend a cheery greeting as they complete their preparations for the run. This cab is certainly unlike that of the average coal, or even burning steam locomotive. It is painted light green, has ventilators, large windows, tight fitting doors, and most important, exceedingly comfortable seats for the engine crew. All of the fittings and pieces of equipment are so placed in the cab as to be right at the hand of the man operating them. The backhead of the boiler presents an array of gauges and valves that would certainly bewilder the uninitiated. All however, are vital to the operation of the locomotive, and strategically placed so as to be visible to either engineer or firemen. The largest gauge is that registering the working steam pressure (at the moment it read 297 lbs.). Next in size is the "Loco-Recorder," or in plain language, the speedometer. Both of the foregoing are so placed as to be easily seen by both engineer and foreman. On the engineer's side we have two air gauges—one containing an ingenious device showing a red disk if the brakes are set. The throttle lever is hung from the top of the backhead of the boiler. The reversing lever is placed just ahead of the seat box, while right by the engineer's left hand are the two airbrake valves. Compressed air is used for many of the jobs done by hand in years past, such as sounding the whistle, ringing the

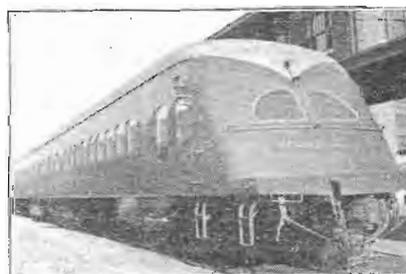
Station	Time	No. Miles		Average Speed
		Schedule Minutes	Between Points	
Lv. Union Station (Chicago) .....	1:00 p.m.			
Ar. Milwaukee .....	2:15	75	85	67.8 M.P.H.
Lv. Milwaukee .....	2:17			
Ar. Portage .....	3:41	84	93	66.6
Lv. Portage .....	3:42			
Ar. New Lisbon .....	4:18	36	42	70.6
Ar. La Crosse .....	5:09	51	60	70.8
Lv. La Crosse .....	5:14			
Ar. Winona .....	5:45	31	27	52.2
Ar. Red Wing .....	6:43	58	62	64.2
Ar. St. Paul .....	7:30	47	41	52.3
Lv. St. Paul .....	7:33			
Ar. Minneapolis .....	8:00	27	11	24.2

Just to see how they do it, and observe the performance of the most modern high speed steam locomotive in the United States—the only class of locomotive designed and built to haul trains in regular day in and day out schedule requiring speeds in excess of one hundred miles per hour. I asked for, and graciously received permission to ride in the cab of the Speed King of the Milwaukee Road, which hauls the HIAWATHA from Chicago to Minneapolis. Having read the prolific reports of Diesel efficiency compared with that of steam, it seemed high time to observe the operation of a real modern steam locomotive designed and built for the job it has to do every day in the week. At the end of a 420 mile ride in the cab of HIAWATHA locomotive No. 1, I am perfectly satisfied that I rode a steam locomotive which can hold its own against anything on rails.

After passing under the large sign



The Hiawatha Entering La Crosse



Leaving La Crosse

bell, sanding the rails, operating the cylinder drain cocks, and even reversing the locomotive. On the fireman's side we have the all important valve for regulating the flow of oil to the atomizer in the firebox. He has gauges to tell him how many gallons of oil are in the tender, and the temperature of it. Many people do not realize that the fuel oil has to be heated to about 150 degrees before it thins down enough to flow from the tender to the firebox. There is also a gauge to tell the number of gallons of water in the tender, a very important instrument for a fast run. Other fittings and valves play their part in effecting a smooth efficient operation of locomotive and train.

A quick glance at the watch—12:59. Soon we will be moving out and heading for Milwaukee, the first stop 85 miles distant. The bell now starts to ring its warning note. The spectators step back from the locomotive. Fireman Swails leans far out of the window, his eye on the conductor. The gate closes behind the last of the hurrying travelers. The conductor's arm is raised—1.00.30—it falls. "Highball" calls fireman Swail, and engineer Murphy gently opens the throttle with one hand, and the sander with the other. Without a slip, or complaint, our efficient No. 1 picks up her eight cars and smoothly starts them out of the station, daintily picking her way over the interlocking plant. With each revolution of her seven foot drivers she gains speed. "Clear" calls the fireman, and the echo comes back "Clear" from the engineer as the yard signals are picked up one by one. By now the throttle is well back on the quadrant, the reverse lever up near center, and the sharp staccato beat of the exhaust steadily drumming. The speed indicator has come to life, its needle climbing. A twist of the wrist as engineer Murphy makes his running test of the brakes—a safety precaution never neglected on any railroad. The drumming exhaust immediately slows as the powerful airbrakes pull down the speed of the train. Another twist of the wrist, the brakes are released and again the tempo of the exhaust quickens. In two miles our trim little No. 1 has smoothly gotten up to well over forty miles an hour. Another application of the brakes—the speed drops to thirty—and we rattle over a railroad crossing. Once more the brakes release, and now with throttle wide open, engineer Murphy lets our little lady have her head to show us what she really can do with eight cars. Imperceptibly the exhaust smooths into a steady roar as the speed indicator creeps over the sixty mark. Now we are really beginning to travel! With a roar we thunder through a station, the speed going up and up. Although engineer Murphy is almost continuously operating the whistle—no sound of it can be heard in the cab. A grade crossing flashes by affording the most fleeting of glimpses of the faithful watchman with warning sign upraised. With his

# RAILROAD RETIREMENT BOARD

## Washington

### Announcement

#### Concerning Application of Section 2 of the Railroad Retirement Act of 1935

(Continuance in Carrier Service Beyond Age 65)

THE Railroad Retirement Board has this day announced the following:

1. Section 2 of the Railroad Retirement Act which provides for reductions in annuities in certain instances applies to employees who continue in carrier service after May 31, 1936, and after the last day of the month in which they have attained age sixty-five, except that:

(a) An employee who is sixty-five years of age or over and under seventy on August 31, 1936, may continue in carrier service without subjecting his annuity to a reduction if there is filed with the Board on or before August 31, 1936, a written agreement between the carrier and the employee, which agreement may provide for an extension of employment for one year but not beyond the end of the month in which the employee attains age seventy.

(b) An employee who attains age seventy between June 1, 1936, and August 31, 1936, may continue in carrier service until the last day of the month in which he attains age seventy without subjecting his annuity to a reduction if there is filed with the Board on or before August 31, 1936, a written agreement between the carrier and the employee, which agreement may provide for an extension of employment until the last day of the month in which the employee attains age seventy.

(c) An employee who attains age sixty-five after August 31, 1936, may continue in carrier service without subjecting his annuity to a reduction if there is filed with the Board on or before the last day of the month in which he attains age sixty-five a written agreement between the carrier and the employee, which agreement may provide for an extension of employment for one year from the date of the filing of the agreement.

2. An agreement will be deemed filed on the day it is received at the office of the Board.

3. For each calendar month during which an employee renders any service to a carrier for compensation after May 31, 1936, and after the last day of the month in which the employee has attained age seventy or after the last day of the month in which he has attained age sixty-five if the service is not covered by an agreement filed with the Board as specified above, his annuity will be reduced by one-twelfth of the one-fifteenth annual reduction provided for by Section 2 of the Railroad Retirement Act.

4. If an agreement extending employment is not filed on or before August 31, 1936, or on or before the last day of the month in which the employee attains age sixty-five, whichever date is later, a reduction in his annuity will be made for each calendar month during which the employee, prior to the date when the agreement is filed with the Board, renders any service to a carrier for compensation after May 31, 1936, and after the last day of the month in which he has attained age sixty-five.

5. Section 2 of the Railroad Retirement Act has no application if at the time the service is rendered the employee occupies an official position in the service of a carrier.

May 12th, 1936

RAILROAD RETIREMENT BOARD,  
Murray W. Latimer, Chairman.

other hand he salutes the fast moving train. As crossing after crossing rushes by, the same scene is enacted. No chances of unprotected crossings are taken when the HIAWATHA is due. At mile post 14 the speed recorder registers 90! We certainly are moving now. At seventy, the telegraph poles sedately marched by—now they are flicking by with a snap! The road which now fills the cab makes conversation impossible—but it is unnecessary for the operation of the train. Hand signals back and forth between the engine crew indicate that the blocks are clear and all is well. Keen to be devoured by the speed locomotive. 1:22—and with a rattle and roar Tower A is passed right on time, at 83

miles per hour. Soon Roundout appears ahead, and speed is slacked from 97 to 85—we mustn't hit those switches too hard! Immediately the brakes are released, and we pick up our gate once more. At stations, crossings, and even along the right of way, persons of all ages, and from all walks of life have their approval of, and good wishes to the fast stepping HIAWATHA. No, public interest in the railroads and steam locomotives obviously is not a thing of the past! Fireman Swails now pours a few gallons of sand through the little circular door into the incandescent firebox. An oil burner always deposits a certain amount of soot on the flues, which acts as an insulator,

(Continued on page 14)

# THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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CARPENTER KENDALL, *Editor*

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

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## Items of Interest to Railway Employes

FREE services received by the Inland Waterways Corporation, the government owned agency operating barge lines, amount to \$124,336.85 annually, according to a computation included in the report for the calendar year 1935 recently filed with the War Department. These free services, for which privately owned carriers would be obliged to pay, include office space in government buildings, postage, difference between commercial and government rates on telegrams, and relief from federal income taxes. The postage item alone, based upon actual test over a three-month period, amounts to \$50,000 a year. An interesting comparison is afforded through the fact that the same report also presents a statement showing a total net profit for the Waterways Corporation in the twelve years, 1924 to 1935 inclusive, of \$525,876.94. This "total net profit" obviously would have been completely wiped out in the twelve year period if the corporation had been required to pay its annual postage bill of \$50,000, as a privately owned corporation operating in the same field would have been obliged to do. If all the free services enjoyed by the Waterways Corporation at public expense had been paid for, on the basis of the estimate as to their annual amount set up in the report, the total "net profit" would be transformed into a "net loss" of approximately \$1,000,000. And this "net loss" figure would be exclusive of interest charges on the very large investment of public funds in the barge line enterprise. The investments of the corporation as of December 31, 1935, are stated by the report at \$24,234,405.96. If interest on this investment at the rate of 3 per cent, which assuredly is lower than the rate at which private capital could be procured, were charged against the cost of the barge line service to the general public, the actual annual net loss would be increased by another \$727,032, and the local taxes on its equipment and facilities, which a railroad is required to pay, would still be unaccounted for in the computation of the complete cost of the barge line service to the public, over and above the amount paid in rates for its service by the direct users of that service.

Commercial air lines report that they carried almost three quarters of a million passengers in 1935, which was by long odds the greatest number ever carried by air in any year. Without

disparagement of the importance of air travel, it is interesting to note that the total number carried by air in the entire year was only 62 per cent as great as the average number carried daily by the railroads in 1933, the year in which the railroads carried the least number of passengers in several decades. The railroads showed increases in the number of passengers carried in both 1934 and 1935, but their annual totals for these years hardly reached fifty per cent of those reported regularly fifteen years ago.

Average railroad freight revenues per ton mile, and average passenger revenues per passenger mile, both indicate that the popular impression is mistaken that the trend of average rail transportation charges has been upward during the depression. The average trend has been definitely downward in both services, and very markedly so with respect to passenger fares. In the six years following 1928 average revenues per passenger mile declined approximately 33 per cent, and average freight revenues per ton mile declined almost 10 per cent.



### His Golden Jubilee of Service

HENRY F. DANIELS, waiter and chef to the presidents of The Milwaukee Road since 1886, completed his fifty years employment with this company on May 17th, last and in recognition of those long years of faithful service Mr. H. A. Scandrett, present head of the railroad, pinned a fifty year service badge to "Henry's" coat.

Henry Daniels began his service when Mr. Roswell Miller, who was at that time the general manager of The Mil-

waukee System, as a parlor car porter. His genial smile and courteous manner won him promotion to the "Business Car" and Henry's service to the presidents of the railroad began soon after.

He has cooked for and waited on the presidents successively: Mr. Miller, A. J. Earling, H. E. Byram and Mr. Scandrett.

The Milwaukee's Business Cars have entertained many of the notable men of the United States, both in political and financial circles, from all of whom Henry's suave manner and unsurpassed cookery brought liberal recognition. One of Henry's most cherished memories is the trip given to him, his wife and daughter, a three months' trip to Europe with all expenses paid.

Foreign dignitaries and scions of royal families of Europe have enjoyed Henry's hospitality.

Apple pie is one of Henry's specialties in a long list of super-fine cookery, and about it and his recipe Henry has the following to say:

"The first time I made an apple pie I set it before Mr. Earling, then general superintendent. Later he rang for me and asked if I made the pie. When I told him that I had he said that it was the best pie he had ever eaten and told me to have confidence in myself and I'd get along. I was a cook from that minute on and I hope to continue yet awhile," Daniels said.

Up to now his apple pie recipe has been a secret but it being a special occasion he admitted that all there was to it was to make a good crust; fill it well with slices of juicy apples; dust with nutmeg (not cinnamon); dot with butter, cover with the top crust and bake. Then make a fine rich well seasoned syrup. Through the perforations previously made in the top crust carefully pour in the hot syrup; tip the pie pan to distribute it, send it to the table and wait for the curtain-call for the author.

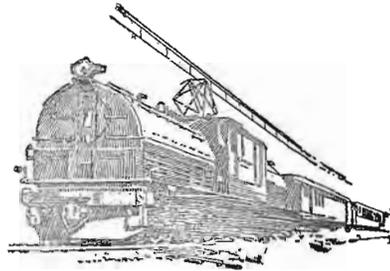
### O. T. Hughes

OWAIN T. HUGHES, retired foundation foreman for the Milwaukee Railroad, died on May 5, 1936, in his eighty-eighth year. The funeral was at Watertown, Wis., at 2:00 p. m., Friday, May 8, 1936.

Mr. Hughes entered the service of this company in 1872 as a bridge carpenter, was promoted to pile driver foreman in 1875 and later to foundation foreman, retiring in 1918. While in service he was employed on many of the prominent structures on Lines East of Moberidge.

His was a long and excellent record of loyal, conscientious and efficient service.

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



## *Courtesy*

Courtesy has been emphasized as one of the greatest selling points we have at our command.

With vacation time approaching, we have an opportunity to contact a considerable number of people who use railroad facilities only occasionally, and as a result have very little experience as travellers.

It gives each one of us an opportunity to demonstrate to our new as well as our old patrons that we have transportation facilities and a class of employes, second to none.

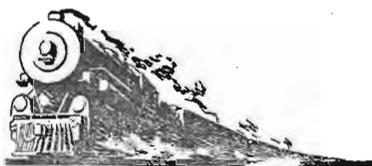
Every employe coming in contact with our patrons can find numerous ways of extending courtesies as the individual situation presents itself, and this added human touch will go a long way toward making new friends and keeping our friendship intact with our old patrons.

Increased revenue will be our reward.

Contributed by L. W. King, Chief Clerk, Supts. Office, Chicago

*J. D. Gillick*

Vice-President



# The Platte Line Agents' Traffic Club

Addresses at Meeting Held April 23rd, at Wagner, S. D.

THE Platte-Stickney Line agents have a live-wire traffic club which meets monthly for discussion and suggestion of matters concerning the getting of business, movement of traffic, etc.

At the April meeting, two papers were read, one on "The L.C.L. Situation," by B. L. Wright, agent, Armour, S. D., and the other, "My Pay Check," by W. E. Beck, agent, Geddes, S. D. These papers carry so much of interest to railroad employes in general and agents in particular that they are printed for the benefit of all concerned in the welfare of the railroad.

## The L.C.L. Situation

B. L. Wright, Armour, S.D.

IN CASTING around for a topic for a paper this evening, I find it hard to settle on any one thing. So many subjects have been so ably covered by our members and so thoroughly cussed and discussed at our meetings that I am inclined to think that this new set-up we have will be the most interesting subject to comment on tonight.

For several years past, we have discussed pick-up and delivery service. We have had many good papers on this subject. We have thoroughly believed that this service, if installed, would go a long way to help us get back some of the L.C.L. business that we have lost to the trucks. We have dreamed that the old days when our platforms were covered with our merchants goods—when every way freight had a "swing man"—when the agent wore his blue pencil to a mere stub pro-numbering his waybills—would return and our daily abstracts be filled with something besides a few carloads. Now it seems that our dreams are in a fair way to become realities. On trial less than 90 days, the verdict seems to be in our favor and results will show that we are heading back toward those good old days that we remember.

May I quote a few figures from my own station for purposes of comparison, and what is true at Armour will, I think, be true at all stations. No doubt some stations can show even better figures. The increase in L.C.L. for January was 48% over a year ago. In February the increase was about 110%. I was afraid to try to figure the percentage increase for March so will just say that we received about three and one-half times as much as in March last year. Now, this increase is not all due to pick-up and delivery, but a good deal of it is. In February, when our competitors were snowbound and sat around the stove bewailing their luck and cursing the highway authorities because they didn't get out and clean the highways for their trucks, WE cleared our own highways and brought the goods in and for a time we had a lot of it. The snow, followed by soft highways kept the trucks off the highways until well into March and we continued to bring in the

goods daily. This was an excellent lesson in transportation and I am hoping our merchants all over will not soon forget it. So far in April our L.C.L. received is just about 3 times what it was for the same period last April. Now, I feel justified in saying that this new deal is going to help us, but it is not going to be easy. For many years we have been losing ground to our competitors who have become firmly established, and they are not going to give up without a mighty struggle. And we are going to have to fight just as hard as ever to regain and hold this business. We can't quit just because we have pick-up and delivery service. That is just another weapon to put into the battle. It puts us on a more equal footing with our competitors, and it's up to us now to show the stuff that's in us. I sometimes feel like getting "hard-boiled" about this business, but I never do. I still meet businessmen who have many little alibis as to why they don't give us a share of their business and who have a sort of "to Hell with the Railroad" attitude. I think these fellows are "little" or even smaller than that, but I don't tell them the things I'd like to—it doesn't pay—but I believe that in time they will see the light and come across.

## My Pay Check

W. E. Beck, Geddes, S.D.

JUST a piece of colored paper with a few words and figures on it, a number

in one corner, a signature in another; very artistic, but much like other checks—the ink and paper that composes you are of little value, but Oh, what you mean to me!

Regular visitor for most of a life time, through depressions, drought, dust and snow storms, frigid cold and torrid heat, holidays, happiness, death and despair.

To me you have been a bulwark, a sturdy staff; a symbol of service rendered, tasks accomplished, difficulties overcome, tests successfully met, trusts faithfully carried out and duty done.

When I grow weary and hesitate, you are an incentive to go forward with head up and a song in my heart, to face what may lie ahead along that grand and glorious pathway called Life, for as you have been a source of satisfaction, joy and happiness to me and mine in the past, you give me faith to continue, seeking, dreaming, hoping and trying.

How well I remember the first time you came to me. It was after long months of apprenticeship, and at the end of the great effort to master telegraphy and railroading. No college course could be harder but we won, and at last I held you in my hand—"my first pay check," with my name in the center. You were my diploma, my "pat on the back" for having gone through and won. No college degree ever brought more pride and exultation to its receiver than you did to me. Others in various lines of endeavor, have gained vast fortunes. Many have lost all. You have not made me rich, but you have regularly and continuously arrived, giving me that security, that something, that I needed to make me endure and strive to fulfill my purpose of life, as I saw it.

# The Milwaukee Road Booster Club of Chicago

SECRETARY-TREASURER of the Booster Club, Fred Miller, reports the passing of the eleven hundred mark in membership in the Booster Club and the drive to complete the second thousand members is well on the way. Since the organization of the club a steady and consistent increase in the attendance of the meetings has resulted and the first class speakers secured for each meeting have done much to acquaint the employes with the railroad business, with the travelers and shippers over the Milwaukee Road and the part each employe can play in making his own job better; the revenues of the railroad greater and the public aware of the backbone of the transportation industry and their interest in its welfare.

More than forty new members were signed by in Asst. Gen. Frt. Agent Ed-brooke's office during the first part of May by Collector McKee of that department, and he has promised to add more to the roster before the end of the month. Congratulations.

Twenty-one new members, a 100% enrollment, are reported by Collector Borge-son in General Agent A. A. Wilson's office. More congratulations.

One of the most successful meetings of the Boosters was held on May 19th, in Harvey's Cafeteria. It seemed like 1,000 people attended the affair to hear Judge Gutknecht speak, celebrate the birthday

of the famous Hiawatha train and to play cards and dance.

The speaker secured for the June meeting is W. P. Kennedy, vice-president of the Brotherhood of Railroad Trainmen. On April 16, 1921, he was elected to the position of chairman of the General Committee of the Milwaukee Road, Lines East, in which capacity he was serving at the time of his appointment to the office of Vice-President.

The Athletic Committee reports as follows on the activities of the four softball teams representing and publicizing the good old Milwaukee Road: Two teams from Fullerton Avenue Building—the "Hiawathas" and "Olympians;" one from the Union Station (freight traffic department) and the other from Division Street.

The "Hiawathas" have joined an eight team league of industrial concerns in the vicinity of the Fullerton Avenue Building; the "Olympians" have entered the railroad softball league of fourteen railroad teams; the Union Station team is in the Chicago Evening American Softball Tournament Commercial Class, and last, but certainly not least, the Division Street team is again in the Goose Island softball league of fourteen teams.

"I have cast these figures eight times, sir."

"Very good and thorough."

"Here are the eight results."

ters and praised them very highly for their interest and enthusiasm.

Mrs. G. F. Ryan, Janesville, reported that she had filled several chairmanships in Janesville Chapter and had visited several of the neighboring chapters in company with Miss Lindskog.

Mrs. G. F. Baker, general chairman of constitution and by-laws, reported that the revised constitution had been issued in July, 1934, in accordance with action taken at the Governing Board meeting in 1934.

Mrs. Dolan, general luncheon chairman, made necessary announcements in connection with the luncheon to be held the following day.

Miss Harriet Kennedy, general chairman of ways and means, reported the following amounts added to the Governing Board funds through its ways and means activities: On candy, gum, peanut and weighing vending machines, \$2,889.08; interest on savings account, \$116.11; donations, \$30.50; grand total, \$3,032.69.

Reports of presidents covering membership followed:

There being no unfinished business, under new business, the chairman of the nominating committee was called upon for her report. The nominating committee was composed of Mrs. Wm. Hovey, Tomah, chairman; Mrs. John Stewart, Ottumwa; Mrs. D. T. Bagnell, Minneapolis; Mrs. L. M. Sweeney, Sioux Falls and Mrs. F. W. Rasmussen, Seattle. Mrs. Hovey read the list of nominees as follows: President-general, Mrs. Isabelle C. Kendall; 1st vice president general, Mrs. G. W. Loderhose, Chicago; 2nd vice president, Mrs. E. H. Bannon, Milwaukee; 3rd vice president general, Mrs. L. K. Sorenson, Butte, Mont.; treasurer-general, Mrs. W. W. K. Sparrow, Chicago; secretary general, Miss Etta Lindskog, Chicago; recording secretary general, Mrs. W. R. Dolan, Chicago. General directors: Mrs. J. T. Gillick, Mrs. O. W. Dynes, Chicago; Mrs. C. F. Holbrook, Minneapolis; Mrs. E. R. Morrison, Kansas City; Mrs. H. G. Wiedener, Dubuque; Mrs. J. M. Axelson, Seattle. Mrs. Hovey moved that this report be accepted. Mrs. Kendall called for nominations from the floor--there being none, Mrs. Stewart moved that the secretary be instructed to cast the ballot for the ticket as read. Seconded and carried. The secretary was so instructed.

Mrs. Kendall introduced the new officers.

The question of renting the club houses by the various chapters which have been in the habit of letting their rooms or houses was taken up and after discussion, a motion was adopted recommending that the chapters be allowed to exercise their own judgment and discretion in the matter, with the undersanding that final control should be left to the Governing Board with authority to take whatever action seemed advisable or necessary should the privilege be abused.

The question of admitting to membership former employes or members of their families who have been out of the

railroad service for more than a year on account of reduction of forces. After much discussion no action was taken.

Also the question of permitting widows of employes to hold office was taken up, but this also was laid on the table.

Mrs. Kendall called attention to the habit of some of the chapters making donations to outside clubs and activities, notably the Red Cross. There seemed to be no objection to this, but she advised that restraint be practiced in determining the amount of the donations, so that any chapter might not

give beyond its means, or beyond the probable necessities for its own relief work.

Meeting adjourned for luncheon.

The afternoon session was devoted to a round table discussion of the many problems continually met with, to the different and outstanding ways and means activities, to methods of gaining membership, etc.

At 5 o'clock Mrs. Kendall closed the meeting with thanks for the interest of those present, to all the members of the chapters and to their confidence in electing her as their president.

Not in Attendance at Meeting or Luncheon

Honorary President General	Mrs. H. A. Scandrett
Second Vice President General	Mrs. H. M. Gillick, Aberdeen, S. D.
Third Vice President General	Mrs. A. H. Barkley, Seattle, Wash.
Recording Secretary General	Mrs. Erma Oberg
General Director	Mrs. A. J. Elder, Marion, Ia.
General Director	Mrs. L. K. Sorenson, Butte, Mont.
General Safety Chairman	Mrs. B. F. Hoehn, Wausau, Wis.

Chapters Not Represented at Meeting or Luncheon

Aberdeen, S. D.	Harlowton, Mont.	Mitchell, S. D.
Avery, Ida.	Malden, Wash.	Othello, Wash.
Deer Lodge, Mont.	Marmarth, N. D.	St. Maries, Ida.
Great Falls, Mont.	Marquette, Ia.	Three Forks, Mont.

In Attendance at Meeting  
General Executive Committee

Acting President General	Mrs. Carpenter Kendall	
Treasurer General	Mrs. W. W. K. Sparrow	
Secretary General	Miss Etta N. Lindskog	
General Director	Mrs. J. T. Gillick	
General Director	Mrs. O. W. Dynes	
General Director	Mrs. C. F. Holbrook, Minneapolis	
General Director	Mrs. Geo. J. Ryan, Janesville	
General Constitution Chairman	Mrs. Geo. F. Baker	
General Luncheon Chairman	Mrs. W. R. Dolan	
General Ways and Means Chairman	Miss Harriet Kennedy	9

Presidents or Representatives of Local Chapters

Alberton, Mont.	Mrs. H. H. Brown, President	1
Austin, Minn.	Mrs. George Haseltine, President	12
Beloit, Wis.	Mrs. H. E. Raasch, President	8
Bensenville, Ill.	Mrs. Jean Brossard, President	9
Black Hills (Rapid City, S. D.)	Mrs. Thos. Hickson, President	1
Butte, Mont.	Mrs. H. R. Clemens, President	1
Channing, Mich.	Mrs. Chas. Porterfield, President	2
Chicago—Fullerton Avenue	Mrs. A. J. Frandsen, President	54
Chicago—Union Station	Miss Grace Doyle, President	42
Council Bluffs, Ia.	Mrs. Frank J. Brugenhemke, President	2
Davenport, Ia.	Mrs. Paul Salzer, President	2
Des Moines, Ia.	Mrs. Kent Hamilton, President	5
Dubuque, Ia.	Mrs. Henry G. Wiedner, President	4
Green Bay, Wis.	Mrs. G. H. Gunn, President	19
Iron Mountain, Mich.	Mrs. Herbert Shields, President	2
Janesville, Wis.	Mrs. Thos. Kennaugh, President	8
Kansas City, Mo.	Mrs. Paul Affeld, President	5
La Crosse, Wis.	Mrs. Harry S. Peed, President	1
Lewistown, Mont.	Mrs. J. P. Smeltzer, President	2
Madison, S. D.	Mrs. Hans Westby, President	2
Madison, Wis.	Mrs. Mabel Davy, 2nd Vice-President	2
Marion, Ia.	Mrs. C. Fehey, Past President	1
Mason City, Ia.	Mrs. F. J. McDonald, 2nd Vice-President	4
Milbank, S. D.	Mrs. E. A. Phelan, Welfare Chairman	1
Miles City, Mont.	Mrs. E. E. Moss, President	2
Milwaukee, Wis.	Mrs. J. H. Valentine, President	49
Minneapolis, Minn.	Mrs. D. T. Bagnell, President	8
Mobridge, S. D.	Mrs. O. Haanes, President	2
Montevideo, Minn.	Mrs. E. B. Crooker, President	1
New Lisbon, Wis.	Mrs. A. G. Shrake, President	1
Ottumwa, Ia.	Mrs. John Stewart, President	2
Perry, Ia.	Mrs. J. B. Bryant, President	1
Portage, Wis.	Mrs. Louis Hamele, President	11
St. Paul, Minn.	Mrs. F. M. Washburn, President	18
Sanborn, Ia.	Mrs. Fred Riley, President	1
Savanna, Ill.	Mrs. Oscar Kline, President	3
Seattle, Wash.	Mrs. F. W. Rasmussen, President	1
Sioux City, Ia.	Mrs. R. L. Robson, President	5
Sioux Falls, S. D.	Mrs. L. M. Sweeney, President	3
Spokane, Wash.	Mrs. G. H. Hill, President	1
Tacoma, Wash.	Mrs. Harry Micklethwaite, President	1
Terre Haute, Ind.	Mrs. Eura Kemp, President	18
Tomah, Wis.	Mrs. Wm. Hovey, President	18
Wausau, Wis.	Mrs. John Whaley, President	8

Number in  
attendance  
at Luncheon

# The Twelfth Get-Together Luncheon Held at the Palmer House, May 9th, 1936

THE Get-Together Luncheon of the Women's Club is always an event of importance in the annals of The Club, bringing together as it always does hundreds of the Milwaukee Road women, who enjoy this opportunity of meeting old friends and greeting new ones; an opportunity also of discussing the problems and the pleasures of the individual chapters; of participating in a gala luncheon and entertainment and at the end, taking back home reports and news of the two-day event—the biennial business meeting of the General Governing Board and the festive occasion that follows it.

The luncheon this year was held in the red lacquer room of Palmer House, and three hundred and fifty-two women sat down to one of the Palmer House noted luncheons, while an entertainment of music and song was furnished by a pair of strolling troubadours.

Then Mrs. Kendall, president general, introduced the officers of the new Executive Committee, and welcomed the members and guests in a short address.

After the luncheon, a style show was enjoyed, "modeled" by fourteen young women of the Milwaukee Road General Offices—seven from the Union Station Chapter and seven from Fullerton Avenue Chapter. They were:

From Union Station: Kathleen O'Neil, Antoinette Welling, Ruth Wilson, Edith Carlson, Loretta B. Kuhn, Genevieve Nevil, Mary von Colln.

From Fullerton Avenue: Hazel Dillon, Eileen Collins, Rose Parker, Miriam Briggs, Eileen Delaney, Martha Bergeresen, Genevieve Slocik, Ida Ruhlmann.

The gowns were from the dress shop of Mrs. Reid, of the Pittsfield Building, Chicago. Piano solos accompanied the march of the young women among the tables of the admiring guests. Some very handsome gowns were displayed by this group of handsome Milwaukee Road girls.

There followed, then some acrobatic dance numbers interspersed by a magician's "act" and music.

The program was greatly enjoyed; the luncheon was entirely informal.

In parting, Mrs. Kendall thanked the women for their wonderful work, their co-operation and interest, and gave her promise to "carry on" in the spirit and love established by our greatly beloved first president-general, Mrs. Byram; and bade them all good-bye, with a God-speed.

On account of report of biennial meeting and luncheon, news from the chapters was necessarily held over and will be published next month.

## Seventy Isn't Fast

(Continued from page 7)

and makes it more difficult to keep up steam. The sand whirled through the flues by the suction caused by the exhaust steam, cuts the soot loose, and carries it along with it out of the stack. This operation is performed about every forty or fifty miles. A handful of sand has fallen on the cab floor—the only dirt visible. It is immediately washed down by the squirt hose, and then swept out. What a difference from the old coal burner, with its cinders, and lumps of coal bouncing around on the cab floor and deck! About this time I began to wonder just why I am wearing goggles, cap and coveralls. The cab is warm, and well ventilated, but not drafty. Guess I'll take a chance on a stray bit of dirt—so off come the goggles—then the cap—and finally the coveralls. Ah! How much more comfortable. Now to make a few notes, and with pad on knee they are made even though the speed recorder shows us to be traveling well over 95. Although a little shaky my notes are really legible. In the cab of the locomotive there is not consciousness of speed, only the roar in our ears. It rides as steadily and smoothly as the heavy standard day coach does on a good road bed at forty. We take curves at ninety—but there is neither backlash, slap, jar, jolt, nor nosing—a new experience for me, indeed. Just to see how it feels, I put my arm gingerly out of the window—and hastily pull it in again. That wind

pressure tells me that we certainly are traveling, even if it doesn't seem so. Faster and faster the telegraph poles snap by, as the speed recorder's needle rises. A quick, sharper roar—an odor of cabbage fills the cab. Did we hit something? No, just passed a pickling factory at 94. On and on we speed. It seems as if we should always travel at 90 or over. Why go slower when it is so easy to maintain this speed with so little effort? Milepost 72 flashes by, as the Loco Recorder tells us that we have reached 104 miles per hour. Now Oakwood appears and vanishes in a swirl of dust at 102. How are the engineer and fireman reacting to this terrific pace? A glance shows them perfectly at ease, calm, collected but keenly alert—sure of themselves and their flying locomotive. Watching these men handle the locomotive with quiet obvious competence gives one a tremendous respect for them and the tradition of steam railroading. Their years of experience have enabled them to master any situation confronting them. We are approaching Milwaukee—all too soon for me. The speed drops—we are crawling at a mere 60, now at forty, a snail could pass us, as we enter the yards. Just as fresh as a daisy our brightly painted No. 1 makes a perfect stop in the Milwaukee station, right under the water crane, at 2:10 p. m., just seventy minutes after leaving Chicago, 85 miles south. Engineer Murphy and fireman Swails say farewell and surrender the No. 1 to engineer

Roob and fireman Collins. During the seven minutes' period we are standing in the station, the tender is filled with water, the locomotive greased, and the entire train inspected. There is not the slightest appearance of rush or hurry. Each man knows his job, performing it quickly and efficiently. Our new crew have the job of getting us to La Crosse, 195 miles distant, on time. Theirs is the task of making the schedule over the undulating grades, and around the curves of the First District of the La-Crosse River Division. The time-card calls for two stops, with an average speed of 68.1 miles per hour for run.

At 2:17 the conductor waves us on our way. Engineer Roob carefully latches back the throttle. Slowly we ease out of the yards, and by the shops, the exhaust cracking with the regularity of a sharpness of a perfectly operating machine gun. As the country opens out, so opens the throttle under engineer Roob's skilled hand. The individual beats of the exhaust soon blend into the familiar road as the speed of the needle of the indicator rises. Now we are easing around curves at eighty and better, with the streamlined No. 1 taking them as steady as one could possibly desire. Mile post 128 flips by as we reach 95. This country is far from flat, with many curves and bridges, some of which require slackening of speed—but you have to get it back again in a hurry, to maintain the schedule. Out here in western Wisconsin the people have the same friendly feeling for the HIAWATHA, judging by their waving as we thunder past the farm houses and roar through the small villages. Mile post 264 is passed at 101. By now anything under 85 is not worth noting—it is almost slow! Ah, ah! We have a concrete highway paralleling the track. A race? Sure enough, more than one motor maniac is willing to risk his life, and those of others trying to pace us. There really is no use attempting to keep up with the HIAWATHA, when it is running better than 95, so they all soon drop back and out of sight. How much pleasanter and safer to be on the train away from possibility of blowouts or reckless driving! At 4:14 a colored dot appears in the distance. It grows in size with terrific speed—Pfffft—and we have met and passed the eastbound HIAWATHA—now a fast diminishing speck once more. Now for a brief pause at New Lisbon to discharge passengers for the North. Quick as a flash I grab my camera—must get a couple of snaps of this engine and train while I have the chance. Two minutes, three pictures, and back in the cab as the exhaust begins to bark. "Got two thousand galls of water at that stop," grins fireman Collins, "every gallon of water, every second, count on this run. We grab both when and wherever we can." Again we are hitting the high spots. A swirl of dust at 93 is all we see of Tomah. A sharp slack for Tunnel City and the tunnel, then back to work again. Sparta at 93 is not good enough—we are a minute late, so back comes the throttle another notch. Our little lady

responds by tearing through Rockland at an even hundred, and seems disappointed when engineer Roob closes the throttle as we hit the outskirts of La Crosse—right on time. Another beautiful water plug stop at just 5:09 ends the working day for engineer Roob and fireman Collins. I could not help but express my admiration for the beautiful handling of the train, to which they replied—"Shucks—just the usual days work. Nothing happened today. Come on back with us on the engine tomorrow." As they waved farewell to me, keen-eyed engineer Oeltjendier and fireman La Bree climbed into the cab, to be responsible for delivering the train, on time of course, at its final terminal Minneapolis, 140 miles distant. Their schedule for the 129 miles to St. Paul calls for an average speed of 57.6 miles per hour, with two station stops. The track is mostly along the west bank of the Mississippi, and a winding, twisting piece of track it is. 5:14, and we are off again. The clear cut exhaust echoes and reechoes from the buildings lining the track as we pull out of town. No chance for speed across the Mississippi River bridge, but as we pass River Junction we go faster. "Can't run along here very fast," says engineer Oeltjendier, "we have a seventy-five mile an hour limit for forty miles." In almost no time, the indica-

tor shows we have reached the maximum speed permitted. The dainty No. 1 floats as lightly as a feather around the curves along the bank of the river. Most railroads would mark these curves for "50," but the HIAWATHA locomotives were built to negotiate them effortlessly at much higher speeds. Winona and Red Wing, right on the dot. "Have you made any notes on acceleration," called Oeltjendier, as we stood at Red Wing. "Not yet"—"Well, you ought to—and try it here. We have a bad curve out of here, so you will have a good chance to see what she will do." As the wheels start to turn I note the time. In about three minutes we have reached sixty, and in almost a like period of time 98! A few miles of this, our final burst of speed, and we slack for Hastings, with the bridge across the Mississippi to St. Croix Junction, where we hit the joint track with the Burlington into St. Paul. Through the darkness we drift along at a paltry sixty to South St. Paul yard, then crawl through the maze of red, yellow and green signals to the brightly lighted St. Paul Union station, where we come to a gentle stop at 7:28. Promptly at 7:33 we start for Minneapolis, eleven miles distant. Our time is very slow, partially to enable a few minutes to be made up if late, partially because of the many switches, stiff

grade out of St. Paul, and finally the grade crossings in Minneapolis. With bell ringing, and whistle sounding we pass the innumerable grade crossings which are the bane of the engine crews existence. Motorists drive across in front of our train, heedless of the fact that a locomotive cannot dodge! Panting gently, but as fresh as when she left Chicago, our thoroughbred No. 1 comes to a final stop under the Minneapolis trainshed at just 7:59 p. m. We have made the run, with three cars more than the locomotive was designed to haul, two additional station stops than were originally planned, and reached our destination right on the dot! Engineer Oeltjendier even goes so far as to say, "Yes, she is a dandy little engine, and will make up quite a little time on this division when necessary."

As the carefree passengers stream from the train commenting on the pleasant trip they have had, little do they realize the time, patience, perseverance, and perfect coordination of many skilled men which made their trip fast, comfortable, and safe. To me the end of the trip meant the end of the most remarkable demonstration of locomotive performance, and train operation it has ever been my good fortune to witness. Men of the Milwaukee—I salute you—you have indeed done well.

## The River Grove Peony Gardens

ILLINOIS Division engineer A. L. Murawska issues his annual invitation to Milwaukee Road folk to come out to River Grove and see the wonderful peony blooms which are due to be in the height of their glory in early June. Mr. Murawska says: "I would like to have all my flower-loving co-workers come out to see the many beautiful blooms this year. If the weather permits the Iris will be in bloom about June 1st.

Quite a number of my own seedlings will be blossoming and I am sure that Iris "Mrs. Carpenter Kendall" and Iris "Jim Gillick" will prove to be worthy of their namesakes. These two seedlings which I have named for two well known Milwaukee Road people will be shown in mass for the first time.

After the Iris, about June 8th, weather permitting, there will be thousands of peony blooms, the sight of which is well worth the trip.

The gardens are easily reached. Located on River Road between North and Grand Avenues.

A hearty welcome to all.

## Fifty Years with Road, He Still Calls the Trains

GRAY haired James D. Thurber, trim and distinguished looking, is calling the trains as usual at the Union depot, Milwaukee.

Except that some of "the boys" at the station paused to congratulate him on starting his fiftieth year with the railroad, it is just another day to Thurber. For the last 41 years he has been stationed at the Union depot, first as a



W. C. Trowbridge, 80 years; Clerk at Chicago Heights station. Steadily on the job and going strong.

gateman, later as passenger agent and then, for longer than he can say off hand, assistant station master.

Half a century is a long time but the years apparently have been kind to Thurber. His stentorian voice rings through the depot lobby.

### Gets Into the Blood

"It's been a long time," he mused, "but I've liked it. There have been times when I thought other fields offered better opportunities but I am not sorry that I stayed with the railroad. There's something in this work that gets into your blood and when it does you're no good for anything else."

Thurber has seen many changes since he started as a brakeman 49 years ago. He believes the greatest change has been in the people. "We used to handle the passengers but now they handle us," he epitomized.

The public today is speed conscious, Thurber said. It wants the fastest trains to travel even faster. In the old days, he added, "people had time to wait for tomorrow." He can remember when a two and one-half hour run between Milwaukee and Chicago was considered fast. If the train was late, passengers didn't mind.

Thurber recalls when there were twice as many train passengers as now. Among the many notables whom Thurber has seen at the depot were Presidents Taft, Theodore Roosevelt and Wilson.

### Illustrated

Youngster—Dad, how do wars begin?  
His Dad—Well, suppose America quarreled with England, and—  
His Mother—But America must not quarrel with England.  
His Dad—I know, but I am taking a hypothetical instance.  
His Mother—Yes, but you are misleading the child.  
His Dad—No, I am not.  
His Mother—Yes, you are.  
His Dad—I tell you I am not! It's outrageous—  
Youngster—All right, Dad, I think I know how the wars begin.

### Very Smart Man

There was no question about it, the young man was wise beyond his years. And he proved it when he paused before answering a widow who had asked him to guess her age.  
"You must have an idea," she insisted.  
"I have several ideas," the young man replied with a smile. "The only trouble is that I hesitate whether to make you ten years younger on account of your looks, or ten years older on account of your intelligence."

Seattle Transportation Dept.  
Seattle Engineering Dept.

M. W. N.

A MIGHTY struggle rends the air in the vicinity of the Transportation Department, due to the various factions assisting Mr. E. M. Stablein in the proposed (?) purchase of a new automobile. The initial onslaught was led by Mr. Plymouth J. Doyle, of the U. R. T. Company, Seattle, seconded by Mr. N. A. Watch-the-Fords-Go-By Meyer. Reinforcements came up from the Engineering Department, captained by Mr. E. Buick Crane. The Legal Department, Mr. Laughon acting as spokesman, advised Mr. Stablein to Dodge the issue, while Mr. J. N. Strassman nominated the Willys, and Mr. A. H. Barkley championed the cause of the Rickenbacker, although no directions were included as to where to find one. From here on the suggestions rapidly degenerated into such a muddle that Mr. Stablein is temporarily stymied, and the whole matter is in what "Andy" describes as "staus quo." Whether he ever buys a car or not, Stab has a fine file of written recommendations, which are scintillant with all qualities of wit, from the merely maudlin to the really rich.

Miss Ella Dewhirst has been appointed to succeed the late W. C. Scott, in the Electrification Department office, Seattle.

In case you're interested, the difference between the laws of Seattle and the laws of Minneapolis is \$8.00 cash. This has been the educational experience of Mr. A. Woodward, of the Demurrage Department. Last week he disputed the right of way with a University street car, and while Woody scratched the most paint off, the honors went to the street car, as it suffered nothing but the bump, and it cost Mr. Woodward \$8.00. Friends who accompanied him to the Portals of Justice say that he might have got off free but for an unfortunate reference to the laws of Minneapolis, where, according to Mr. Woodward, a street car has responsibilities of its own, and passing motorists are shown respect. This aspersion on the fine upstanding street cars of this community was rightfully resented by the judiciary, and Mr. Woodward was fined \$8.00 for the odious comparison.

Miss Gertrude Alden, formerly of Mr. F. E. Devlin's office, Tacoma, is now stenographer in the Seattle Engineering Department.

"Of all sad words of tongue or pen, the saddest are these: It might have been!" is the theme song of Mr. Mike Murtha these days. Someone offered him a fine young pup, but Mr. Murtha declined the dog, feeling that he would not have time to train the young canine in the approved manner. The puppy was then accepted with great enthusiasm by Mr. M. B. Spurling, who was impressed by his pedigree, and had visions of raising a prize winner for the next dog show. Imagine therefore, Mr. Spurling's surprise and Mr. Murtha's dismay when after keeping the dog only three days, he was offered \$50.00 for him, and disposed of him at once.

Favorite Luncheon and  
Supper Recipes

**Luncheon Salad.** Arrange on each salad plate, shredded lettuce, cooked asparagus tips, chopped celery, thin strips Swiss cheese and sections of hard cooked egg. These may be arranged alternately, with vegetable between the sections of egg. Sprinkle with the chopped celery and garnish with chopped green pepper, strips of pimiento and ripe olives.

An Appetizer Tray is always tempting for the Sunday night supper, and here one's taste for cheeses may have full sway. There are cheese sandwiches, open and topped; a pimiento cream spread, with sliced tomato and hard-boiled egg, is attractive and tasty. Toast rounds with creamed Old English is wonderful. A

dried beef sandwich spread with a cream. Old English, or any of the other cheese spreads, and the bread rolled up, is good-looking and appetizing. Stuffed olives cut in half and laid on an open round of bread with Old English, adds to the value of the tray, gastronomically as well as decoratively.

**Frozen Fruit Salad.** Two packages cream cheese, one-half cup maraschino cherries, chopped; three-fourths diced, cooked pineapple; one-half cup ripe olives, sliced; three-fourths cup mayonnaise; one cup cream, whipped. Blend the cheese and mayonnaise, add the whipped cream, fold in the chopped fruit which has been thoroughly drained. Freeze in refrigerator tray. Serve on lettuce, with mayonnaise.

32, 34, 36, 38 and 40. Size 14 requires 3 3/4 yards of 39 inch material. Price 15c.

8529. School or Play Frock.

Designed in Sizes: 4, 6, 8 and 10 years. Size 6 requires 1 1/2 yard of 35 inch fabric with 1/2 yard contrasting. Price 15c.

8290. Slenderizing Frock.

Designed in Sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 5 5/8 yards of 39 inch fabric. Price 15c.

8762. A Snappy Sports Frock.

Designed in Sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 16 requires 4 3/4 yards of 35 inch material, together with 1 yard of inside belting. Price 15c.

8751. Easy to Make Pajamas.

Designed in Sizes: 14, 16, 18 and 20. Size 18 requires (cut on the bias) 4 1/4 yards of 39 inch material, 2 1/4 yards of ribbon for belt, 2 3/4 yards of 1 1/2 inch bias binding required for finishing edges. Price 15c.

8726. Chic Two Piece Frock.

Designed in Sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 18 requires 4 3/4 yards of 35 inch material. Price 15c.

8494. Brother and Sister Set.

Designed in Sizes: 2, 3, 4 and 5 years. Size 4 requires 1 1/2 yards each for the boy's suit and girl's dress, of 35 inch material, plus 3/8 yard contrasting for both. Size 4 boy's blouse requires 3/8 yard of 35 inch material and 1/2 yard of 54 inch material for trousers. Price 15c.

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, Milwaukee Magazine, 11 Sterling Pl., Brooklyn, N. Y.

8763. Make This Attractive House Frock. Designed in Sizes: 12, 14, 16, 18, 20; 30,



# 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. Hiddleston.....Care Mechanical Department, Minneapolis  
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.  
 Ira G. Wallace.....Clerk, Red Wing, Minn.  
 W. J. Zahradka.....Care Superintendent, Aberdeen, S. D.  
 A. T. Barndt.....Care Supt. Car Dept., Milwaukee Shops

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. Maxelner.....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

### Iowa (East) Division

J. T. Raymond

MRS. J. F. COAKLEY of Marion returned home early in May much improved in health after several weeks' hospital experience at Cedar Rapids.

Mrs. O. J. Fohey of Marion represented the Milwaukee Women's Club of Marion at the general meeting held in Chicago early in May.

Mrs. William C. Dubbs of Marion passed away at her home Monday, May 11th, after a long illness. She was a member of Golden Rule Lodge No. 486, Auxiliary of the Brotherhood of Railway Trainmen. Funeral services and burial were held Wednesday, May 13th. The sympathy of many railway friends are extended to Mr. Dubbs and family in their great bereavement.

Dispatcher L. A. Turner of Marion was off duty about 10 days the middle of April on account of the serious illness of Mrs. Turner, who has since improved to some extent.

H. E. Ramsey of Arlington did some extra dispatching at Marion latter part of April. Extra agent Gustafson relieved him.

E. E. Edwards of Marion went to Perry April 7th and did some extra dispatching in the office there on account of illness of one of the force at Perry. T. J. Allen supplied at Marion during Mr. Edwards' absence.

Condr. Sam C. McKinley of the Kansas City Div. was buried at Kansas City Wednesday, April 29th. Mr. McKinley served the Milwaukee Road as yard master at Marion a number of years ago and was well known and highly thought of by the older employes on this division. Many friends will regret very much to hear of his passing.

Condr. Jack Higgins and cond. James Pringle have been on the sick list for a long time and the late news received about their condition is not very encouraging.

Condr. F. S. Craig, after a long absence, resumed work on Nos. 3 and 4 between Marion and Chicago May 2nd, which will be good news to many friends.

Mrs. Frank J. Cleveland of Marion went to Washington Blvd. Hospital for an operation latter part of April and returned to Marion May 3rd much improved. Mr. and Mrs. Cleveland spoke in the highest terms of the skill and fine attention accorded Mrs. Cleveland by Dr. Metz and his corps of helpers at the hospital.

Mrs. W. G. Buck of Marion returned home much improved after several weeks' treatment at a hospital in Des Moines.

Oper. Clyde Ramsey is working permanently, a third operator at Atkins Yard.

Agent L. M. Halstead of Preston was called to Albion, Neb., May 14th, on account of the death of a relative. W. D. Schesser relieving.

Agt. A. J. Gignon of Dixon has resumed work after a month's absence.

As these notes are being sent in word is received that Mrs. Ethel S. Bollinger, wife of A. M. Bollinger, agent Elk River Junction, died Tuesday, May 12th, in a hospital at Lexington, Ky. Mrs. Bollinger was seriously burned by a gas heater three weeks ago while visiting in the home of her daughter, Mrs. Stanley Caton, in Lexington. The body is to be brought to Delmar, Iowa, where funeral services will be held Saturday, May 16th. She was past Worthy Matron of the O. E. S. and a member of the Ideal Camp Royal Neighbors and a member of the Presbyterian church, Delmar. The sympathy of many friends are extended to Mr. Bollinger and other members of the family in their bereavement.

### H&D Notes

Walt

ON April 14th occurred the death of Paul St. John, veteran clerk in the Aberdeen Freight Office. Funeral services were conducted at Aberdeen on the 16th from the Wilson Funeral Home. Our sincere sympathy is extended the bereaved family.

William A. Eddington, veteran employe on the East Division, passed away during the latter part of April after an illness of three weeks. Mr. Eddington was 72 years old and had spent 56 years of his life in the service of the Milwaukee Road. With the exception of the last two years when he was engaged in yard work, he was employed as an engineer on the Hastings & Dakota Division. Interment took place at Rock Island, Ill.

During the week of May 3rd, Mr. and Mrs. John Mahalek were called to Dubuque because of the death of the mother of Mrs. Mahalek.

Mr. J. S. Keenan is acting chief dispatcher at Aberdeen during the absence of Mr. Adams, who is away because of illness. At this writing, however, Mr. Adams has shown considerable improvement and it is expected he will be back on the job before the end of the month. Relief dispatcher Marlette is doing the extra work.

Train dispatcher E. J. Ruehmer is away on his annual vacation and is being relieved by dispatcher Albert Nelson. Mr. A. E. Jerde is taking care of the sidetable work in the dispatcher's office at Montevideo during the vacation period.

J. M. (Jack) Geiser of White Rock returned to work on May 2nd after being away for ninety days.

Mr. and Mrs. Jerry Beck were recent visitors at Minneapolis, spending several days in the Mill City.

Gust Hegge, section foreman at Wheaton, and Sam Toney, janitor at Aberdeen passenger station, are the proud possessors of new automobiles purchased during the latter part of April.

We are sorry to hear of the death of Mr. W. H. Tullis of Loyalton, S. D., who

passed away the week of May 3rd. Our sympathy is extended to Mrs. Tullis.

We have just learned of the serious illness of the infant son of operator W. A. Witte of Wild Rice, N. D. After spending several days in the Fargo hospital under the care of a specialist we have a report that the little fellow is getting along nicely.

Edward C. Conus, Leverman at Tower E-39, is on the sick list and is being relieved by operator J. Lowe.

That grand old bird, the stork, recently stopped at Dumont and presented Mr. and Mrs. R. J. Weber with a new arrival. Congratulations. Mr. Weber is our agent at that point.

Mr. and Mrs. Pat Maloney of Montevideo were visitors at Aberdeen the week-end of May 9th and report having a very enjoyable visit in the Hub City.

Miss Freda Taylor is the new steno in the Traffic Department Office at Aberdeen. Welcome, newcomer!

### Dub., Ill., Divn., 2d Dist.

E. L. S.

ENGR. John J. Barker called on his friends at the Shops' offices and roundhouse and made an inspection of the roundhouse April 16th. Engr. Bob Lange also calls on us, especially around the first of the month to secure his copy of the Magazine. Engrs. M. J. Brophy and Geo. Wiegand also make occasional calls at the roundhouse office. Haven't seen engr. Allen Woodward for some time, but presume he is busy attending to his large lawn and garden and will also be a caller one of these nice warm days. They always get a glad hand when they do make it a point to come to see us and hope they continue in good health to enjoy these little jaunts occasionally, at least.

Frank Hill, switchman, returned to work May 6th, after having been on the sick list for several weeks, and was at Excelsior Springs Hospital for a few weeks.

Sincerest sympathy is extended to yardmaster E. G. Kiesele, Dubuque, on the loss of his sister, Olive, at Dubuque April 19th, following an operation for appendicitis several months previous. She had been well on the road to recovery and died very suddenly. Her passing has been a great shock to her parents and brothers and sister.

Mr. C. A. Bemler of Cedar Falls has returned to his home again, after having been at Mercy Hospital, Dubuque, for several weeks, where he submitted to a minor operation some time ago.

Yardmaster L. B. Beckwith has also returned to his duties at Marquette May 10, following a minor operation at McGregor April 20th. Relief yardmaster L. G. Connell relieved during his absence.

Asst. supt. W. J. Whalen of Perry, Iowa, called on friends at Dubuque Shops late Saturday p. m., April 25th, and expected

to drive to Lansing, Iowa, to visit his aged father, M. Whalen, over the week end.

Condr. P. J. Handley has transferred to passenger service and at the present time is conductor on trains 35 and 38, made vacant by condr. J. S. Kinder transferring to combination freight and passenger job on No. 62 and No. 3 between Marquette and Savanna.

Motor car 5925 has been in service on 35 and 38, replacing steam service since April 24th.

Prosperity has certainly "reached and passed that corner" lately, as there are several new cars making their appearance around "these parts"—namely—H. W. Wilkinson, a new Hudson; E. G. Kiesele, a brand new Studebaker; E. W. Olson, a La Salle; V. K. Clark, condr., a new Lafayette, and M. McKinney a Buick. There may be a good many others who have made like purchases, but these are all we know of for sure.

Condr. R. H. Kearney returned to work May 6th on No. 38 after having duly taken his trip to Excelsior Springs as contemplated. He was in company with condr. J. M. Cassidy and agent E. Hurley, La-Crescent, who have not as yet returned to their duties. Agent Hurley is attending the O. R. T. Convention. Condr. W. S. Hartley relieved condr. Kearney during his absence, and condr. W. O. Copper still relieving Mr. Cassidy.

Mr. A. C. Peterson, rules examiner, called at Dubuque Shops May 6th.

Quite a number of the daughters of our conductors are expecting to attend high school affair at Waterloo, Iowa, May 8th, and among them are Irene Tanner, Maxine Parnell, and Janet Quade.

Perishable frt. inspector Joe Gavin is on his vacation at the present time.

### Kansas City Division

K. M. G.

MRS. REA MUSSELMAN, sister of Mrs. Sodie Blake, Jr., of Ottumwa, while walking along the streets of her home city, Klamath Falls, Oregon about 9:00 a. m. on April 17, was struck by an automobile, driver having lost control of the car and drove onto sidewalk. Two children with her were also injured but are recovering. Mrs. Musselman died from injuries on the following Wednesday and funeral services were held on April 27. Mrs. Blake, daughter Lathella, and Mrs. L. J. Harry, also a sister of the deceased, were in Klamath Falls to attend the funeral services.

John D. Reed, engineer, has again entered the Veterans' hospital in Des Moines for an indefinite period of time.

Mrs. C. L. Bearicks, wife of boilermaker, Ottumwa, departed on May 1 for Tucson, Ariz., accompanied by her daughter, who has been a patient in Sunnyslope Sanitarium for several months.

Notice of the death of the father of Leo Sprinkle, machinist helper, Ottumwa, was received on April 16. Mr. Sprinkle, wife and daughter, Marjorie, left for Joplin, Mo., to attend the funeral services.

Effective with April 16, L. Koehley was appointed chief carpenter on the Kansas City division, with headquarters in Ottumwa. Mrs. Koehley has made several short visits to Ottumwa since but they will continue to make Chillicothe, Mo., their home for the present.

Mrs. L. H. Rabun, with her little daughter, Lou Anne, spent several days in Chicago during the latter part of April.

The condition of Mrs. E. D. Kennedy is reported as improving and we hope she will soon be fully recovered. Mrs. Kennedy is the wife of our agent at Ottumwa and has been a surgical patient in the St. Joseph hospital.

On April 19 occurred the death of Mrs. Rachel Meredith, mother of Mrs. R. M. Griffing, wife of agent at Seymour, and F. L. Meredith, agent at Conroy. At the time of her death she was living in the home of Mrs. Griffing. The funeral services were conducted from the Christian Church in Seymour and the remains taken to Cowgill, Mo., for interment.

Account the serious illness of the father

of Mrs. H. F. Owens, she and Mr. Owens left Excelsior Springs on April 26 for a hurried trip to Joplin, Mo.

A son, Allen Kay, was born to Mr. and Mrs. Herschel Loveless in the St. Joseph Hospital, Ottumwa, on April 26. Mr. Loveless departed from Ottumwa on May 2 for the Madison division to work temporarily as machine operator.

H. G. Johnson of the engineering department has been off duty for several days account illness.

Mrs. Wm. Franklin, wife of engineer, was called to Laredo on April 21 because of the illness of her mother.

Miss Jen Comiskey, sister-in-law of engineer George Kissinger, died very suddenly on May 1. At the time of her death she was visiting with nieces in Sioux City, Iowa, at which place the funeral services were conducted on May 4.

The season's tie gang started operations on the east division, Culver, on May 6 with foreman M. Kirschbaum in charge.

Mrs. F. H. Hahn, widow of conductor, received word on May 4 of the illness of her son Floyd, whose home is in Kit Carson, Colo. He is a patient in Mercy Hospital, Denver, where he underwent an appendicitis operation on May 4.

We were all glad to see Mr. R. H. Hempstead of Milwaukee, who paid us a short visit on May 5.

### Wisconsin Valley Division

Lillian

MR. AND MRS. M. E. MILLARD and Frank Pond, who have been in Florida since December have returned to Wausau and relate some very interesting experiences. Mr. Millard and Mr. Pond were very successful in landing a jewfish while fishing off the coast at Cortez. The fish weighed 224 pounds. They also report having taken several sharks weighing up to 50 pounds and many other smaller ones.

What is believed to be the largest pile of white pine logs ever loaded onto a sleigh and hauled to Merrill was recently cut on the Newwood line by the Kinzel Lumber Company and taken to Merrill and put on exhibition in connection with the State Spring Conference of the American Legion and the Merrill Lumberjacks' homecoming, which was held April 16 to 19, inclusive. There were 104 logs, or 90 tons, and scaled about 17,000 feet. The Lumberjacks grew beards for this celebration for several weeks and aroused much interest with their whiskered faces and appropriate attire while on parade.

Mr. Bert Nelson, locomotive engineer, passed away at his home during the afternoon of April 29th. He had been ill for about three and a half months but was up and about until a week before his death. He was a resident of Wausau since 1921. Masonic funeral services were held Saturday, May 2nd, and interment was in Pine Grove Cemetery at Wausau. The Valley Division employees extend sympathy to Mrs. Nelson and family.

Mr. and Mrs. John Biringer have returned to Wausau after spending the winter in Oakland, California. Mr. Biringer has resumed his duties as conductor on the Valley Division.

Mrs. N. A. Obey entertained at a miscellaneous shower for her daughter-in-law, Mrs. Harold Obey. Five tables of cards were played during the evening, prizes being awarded to Mrs. Wm. McCarthy, Mrs. Ralph Hintze, Mrs. Emelie Random and Mrs. Alex Obey.



Junior Kindergartners

Junior Kindergarten children of the morning session of the Franklin school had the thrill of their lives when they were given a ride on the noon train leaving at 1:05 from Wausau to Rothschilds on April 15th. Most of the youngsters, who are only four or five years old, had never ridden on a train; the trip was arranged to give them that experience. The five-year-olds bought their own tickets at the ticket windows but the four-year-olds were given a free ride. The children had a parlor car to themselves. The awed youngsters wandered throughout the train and had a glimpse of people eating in the diner and the chef preparing a meal. After the trip which took fifteen minutes, the school bus met them at Rothschild, for their return trip to their kindergarten, stopping at Schofield long enough to see the bear which is there on exhibition. After the children were well rested they were asked to draw pictures of the things they saw and did while on the trip and those of us who have seen the pictures view them with much interest and amusement and it is marvelous to note the ideas conveyed and impressions made on their little minds. Altogether the trip was very much appreciated by the youngsters and their teachers, Miss Marie Fritzemeier and Miss Dorothy Whiting.

### West Coast Notes

A. M. R.

TRAINMASTER E. L. Cleveland, who has been off account sickness, is improving gradually, and we hope will soon be back on the job again.

Mrs. Frazier, wife of section foreman Garcia, underwent a major operation at St. Joseph's Hospital, Tacoma, early in April and is recovering nicely.

Mrs. McMahon, trainmaster Cleveland's steno, was on the sick list for a few days, but all O. K. again now.

District accountant J. R. Clarke, accompanied by Mrs. Clark and J. R.'s father, made a short visit in Chicago and St. Paul recently.

Operator Eric Larson at Cedar Falls, passed away while on the operating table April 22.

Mrs. J. Spencer Eccles, wife of chief clerk, is visiting in California.

By the establishing of position of steno to chief dispatcher, Tacoma, Gertrude Alden, our chief clerk's steno, bid in the position of steno in div. engineer's office, Seattle, made vacant by Clara Carrotte, who bid in the chief dispatcher's steno's job.

Frank Roesch, son of your correspondent, left for Dayton, Wash., to accept position in the U. S. Agricultural Dept. under the Civil Service.

Mrs. T. J. Hamilton, wife of asst. supt., Tacoma, passed away April 27.

In 1917, while riding in Rainier National Park, the horse became unmanageable and caused both Mrs. Hamilton and horse to fall over the edge of the roadway, rolling down the hill for about 300 feet.

This resulted in severe injury to the spine and hip, from which she never recovered, although an operation performed at the Clinic in Marion, S. Dak., last year, somewhat relieved the pain in the spine. The hip injury remained the same, being unable to relieve the pain there. She had been under constant pain for nineteen years, but regardless of that, managed to instruct several classes of ladies in Tacoma, in the art of preparing wool for weaving into quilts, etc.

The wool, so prepared, was wonderfully light, and those who were fortunate enough to receive instructions from her, have cause to be thankful she did not let her injury prevent her from passing on her knowledge in this art.

Mrs. Hamilton was operated on January 7 in Tacoma and later on removed to her home. She contracted a cold on April 24, which developed into a congestion of the lungs, causing her death.

Services were held in Tacoma and the remains sent east for interment in her old home at Cherokee, Iowa.

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

D. H. A.

THE whole community was shocked on March 25th to hear of the death of William S. Morse, who passed away at the Moberge Hospital of pneumonia after an illness of only five days. Mr. Morse has been employed as a brakeman for the Milwaukee Railway since 1915, having resided at Marmarth prior to moving to Moberge in 1929. He was also a veteran of the world war, having served in France and in the Army of Occupation during 1918 and 1919. He leaves to mourn his loss his wife, two sons, one daughter; a brother, Harry Morse, of Marmarth, and four sisters, as well as a host of friends. Sincere sympathy is extended to the bereaved family.

Death again invaded our midst on March 29th when we received the sad news of the passing of little Harley Hamre, thirteen-year-old son of Mr. and Mrs. Henry J. Hamre, who was a patient at the Shriners' Hospital at Minneapolis. Little Harley had been afflicted with arthritis for seven years and was taken to this hospital last fall, where he underwent an operation on his legs. He was recovering nicely from this, when he developed a blood disease which caused his death. Harley was a sweet, lovable child who won his way into the hearts of everyone who knew him; and we could all learn a lesson of patience from him, for although he was in constant pain he always had a smile and a cheery word for everyone. He will be greatly missed by all. He is survived by his father and mother, one brother and three sisters. We extend our heartfelt sympathy to all those near and dear to him.

Miss Irene Morris and Mr. Arthur Grother were united in marriage on March 14th at the home of the bride's parents, Mr. and Mrs. Wm. J. Morris. Miss Morris chose as her bridal attendant, her sister, Dorothy, and James Morris, brother of the bride, was best man.

Mrs. Grother, a charming young lady with a host of friends, has been employed as a nurse at the Moberge Hospital for four years. Mr. Grother has been employed by the Milwaukee Railway at Marmarth for a number of years and has just recently been transferred to Milwaukee, where these worthy young people will make their home. Their many friends join in wishing them much happiness.

Mr. and Mrs. Elbert Taylor left for Mitchell on May 2nd, where they will spend several days visiting relatives and friends.

Mrs. Frank Schneider returned from a four weeks' stay at Menominee, Mich., where she was called by the serious illness of her mother. We are glad to hear that her mother is improving nicely.

Spring is here and several of our boys are sporting new cars, among them being Larry Hourigan, with a Ford V 8; agent Frank Williams with a Chevrolet De Luxe sedan and A. R. McCauley with a Master Six Chevrolet sedan. Jack Fuller also purchased a car and although his may not be as brand new as the others he is having just as much enjoyment with his, if not more so.

Agent Roy Van Dyne of Brisbane is the proud possessor of a new Plymouth car which will make the going a little easier for him to spend his week-ends at his home here.

Mrs. Dan McGrath has opened up a little grocery store in the east part of town, which will be known as the Corner Grocery. Good luck to you in your new venture.

We understand that J. S. K. at Aberdeen has purchased two pair of safety shoes.

Mr. and Mrs. George Gallagher have returned from a trip to the Twin Cities.

Miss Bernice Steinstra, only daughter of Mr. and Mrs. Henry L. Steinstra, was

united in marriage to Mr. Travis Bunn of Pierre, S. D., on May 2nd, 1936, at Selby, S. D. They will make their home at Pierre, where he has a position in the State House.

Mrs. Ole Haanes, president of our Milwaukee Women's Club, and Mrs. Leo Swanton, treasurer, left May 6 for Chicago, where they attended the annual meeting of the club. The annual luncheon was given at the Palmer House on Saturday, May 9th.

Mrs. Thomas Milligan and daughter, Mercedes, of Custer, S. D., spent a few days here with Mr. Milligan and the Ed Sandals family and friends. They are running a tourist camp at Custer and like their new home very much.

At the recent city election, two of our local railroad men—car repairer Floyd J. Brown and conductor Harry Fritz were elected aldermen to the First and Third wards, respectively. Conductor L. W. Clark was re-elected alderman of the Second ward without opposition. Car repairer Jake Keller held over from last year, so now we have four of our railroad boys on the city council.

connection. Also an earlier departure of trains 70 and 86.

Judging from conversation overheard Bill Janes doesn't like to find his garage doors wired shut and if it every happens again he is going to chop them up for kindling since they are his property. Generally Bill isn't like that, working ten or fifteen minutes to get a garage door open wouldn't have any effect on his disposition.

A tip to anyone intending to entertain the yard office gang. They would much rather have beer and pretzels, or hamburgers with lots of onions, than ice cream. This also includes Jess Longshie, switchman.

The 1935-36 bowling season is now a thing of the past and understand C. J. Sellens and Al Ira were the lucky ones, Mr. Sellens winning a suit and Al a top coat.

Jim Tablott of the local office must have broken his arm. Haven't had any items from him for some time.

## D. & I. Division Notes— First District

E. S.

SAVANNA CHAPTER of the Milwaukee Women's Club gave a May luncheon Monday afternoon, May 11th, in the Radke Hotel dining room. Sixty-two members attended. Following the luncheon a business meeting was held and Mrs. Kline, president, gave a report on the biennial meeting held May 9th in Chicago. After the business session a short program was enjoyed, a tap dance being given by Doris Nickel and Joan Kline, and a piano solo by Mrs. John Grandy. The May luncheon is to be an annual event and will be looked forward to by all the paid-up voting members.

The baseball season is in full swing and the Milwaukee Team won its first game, May 11th, with a score of 8 to 7—playing the Live Power Boys, but lost the second game May 15th, which was played with the Methodist Church, by a score of 7 to 6. Will have a list of the players for the next issue of the Magazine, but understand there is a good line-up and the boys hope to keep up their reputation of former years.

Max Dahl, son of switchman and Mrs. Grant Dahl, Savanna, who attends Texas Agricultural and Mechanical College in College Station, Tex., was awarded a military medal for ranking highest in his battery of the field artillery.

Miss Ann McDermott, of the roundhouse foreman's office, Savanna, has been entertaining as her house guest, Station WOC's singing star, Miss Geraldine Morrissey of Davenport, whose voice is a delight to all who have heard her.

Mrs. E. H. Johnson, wife of the division engineer at Savanna, who submitted to a major surgery in Washington Boulevard Hospital, Chicago, the early part of May, is making a satisfactory recovery and has been able to return to her home.

Mr. and Mrs. W. K. Griffith, who have made their home in Savanna for the past three months, left May 12th for Spokane, Washington. Mr. Griffith was employed in the Engineering Department at Savanna.

Every fall when we start our departmental get-together meetings in the Women's Club house, the program committees have to rack their weary brains to think of someone who will willingly appear on our programs. But since the home-talent show given in Savanna a short time ago in which "men only" took part, so much "hidden talent" was uncovered, especially among our own railroad men, that it will not be such a hard matter to find artists to appear on the entertainment list. The dancing act which was the "hit" of the show and in which switchman E. Graves and engineers L. Phillips and Edw. Voght took part, left us breathless, and the dramatic ability displayed by brakeman Paul Turner was superb—we hope they will willingly perform when called upon.

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## Kansas City Terminal

S. M. Clifford

DURING the early part of May, Mr. Harstad paid Kansas City a flying visit, arriving on train 25 and departing on train 8.

The sympathy of Milwaukee employes is extended to Mrs. Sam McKinley and family, in the passing of Mr. McKinley. While he had not worked for some time, he was seriously ill only a short time prior to his death.

Mr. Ryan was in Kansas City recently, making a trip with the dynamometer car.

And still more new automobiles for our employes. We have this report from the car department: "William Renner of the car department has traded his coffee grinder, hay burning type Buick after years of service, for a later model. He is now sporting a 1930 Buick and says he likes the electric lights much better than the old style acetylene lights."

Notice the automobile road from the end of St. John Ave. to the yards has been graded. Suppose we have conductor S. J. Davis to thank for having it done. Mr. Davis' son is IN in Kansas City politics.

Mr. Dodds and family are contemplating a trip to the west coast, leaving Kansas City some time in June.

May has been a month of changes in our train schedules. We now have an earlier arrival of 67 and 65 with a set-out of Kansas City Southern loads on their

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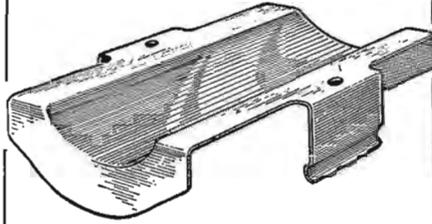
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**Notes from the Local Freight Office, Spokane, and the Coast Division, East**

R. R. T.

CHRIS FINSAND, of the car repairing force at Spokane, who has been absent from duty for several months due to serious illness and who, with Mrs. Finsand, has been recuperating in California for a month past, was on his way home, expecting to return to work in the near future, when he received the sad news of the death of a sister living over on the Sound. We tender our sincerest sympathy.

Tom Barnes Junior, of Spokane, lately of the roundhouse force at Othello, who has been on the sick list for several months, at latest accounts was in a hospital at Ellensburg, recovering from a serious operation. We hope that he may soon be entirely well again and able to return to work. P. L. Hays, our popular chief dispatcher for the Branch Lines at Spokane, who has also been on the sick list for several months, is slowly recovering and at this writing is able to be up and around, but still too weak to return to work. We hope that he may soon recover entirely. Fred Beal is still working in his place and doing very well.

Frank Socwell, second trick operator at Manito, is still sick at this writing; we tender our best wishes for his early recovery. He has been relieved for some time by operator Flowers but at the moment operator M. J. Noreen is working his trick, since Noreen is bumped on the second trick at Malden by operator Pease.

Engineer William Crossman and wife are still in California, their return having been delayed by the sudden and serious illness of Mrs. Crossman. We hope that she may be able to travel and return home before this is in print.

Fireman Myron Richardson on Nos. 293 and 294 between Metaline Falls and Spirit Lake was taken quite ill while on his run just before these notes were sent in and had to be relieved on arrival at Spirit Lake. We have not heard how he is getting along since, but hope it may not prove to be anything very serious.

We had the pleasure a few days ago of seeing "Red" Walters, formerly of the Spokane switching force, but now on the retired list and for some time past a resident of California. "Red" looked very well and appears to have grown younger since his retirement.

Jack Campbell, switch tender on the second trick at the east end of the Spokane Union Depot, has gone to the same trick at the west end, vice Ben Lister; we shall miss Jack's genial presence at the east end. Joe Anderson of our switching force is at present on the east end job.

Mr. John Vassej, agent at Malden, is still away from his post, doing work as representative of his organization; he is being relieved by E. A. Brown. Operator W. A. Horn has bid in the second trick at Malden temporarily, superseding operator Pease, but will not go on the position until about June first.

Mr. George Gaub, our rate expert at the Spokane local office, is keeping the office beautiful these days by bringing in daily the most gorgeous bouquets of tulips, lilacs and other flowers from his ranch on Moran Prairie, which, from all accounts, must be a real show-place.

Mr. Rudloff, agent at Neppel, is still absent because of prolonged illness, so that the agency has been bulletined temporarily. Operator Stevenson has been working there for some time, but it seems likely that Ernie Young of Coeur d'Alene will be assigned to the position on bulletin until Mr. Rudloff recovers.

Engineer C. A. Clark, of the Coeur d'Alene run, and Mrs. Clark have gone on a one-way trip to Lansing, Mich., from where they will return, driving a new Graham car which Mr. Clark is buying there. Being a locomotive man, he has had installed all kinds of extras on the new car, such

**TO OUR READERS:**

FOR the purpose of making an up-to-date survey of the great railroad consumer market of which you are an active member, and to determine for ourselves the degree of reader interest in our magazine we should like to have you fill in and mail the questionnaire below. This will take but a few minutes of your time and it will help us a lot.

Simply answer all of the questions you can and drop the questionnaire in the company or regular mail. That's all there is to it. You do not need to sign it, unless you care to.

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 Do you own your own home? ..... Have you a garden?.....  
 Do you fish? ..... What hobby have you? ..... Have  
 you an automobile? ..... What make and year? .....  
 Do you expect to buy a new car? ..... or used?.....  
 What make? ..... What auto oil do you use? .....  
 Do you have a radio? ..... What make? .....  
 Do you expect to buy a new one this year? .....  
 Make? ..... Do you expect to buy an elec-  
 tric refrigerator this year? ..... Make? .....  
 ..... What are your favorite breakfast  
 cereals? ..... What is .....  
 your favorite brand of coffee? .....  
 Do you use Kaffee Hag? .....  
 Sanka? ..... If you smoke,  
 name brand of tobacco? .....  
 ..... Cigarettes? .....  
 ..... Cigars? .....  
 Chewing Tobacco? .....  
 ..... Approx-  
 imately how .....  
 much do .....  
 .....  
 How long have you been railroading? ..... Do you take  
 the magazine home? ..... Do your womenfolk read it? .....  
 Do they enjoy it? .....

..... you spend  
 WEEKLY for  
 smoking tobacco  
 .....c, Chewing To-  
 bacco .....c, Cigarettes  
 .....c, Cigars .....c?  
 Have you a dog, and if so, what  
 kind? ..... What brand of  
 razor blades do you use? .....  
 What brand of tooth paste or powder do you  
 use? ..... Flash Lights?.....  
 Brand? ..... What brand of rubber footwear  
 do you use? ..... Please name two or three other  
 magazines you read regularly.....

**REMARKS:**

You do not have to give your name unless you care to do so, but please indicate where you are located.

.....  
 Name Town State Division

as a supercharger, a feedwater heater, power reverse gear, back pressure gauge, force feed lubrication, improved articulating connection, and the like. To be strictly up to date, the car is fully air-conditioned and it has an improvement built on Mr. Clark's own ideas, being an automatic back-seat-driver controller, about whose workings we hope to hear from Mrs. Clark.

Engineer George Rudy has been assigned to numbers 293 and 294, the Metaline Falls-Spirit Lake run, while his place on the Spokane-Metaline Falls gasoline car has been taken by engineer Allen Richardson. The new daily service on the Pend d'Oreille branch also put engineer Richard Eske to running. Conductors Schurch and Bell are in daily service now and the line is doing a heavy business in cement.

Operator La Marche is working third trick at Plummer Junction now, temporarily relieving operator Hull.

John Stiltz, our tall sycamore of the Wabash on the second trick switch crew at Spokane, has now become a landed proprietor, having bought the house which he has been renting for some years past, and he has already started an extensive program of improvements which will no doubt make it one of the show places of the North Side. While consummating the deal, John and his family were over-night guests of the owner, who operates a large farm in the Palouse country, and John ate so many eggs there that he fairly felt the pinfeathers growing on himself.

Carl Lillwitz, popular clerk to assistant superintendent G. H. Hill, has a son of whom he may well be proud. The other day he casually remarked to his son that the rear porch at their house would soon need repairs, but thought no more about it. Judge of his surprise when he came home that evening and found that the enterprising young man had already torn down the old porch and was busily engaged in reconstructing it! Congratulations; that lad will go far with that spirit.

Fred Hoover, of our Spokane (switching) force, has his troubles these days. The other day was his birthday, and what does a good friend do but wish one hundred little chicks on him for a birthday present! Now Fred and Mrs. Hoover have to take turns sitting up nights to mother the poor orphans. The first day they lost several through their crowding into the corners of their make-shift brooder and smothering, but Fred forthwith remedied that by constructing a circular brooder so that there were no corners into which to crowd. At latest accounts ninety-six were alive and we hope that Fred may be able to raise them all as we are all invited to a big chickenfeed later in the year.

Sam James, night roundhouse foreman at Spokane, who had been much troubled with serious nosebleeds, is gradually getting over the attacks and is feeling much improved in health.

None of our fishing experts have turned in any good fish stories, but they are all planning great things for later in the year and we hope to have some real exploits to record. Of course we shall be badly handicapped by Tad Rosenberger of the roundhouse force having sworn off fishing altogether, as he says nobody will believe him anyway. Tad shouldn't be so sensitive; we always believed both him and Ted Novotny, of the east end Union Depot switch shanty, implicitly. Henry McGinnis, of the Spokane car force, has already laid in his season's supply of cheese which is his favorite bait of the trout in the creek on his ranch up in the mountains of Idaho. We shall have more to tell you of this place later on.

### La Crosse River Division, Second District

Ira G. Wallace

ON May 1st section foreman Louis Wohlert was assigned to general foreman of a large extra gang laying new steel in southern Wisconsin. Howard Larfen and Frank Anderson of this division

will serve as foreman and timekeeper respectively with him during the summer.

Miss E. E. Riley has returned from a three-months' visit at Long Beach, Cal., and claims they had a very mild winter on the coast.

Mr. W. L. Ennis, manager of freight claim prevention, and W. C. Scott, traveling inspector, made a tour of the division during the latter part of April.

We all sympathize with H. J. Vollmers, chief clerk at Red Wing, whose father passed away on April 27th.

The annual traffic bowling party was held at Winona May 12th and is reported to have been most successful. Many Milwaukee traffic and operating officials were present.

Frank Larson, roadmaster on the H&D division, was a recent visitor on the river calling on old friends.

Work is about to begin on the remodeling of the freight depot at Eau Claire. There is still some possibility that a new depot might be built on the site of the old passenger depot.

Crossing flagman Wilfred Johnson is now proudly displaying the new safety belt which was recently issued him. He makes quite a trim appearance with his newly decorated, artistic hand sign.

Conductor Stackpole and J. B. Shafer have been assigned to the shuttle run between Red Wing and Lock 3.

### La Crosse River Division, First District

By Scoop

THE east end of the La Crosse division between Watertown and Milwaukee is a regular beehive of activity, due to the new track program now being put in effect under foreman W. A. Moberly, C. Drawheim and F. Mallas.

One gang lays steel, another skeletonizes and another gravels the road bed. To handle these gangs we have five work train extras under conductors F. Linscott, J. Francis, C. Dengel, F. Phillips and F. Fenner. We also have telegraph operators at the crossover jobs, R. Richert at Pewaukee and F. Arndt at Ixonia.

Everybody is on their toes to see that the minimum of delay is given to trains passing through this territory. And there are sure a lot of them.

The increased business has necessitated a sidetable operator in La Crosse dispatcher's office from midnight to eight a. m., this job now being handled by opr. Flanagan.

Agent A. D. Finegan of Wisconsin Dells is off attending the telegraphers' conventions at Chicago and New Orleans. His job is being handled by our tall friend from Wyocena, W. R. Smith.

Just when summer is here and warm weather has set in for good we have G. C. Fawcett, Viroqua, off sick, relieved by J. L. Meyers; Art Bernie, Tomah, off sick, relieved by C. G. Wallace, and opr. W. S. Wright, Oconomowoc, also off sick, relieved by F. L. Van Wie of Mauston.

We are sorry to announce the death in Milwaukee of engineer Edward "Coke" Donahue, who was taken sick on his run last winter and never fully recovered. The sympathy of the division is extended his family. Ed was one of our many dependable passenger engineers and he will be missed by his many friends. He will be buried in Portage.

We also lost another employe, Otto Bolgrin, who at the time he was taken sick and passed away from the effects of influenza and pneumonia, was relieving regular baggageman Charlie Holmes, who is taking a month's vacation, recovering from a case of neuritis in his shoulder. Otto Bolgrin at one time held the position of night ticket clerk in the passenger depot. He will be greatly missed by his many friends. He was a Portage boy and made his home here. His father was an ex-brakeman for the Milwaukee when they used the old link and pin couplers. The sympathy of the division is extended his family.

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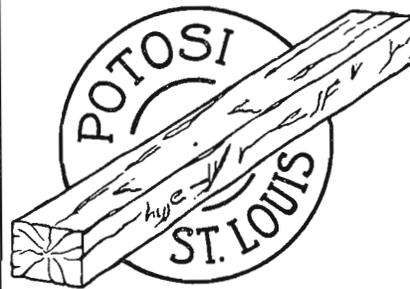
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 CHICAGO TORONTO  
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and Mrs. Scott will receive some very interesting reports. You know—real pals. Mr. and Mrs. J. J. Flynn enjoyed a very nice visit with their son Bill, in California. They report him in good health and very busy.

Engr. L. J. McCormick was called east due to the death of his father. Our sincere sympathy is extended to Mr. McCormick and his family. Immediately on his return Mrs. McCormick was called east on account of the serious illness of her mother. We learn at this writing that the lady is greatly improved.

Billy Gress is taking his vacation early, touring in the East. He plans visiting his daughter at South Bend and Terre Haute. When you happen to see a nice coupe with a good natured man at the helm bearing license prefixed 54 Mont (We mean the car of course) you will know that is Billy.

Engineer and Mrs. Charles Davis just returned from a six week's vacation in the East in their new Chevrolet. They report having a fine time and we will soon see Charles back on the Olympian.

Engineer Sam Winn is at present in Washington on business. With all of the folks buying new cars maybe we will see Sam coming down highway 10 with one, also. We are looking for Mr. and Mrs. George Davenport and Mr. and Mrs. Carl Wilson each day also. Kind of like to find out how they do it.

Machinist Chadwick has accepted a position with the company out of Minneapolis. We will miss his family in this town.

Mr. and Mrs. J. Dennis returned from their trip in the East and reported an excellent trip.

Business is looking up at Avery also. The car department has been increased so we understand. We also heard that roundhouse foreman Walters is building a brand new garage. We also expect that operator Mark Hite will start a new garage. We saw the car but didn't see Mark. Never mind, Mark, the road will soon be open and you are going to lose a lot of sleep in the day time.

Dispatcher George Lane of Beloit spent several days in this vicinity visiting his old friends and acquaintances. He was accompanied by his family.

We heard that J. P. P. is taking a post graduate course in physical education and will soon take his vacation at the scene of a former location on the west end. Ink bottles are barred.

Mark is puzzled as to why it takes three people to load a hundred thousand trees and only one man to unload them.

Brakemen Healey and Gouge of Olympian fame on the west end, are charter members of the Isaac Walton Club. They heard that fish were plentiful on Pend Oreille Lake and tried their luck. They had wonderful success with the fish. We heard that they are both about to enroll in schools of Spokane and specialize in addition and subtraction. The fish multiplied after being safely packed in the baskets and the judge did the subtracting afterward. Try the ocean the next time, fellows. We heard that the supply is unlimited.

We of the West Rocky Mountain Division wish to extend our sincere sympathy to Mrs. Decco of Three Forks and to her family in their recent bereavement.

Operators Mr. and Mrs. Gephart are taking an extended vacation in the eastern states, via motor. Gep was like the rest. When the nice weather came he could not resist the temptation to grab a new boat and start out on the open road. He was rather shell shocked by the explosion and though it well to take a vacation. Mrs. Gep went along to take care of him.

Operator Coon of Deer Lodge has a new occupation in his leisure hours. He dotes on drawing little squares on a piece of paper and playing battleship. It's all the rage and how he and one of our prominent mayors in a nearby city rage over it, such Further details may be obtained from Ralph.

### 'Good Old Dubuque Shops

Lucille Millar

THERE are many empty buildings around the old place now, and memories of olden days are here. The powerhouse is silent and where smoke rings used to curl, the ghosts of former days seem to appear.

But, it has been ever thus with Progress. Nothing holds its mighty arm from removing every barrier in its path. Through it, nations have been builded, mighty projects have been formed—but it moves much like a monster in its wrath.

The good old covered wagon has been gone for many years—the little steamboat, with its paddle, is missing too. The "Clinton" locomotive, the trolley car and horse, have finished all the work they had to do.

Yes, the mighty hand of Progress has been doing wondrous things—engineering feats we look upon with pride. The air has been made a playground, and Earth's been given a different scope, while we cross the mighty ocean with a stride.

In the molding, shaping, building—mighty armies have been cast. Transportation has been changed to Power and Speed, but it all has been constructed from foundation stones of those who have served the mighty purpose of their deed.

So, we watch the hand of Progress, as it twists and bends and turns, and we know what now seems solid soon will change. We must, therefore, work together for out of chaos came the Plan—and our duties the Master Workman will arrange.

### Missoula Division Ramblings

H. W. M.

WE finally found out why perishable freight inspector Harold E. Scott was feeling so blue. His wife is visiting in the East. The entire force at Deer Lodge feel it their duty to see that Scotty is properly taken care of and have volunteered to see that a report is made to his wife on her return on his behavior. The gang are truthful and very enthusiastic



**I'LL SAY THEY'RE STRONG**

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

A. T. B.

ON May 15th at Milwaukee Shops, the various car foremen attended a meeting at which time the operation and repairs of the air conditioning equipment under the passenger cars was explained to them by J. A. Deppe and C. E. Wood in order that they may take care of any emergency which may arise in connection with the air conditioning.

J. E. Mehan recently attended a meeting at Detroit on A. R. A. matters.

J. A. Deppe spent two days at Chicago in connection with loading rules.

Martin A. Biller, secretary of the Credit Union, attended the State Convention at Madison, Wis., held by the various state Credit Unions.

Jerry spent several days of his vacation recently at home and no doubt the rugs received a beating while he was away.

No, not a new car, just a new paint job, but it looks swell, Steve.

If you are stopping at a first class hotel and find yourself on the outside wearing a pair of greasy overalls, the matter of getting back to your room might be a problem hard to solve. Harry Belond solved this question recently by going through the alley at the rear and sneaking through the back door. Easy when you know how.

Edithe attended a dance at this same hotel, but didn't have to sneak in the rear door, but she wasn't wearing overalls. I'll say she wasn't.

The recent hail storm ruined the top of Miss Carpenter's car. Better park inside after this, Ethel.

F. H. C. says seeing the girls don't like his maroon colored shirt he will not wear it to the office any more.

**Iowa (Middle and West) Divisions**

Ruby Eckman

MAY first closed the official bowling season at Perry, as far as the Milwaukee store department and mechanical department teams were concerned. The two teams representing the Milwaukee played the final match which decided the championship. The mechanical department won over the store department by a total of three hundred points. The mechanical department team is comprised of W. N. Foster, div'n master mechanic, George Conrad, his chief clerk, boilermaker Mahlon Small, general foreman A. J. Kressen and assistant foreman F. R. Hoes. The store department team, of which H. R. Myer, local store keeper is captain, includes machinist Harry Nead, William McGowan and Ward McLuen of the store department force and machinist helper Lee Varnadore. The two teams enjoyed many interesting matches during the season, but the May day match which decided the championship was the eventful game of the season.

William O'Brien and Frank Drahos, who stays at the O'Brien home, have been batching for a few weeks, as Mrs. O'Brien went to Everett, Wash., to visit with relatives. Both men claim to be good cooks and as they have not lost weight they must have been enjoying good food. The two fellows, however, have not dug any horseradish lately since they went out in the country one spring day and brought home what they thought were horseradish roots, only to find that they had carefully dug and carried home a sack of wild parsnip roots.

Lynn Doud, son of conductor Delaney's wife, who spent several months attending a Diesel engine school in Chicago, secured a nice position with the company in their Des Moines headquarters the first of May.

Paint foreman Ben Spence and his crew started their season's work at Liberty, Mo., the last of April. The men were busy for a few days, getting their cars which had been stored in Perry, in shape for the season's work.

E. M. Bayliss, section foreman at Persia, left the first of May for Channing, Mich.,

**JOE AND ALVIN . . . buy Lava**



**Lava gets grime fast . . . saves time, saves towels, saves hands**

Those ordinary toilet soaps are all right for guys that work in skyscrapers. But they're not made to clean the hands of hard-working railroad men.

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Yes, Lava gets grime faster. It

sends the dirt down the drain . . . keeps it off towels. You need Lava Soap. Get 2 or 3 cakes today.

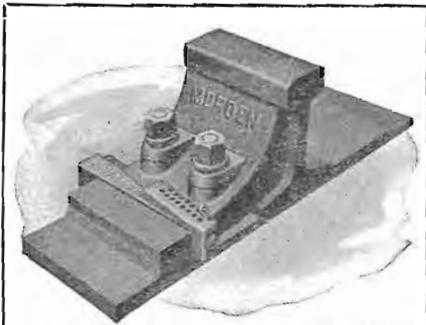
**HOW LAVA WORKS**

1. ITS QUICK, THICK LATHER GETS THE SURFACE DIRT.
2. ITS FINE, POWDERY PUMICE GETS THE GROUND-IN DIRT.
3. ITS SOOTHING OILS ARE GOOD FOR THE SKIN.

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Plant: Terre Haute, Ind.

to take charge of the tie gang. Fred White, August Wild, Raymond Becker, Albert Stangl and Charles Lee will be with him in the work. All are Iowa division men.

The burning of a large elevator at Varina the latter part of April caused a big loss to the owners as well as considerable excitement in the little village. The building was struck by lightning about 5:30 a. m. and the fire was not discovered until it had burned about three hours. When the manager went to work about eight o'clock there was so much fire in the interior of the building it could not be saved. The fire department from Varina and Fonda fought the flames as long as the water supply lasted. The way freight crew happened to be near so they hurried to Varina and pulled the cars that had been spotted at the elevator away and also removed a car of gasoline to a place of safety. The elevator was full, which means a loss of about thirty cars of grain.

With the opening of a twenty-four hour office at Melbourne cross over where a PWA project is being built, three of the Iowa division extra men got temporary jobs. J. E. McDonald, W. J. Black and O. J. Atkins, Jr., were assigned to the office when it was opened. F. H. Lacey, another extra man, was in charge of Collins agency, while W. H. Robinson was at the O. R. T. Convention. R. O. Hill worked extra at Haverhill for a few days while Joe Keoster went to Earlring to attend the wedding of his sister. Paul Calhoun relieved at Adel in place of O. M. Case, who is taking a lay-off. Howard Lee went to Rockwell City to work the operator's job while Mr. Mongold went to Kansas. Glenn Hughes went to Jolley to work until the appointment was made on bulletin.

Engineer and Mrs. F. L. Hanner were in Ottumwa the fore part of May to attend a joint meeting of the B. of L. E. and the G. I. A.

F. B. Wheeler, joint operator for the Milwaukee and Rock Island at Neola, Iowa, died the latter part of April following a several weeks' illness.

Just in case the correspondent up Madison way forgets that city treasurer Frank Maxwell was a former Milwaukee official, we are mentioning the fact that "FAM" was re-elected to the office of city treasurer of Madison without opposition. He has been a popular city official and polled more votes than the total cast for the Mayor on which there was a spirited race.

Claude O'Brien, who worked as perishable freight inspector at Perry during the winter months, returned to his old job at Minneapolis the middle of April when the Perry job was abolished.

Mrs. J. M. Foster, widow of engineer Mel Foster, who worked for many years on the Iowa division, died at the hospital in Perry the fore part of May. Mrs. Foster had been in poor health for some time. Funeral services and burial took place in Perry.

Charlotte, the little daughter of fireman Howard McLuen and granddaughter of engineer Carl McLuen, appeared on one of the junior broadcasts from KSO radio station in Des Moines recently and received the honor of having secured the most votes of any of the participants on the Saturday morning program.

Arthur Yates, of the round house force at Wausau, made a trip to Perry in May. Mr. Yates owns a residence property in Perry and came here to supervise some decorating.

Marian Jacobs, a niece of conductor E. B. Oehler and daughter of M. C. Jacobs' agent at La Porte, was on one of the children's radio programs in Des Moines recently. Marian is an accomplished pianist.

Maurice McGovern, son-in-law of engineer Jack Ahern, was called to Des Moines in May to attend the funeral of his mother. He reports engineer Ahern, who makes his home with the McGovern family in Havanna, Cuba, still interested in things on the railroad. Jack retired on account of his health a number of years ago. He celebrated his 93rd birthday anniversary in April.

Betty Einerson, who was a patient at a Des Moines hospital for several weeks account of a mastoid operation, was able to return home the latter part of April. She had company at home the first couple weeks as her young brother Jimmie had broken his arm and had to be out of school.

Engineer Earl Townley has taken a leave of absence for a few months and he and Mrs. Townley will have charge of the country club at Carroll, Iowa. The folks managed the Perry Country Club for several seasons so are pretty well acquainted with the work.

D. A. Myers, agent at Jolley, Iowa, died April 25th. Mr. Myers had completed his day's work at the station and suffered a heart attack after he went home, passing away in a short time. He had not been in good health for some time, but was able to continue work at the office. He was about sixty years of age and had been working for the company since 1910. Funeral services were held in Jolley and burial took place in Wauke.

John Gebhardt, who worked for many years as a machinist at various places on the Milwaukee, but who retired to go farming a number of years ago, was in Perry the latter part of April for a visit with old friends. Mr. Gebhardt recently patented a device to attach to a plow, which turns cornstalks or other debris in a field, under, at the same time it plows the field.

Conductor Bellman and engineer Morse now have a 26 mile extension on their way freight run. They have been working on a run between Rockwell City and Storm Lake. The Milwaukee recently acquired the M. and St. L. line extending from Storm Lake to Rembrandt and started operation of the new branch the last of April. Rembrandt is 13 miles north of Storm Lake and the crew makes the round trip from Storm Lake to Rembrandt three times a week in connection with the round trip between Rockwell City and Storm Lake.

The latter part of April, a couple of Perry ladies returning home from a three-months' trip in the west, rode the Arrow from Omaha to Perry. On their arrival, there being no taxi at the station, caller Chester Ewitts, who had taken his sister and her son to the depot to start east on the train, offered to take the ladies to their home. He escorted them to the door of the home, taking their baggage in from the car. The ladies had been praising the excellent service and the fine equipment on the Arrow and when they thanked the caller for his courtesy and he nonchalant-

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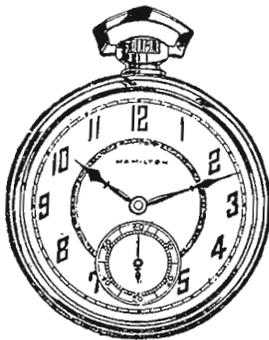
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ly remarked "that's just a part of Milwaukee service" he put the finishing touches on a fine trip and made two staunch friends for the Milwaukee. "Smoke" didn't tell about the incident, but the ladies did.

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

Nora B. Decco

WELL, as Mr. Sampson says, we are singing the Spring song of the Rockies. We have plenty of reason to sing said song for this is one of our old fashioned springs and everything is lovely and looks more so. The lilacs are in bloom in our city also, and are they in bloom, well, all and sundry have their arms full and everyone has hedges and bushes covered with the beautiful flowers. This may be one of those years. We all hope so. I did not forget the Magazine last issue, I was away and did not return in time to send in the news. I had the sad misfortune to lose my father, who passed away in Hutchinson, Kan., April 15th, and was buried in Lewistown, Mont., April 21st.

Mrs. D. P. Elliott, wife of engineer Elliott, who was for some time quite ill in a Butte hospital, has returned home and is feeling very well again. We are glad to see her back once more. Mr. Elliott's father died in Pasadena, Calif., during the time Mrs. Elliott was sick.

Conductor Harry Hamp, who was quite sick in a Seattle hospital during March, is back again on his passenger run here, looking and feeling fine, we understand. Conductor Coffin had Mr. Hamp's run during his absence.

Another illness was that of Lela Mary Nicholas, daughter of train baggageman L. J. Nicholas, who underwent an operation March 29th in the St. Josephs hospital in Deer Lodge. She is out and around again now.

Joe Jost, who is agent at Hilger for the time being, spent a day with his family here during the first part of May.

Operator Ralph Kemberling is working extra at Butte Yard at present. He takes no chances with his "signal displayed." Before he says "S. D." he steps outside and takes a look. Never can tell, and Ralph has not jerked semaphore arms for some years.

Miss Nola Shadduck, daughter of engineer Shadduck, has gone to Los Angeles for a summer visit.

Conductor Kittle, who has been off sick most of the winter, has returned to work on the east end Trolley crew car. Glad to see him out again.

Conductor Bates and Mrs. Bates and Mrs. Bates' sister and brother-in-law, Mr. and Mrs. Reynolds, have just returned from a three weeks' car ride around the country, touching at all points West, from what we hear. They had a good time and saw Portland and Los Angeles among other places.

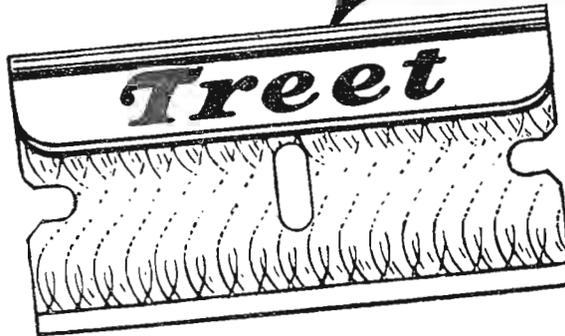
Dr. Sabo, who has been the local surgeon for the Milwaukee hospital association for the past three years, has resigned and will make his home in Bozeman in the future, where he has moved with Mrs. Sabo and their small daughter. He is replaced here by Dr. L. L. Maillette.

Well, fireman Pat O'Ragan, engineer Townsley and fireman Roy Wade can have a vacation now. Their wives all went down town to the local merchants' cash drawing and won ten dollars apiece. Now, me, I stood around on the edge and looked wise and otherwise and got nothing . . . how do they do such things. I'd like to know. They all wear new hats now, too.

Conductor and Mrs. Ted Burow have gone for a visit with Ted's folks, back in Wisconsin. They stopped off in Chicago for a visit, we understand.

Mrs. Henry Clemmons, who is the Butte chapter Women's Club president, went back to the Chicago meeting the last of April.

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An eight hundred-pound bull elk was shipped from Martinsdale recently to a private wild game sanctuary in Michigan, by the Big Elk ranch at Martinsdale. Courtland DuRand says they have more orders than they can fill, and have some young antelope to be delivered in June on their dude ranch there. Some time I am going to take a few days off and go over to that place and then I'll understand just exactly what I am talking about, and can tell the folks something about it that will be worth telling.

We regret to write of the death of Mrs. Henry Sears, mother of D. M. M. Ed Sears of Deer Lodge, May 16th, at her home in Casopolis, Mich. Mr. Sears was with her at the time. We offer our deepest sympathy to Mr. Sears.

A wedding of interest to all R. M. employes was that of Miss Helen Peugh, daughter of Mr. and Mrs. Hoyt Peugh, and Mr. W. Brewer Benefield, at Couer d'Alene, Idaho. The bride is one of Deer Lodge's most popular young ladies and Mr. Benefield has been a guard at the state penitentiary for the past three years. They will make their home in Deer Lodge. We offer our best wishes to this young couple.

Miss Bertha Chollar, the lovely daughter of fireman and Mrs. Homar Chollar, and Mr. George McPhail were married in Three Forks April 20th. Mr. McPhail is the son of Mr. and Mrs. E. W. McPhail of this city and is a graduate of the local high school and attended the University at Missoula. Mrs. McPhail is also a Three Forks high school graduate and also graduated from the Spokane Business College. She has been employed in Bozeman until recently. They will make their home in Three Forks, and we extend our best wishes for a lifetime of happiness.

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

Wm. Lagan

DISPATCHER Elder of Sioux City is driving a new Pontiac.

We are all glad to see switchman Bill McKenna of Sioux City back at work. Bill has been sick for some time but is now O.K.

Chief clerk Osthoff of Sioux City is looking for the hunters who took a pot shot at his yaller cat. The hunters didn't miss.

Any rags, any bones, anything to trade or bet on. See Porter.—(Free Adv.)

William K. Griffiths, son of general agent W. D. Griffiths of Sioux Falls, S. D., has been promoted to position of assistant roadmaster. Mr. Griffiths is at present working in the engineering department at Savannah, Ill., but will leave for his new work which will take him to the Lines West soon. We all wish Bill every success in the new work.

Conductor and Mrs. Murray Burrell of Sioux City have returned from a trip in the east. Murray reports that the flooded districts of the east were surely a sad looking sight.

Agent Geo. Kohls of Lesterville is on an extended trip to Chicago, New Orleans and other points. Mr. Kohls will attend the national convention of the O.R.T. as delegate while away. Relief agent K. V. Gray is relieving him.

H. C. Snow is recovering from a serious illness at his home in Sioux City and at this writing is very much improved. We will all be glad to see Homer back on the job in good health.

We are sorry to report the death of conductor W. A. Jenkins of Sioux City who passed away in a Sioux City hospital recently. Mr. Jenkins had a record of over 48 years of service with the railroad and for the past few years had been stationmaster at the Sioux City passenger station. He was a member of the Order of Railway Conductors, St. Johns lodge, A. F. and A. M. at Yankton, S. D., Sioux City Consistory, No. 5; Abu Bekr Shrine and a member of the Elks lodge. The employes of the Milwaukee road wish to extend their sympathy to Mrs. Jenkins and members of the family in their bereavement.

Section foreman Martin Gran of Colton, S. D., spent Sunday, May 3rd, at Yankton, S. D., with members of his family, it being the 25th anniversary of his marriage. Many relatives and friends gathered at his home to wish him many more happy returns of the day.

The Milwaukee Road ran an eight car special train out of Sioux Falls, S. D., Tuesday, May 12th, carrying the Sioux Falls High School band to the National Band contest at Cleveland, Ohio.

Conductor and Mrs. Lou Windsor of Sioux City have returned from a visit to Kansas City where they visited their daughter.

The West End employes' Traffic Club held an interesting meeting at Tripp, S. D., April 24th. This was the first meeting of 1936 and was well attended. The

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UNION REFRIGERATOR TRANSIT CO.  
Milwaukee, Wisconsin

April meeting revealed that several stations had increased their L.C.L. business twenty-five per cent since the new store door delivery service became effective.

Conductor John Edward Crews passed away at Sioux City, Ia., Monday, May 4th, following an illness of two years. Mr. Crews entered the service of this company on September 12th, 1905. Mr. Crews was a member of Mt. Zion Lodge No. 6, A. F. & A. M., of Springfield, S. D., the Oriental Consistory of Yankton, S. D.; the Abu-Bekr Shrine Temple of Sioux City, Ia.; and the Brotherhood of Railroad Trainmen. The many friends of Mr. Crews wish to take this opportunity to extend their sympathies to the bereaved members of the family.

C. A. Johnson, agent at Dimock, S. D., is the owner of a new Olds Eight. W. H. Deveny, agent at Grant Center, Ia., is driving a new Plymouth Coach. Section Foreman H. J. Miller of Ethan, S. D., is sporting a new Plymouth car.

Brakeman Zane Jenkins of Sioux Falls, S. D., started the month of May out in a highly satisfactory manner. He secured six round trip tickets to Chicago. This is surely a nice start for the month, Zane. Keep up the good work!

Agents Gorman of Parkston, S. D., Johnson of Dimock, S. D., and Gronvold of Ethan, S. D., visited the Platte-Stickney Traffic Club meeting at Wagner, S. D., April 29th and report a very interesting and instructive meeting.

Engineers Joe Scott and Frank M. Gibbs, of Sioux City, Ia., are reported as quite seriously ill. Their many friends hope for their early recovery.

#### CARD OF THANKS

I wish to take this opportunity to acknowledge my sincere appreciation to the officials and employes of the Milwaukee Road for the many kind favors extended to me at the time of my husband's sickness and passing.

EDITH B. JENKINS.

#### Drafts from the Drafting Room

H. J. M.

THE baseball season opened in Milwaukee on May 1st but all grandmothers of our boys must have been in good health as there were no absentees.

Several of the boys attended the farewell banquet of a local bowling league and still remember it. Music was furnished by Royce Juell and Art Schultz.

Also, several "old" faces were seen during April and May. Carl Johnson was in for a few hours. "Jokie" Richardson, now with the Prime Company, was here on a business trip and our old Mechanical Engineer, Ted Kirkby, was around to say hello to the old timers.

Willard Williams is sure capitalizing on his stay in Milwaukee. He has taken in West Allis—Wauwatosa—Shorewood—already, and is planning a trip to Hales Corners with Odegaard. Just taking in the sights.

Erwin Erdman is our new blueprinter. "Hooks" has been working at the reclamation plant for the past three or four years. He also plays the 4th hand in one of our "skat" circles. The "guchsing kid"—and oh! that dirty laugh when he sets somebody.

Robert Borucki has acquired a new title. He's an "M. D." now. (Mechanical Draftsman.)

Hal Odegaard has become a real skatmeister the past few weeks. He reached the peak when on two occasions he misplayed or didn't follow suit and once again when he "goofed" 'em, and didn't even take a trick. Nize going, Ode."

Lentz had been getting bad cards for so long a time, he rested for several weeks. (They say if you're unlucky in cards you must be lucky in something else.) Anyway, after his long layoff, he came back and on his first hand he bid a 10 turn in diamonds and made it. His luck sure has changed for the better.

Odegaard, being a lover of the wide open spaces, is looking for a place to call his home. He is anxious to bring the wife and kiddy here but wants to live outside the city. He might become a neighbor of H. W. Chandler out at Hales Corners, says he.

The recent heavy rains have reminded "Iggie" Green of his old job—when he worked (I mean busied himself) for the Soil Conservation Service.

Have you seen the latest in color?—brown, white, yellow, maroon, blue, and finally a black shirt—not dirty, just a black black. W. P. W. has it (the shirt). Also a brown stocking cap to match his brown shirt. He and Royce sure keep up with the latest. Royce, to outdo Willard, came to work one day with a little extra color under his eye. Can't beat that, can you, W. P. W.?

Herbert F. Matje is another new comer added to the Car Department drawing department. Welcome, Herbie, old boy, old boy. Hi.

There is a new class of men in our office. They are called "G"-men (goon men). Who can they be? Anyway, L. L. L. is the "goon-master."

The writer has been drafted back into the drafting room car department service after several years of serving beautiful blue prints in the blue print room. Plenty of ink has flowed onto tracing cloth since his arrival. Our co-worker and friend, E. Reinke, has been advanced (literally) to head of "G"-men Department. He sure gets his man and results. He gets the best, always.

Our umpire aspirant has quit, due to the fact that there is no place to put him. He says he'd rather play anyhow, so he's out whacking the ball again.

T. M. Cannon was on the sick list for a few days but now is as good as ever.

"A chip off the old block" does not always hold good. L. D. H.'s son is setting a new precedent in the Horton family, that of having his picture published as to what the well dressed man of today is wearing. His hair is combed, too.

The Art Schultz and Uecker families are planning to go sight seeing to Mammoth Cave one of these week-ends. Remember Floyd Collins?

Mrs. R. J. Petrie is convalescing after a recent operation. The Sunshine Club was right on hand with some cheery flowers and very glad to hear she's on the road to recovery.

Anyone need a good piano accordionist? We know of a good one that's just itching to play at somebody's wedding for nothing.

No more bowling, so everybody concerned spends another night at home, I hope.

Frankie Hense is contemplating bringing the family to Milwaukee to make his

home here, temporarily at least. He has been living in Merrill Park, but since H. J. M. came into his neighborhood he said it is time for him to move to another locality.

"Spats" Petrie is still tops, as a "skat" man. He always profits by others' mistakes. He can't be beat except with a club.

E. A. Kuntz almost went to Minneapolis the other day.

Einar Nelsen doesn't want anything published in the magazine unless it's something good, so will have to wait until something good turns up.

Ay tank dat bane all.

## Northern Montana

Max

ASST superintendent N. H. Fuller celebrated his birthday with W. P. Sullivan at Square Butte, Mont. It proved to be a wet day, so wet, that Mr. Sullivan had trouble in negotiating the gumbo mud from the ranch to the station.

M. E. Randall and H. C. Brisbine spent several days at Aberdeen, S. D., where livestock is fed en route from points west for eastern points, with other representatives of the traffic department, looking over the facilities. All agreed that everything is in fine condition to take care of the stock handled on the famous Milwaukee "One feed run."

O. P. Kellogg, of Seattle, spent two days in Great Falls at an Interstate Commerce Commission hearing. He was assisted in presenting the railroad's case by Sam Edwards of the legal department.

Paul Wilson, assistant general freight agent and Jos. F. Bahl, assistant general passenger agent, with headquarters at Seattle, spent several days on the Northern Montana district.

Mrs. M. E. Randall and son Tommy spent several days at Miles City, where they have a host of friends.

Mrs. H. C. Brisbine has returned from Mitchell, S. D., where she visited with relatives.

Mr. and Mrs. A. M. Maxeiner attended the sixth district conference of Rotary International held at Kalispell, Mont., May 25th and 26th.

Mr. and Mrs. Joe Daniels have moved from Great Falls to Three Forks. Mr. Daniels, who for years had the run from the Electric City to Agawam, bid in on the district between Harlowton and Three Forks.

Miss Della Goldie, of Butte, was assigned the position of stenographer in the Great Falls freight office.

Mrs. J. P. Smeltzer and Mrs. E. K. Crawford left for Chicago, where they are to attend the annual meeting of the Milwaukee Women's club.

Mrs. D. R. McVey is visiting with relatives at La Plata, Mo. She will be accompanied to Lewistown by Mr. McVey's sister.

Mrs. D. V. Phare and daughter Catherine left for Green Bay, Wis., where they will spend a month with Mrs. Phare's parents.

Mr. and Mrs. J. Z. Ramsey, of Denton, are taking in the west coast cities. C. H. Van Alstein is acting as agent at Denton in Mr. Ramsey's absence.

Miss Margaret Fuller returned to Lewistown from Chicago, where she has been taking voice culture.

Mrs. Thomas Erickson and children are visiting with friends in Tacoma and Vancouver, Wash.

H. T. Simms has transferred from Lewistown to Three Forks.

M. F. Elliott, of Three Forks has moved to Lewistown, where he has taken a regular assignment.

Ray A. Bame has purchased a Nash car. He will now be able to keep up with William Harper in checking the yard on the fly.

Lloyd C. Soper is back on his run between Great Falls and Harlowton, having recovered from injuries received in an automobile wreck.

C. E. Steinhauer, of Harlowton, has been taking treatments in Lewistown for arthritis. He is getting much relief.

A gravel pit has been opened at Amherst, where material is being obtained for improving the roadbed on this district.

## West I. & D.

Edna Ann Hall

SOME folks may have thought we were bragging a little too soon about our bowling ability during the past winter. But at last we have proved that this talk can be backed up by scores. We are even in the championship class. Florence Paulling brought home the bacon at Sioux Falls recently when she won first place in singles at the South Dakota state tournament. She also finished in fourth place in the doubles in this meet of South Dakota women bowlers. Also our Mitchell team stood third among fifteen teams and brought down a purse of \$60.00 with their skill. We have heard some folks on the East I & D talk about bowling and think we should have a tournament with them next year.

The Sioux City "Booster Train" proved to be a real success, with about 185 people riding it. A big dinner at the Masonic Temple under the auspices of the Mitchell Chamber of Commerce was given in honor of the visitors.

The new CCC camps recently located at Presho and Chamberlain are bringing revenues to our railroad already. A special train delivered to us at Des Moines from the Rock Island was sent to Presho May 5th. We may expect more trains of this type within the near future. There is no doubt but what these camps are a real asset when located along our line.

Stanley Core and family made a short trip to Sioux Falls recently. They called at the dispatcher's office enroute and we had the pleasure of meeting Mrs. Core and the two girls.

We understand that Fred Diehl has a new Ford and that he takes his tool kit home from his engine every night to work over the new car.

The West I & D has an air conditioned sleeper going through to Rapid City now. This will surely be appreciated during the summer months and at all times for that matter. A sleeper coming through from the SC&D and going to Aberdeen, is also air conditioned and also has a fine little kitchen from which buffet meals will be served. Many favorable comments on these improvements have been heard from the traveling public.

The Tri-State Milling Company is building a new elevator at Presho. They surely must have faith in this territory for its grain producing qualities. In fact, if we remember correctly, the first car of wheat shipped on the West I&D last summer came from Presho.

Mr. B. E. Bjorkholm, assistant superintendent of motor power, was a Mitchell visitor recently.

Lavaghn Paullin, daughter of Bob Paullin, appeared in a piano recital at the M. E. church, Mitchell, recently. Miss Paullin has been studying for some time and is a fine musician. Her recital was enjoyed by all who attended.

Mr. J. F. McConahey, signal supervisor from Milwaukee, was on the West I&D recently inspecting and installing lights at various locations. We understood that Mr. McConahey lost his pipe at Worthing, but this loss was discovered in time to send out a search warrant and the pipe was found.

## Twin City Terminals

J. T. H.

MISS GENEVIEVE MULLANEY has returned to work in the Minneapolis freight office after an absence of a few years during which time she worked in the Central Accounting Bureau in Chicago.

Following the noble lead of your correspondent, Mr. Russell Risberg of the



ACLAMMY pipe full of seaweed tobacco is a weapon that will overpower any innocent whale. But if you're fishing the stream of life for pleasure and companionship, here's bait worth two of that: Sir Walter Raleigh in a pipe kept dry and shipshape. Sir Walter is a cleaner, cooler, milder smoke that raises no dark clouds anywhere. Instead, this sunny blend of well-aged Kentucky Burleys spreads only a winning fragrance that gains respect for all who puff it. In a modest way it's become the sensation of the smoking world. So try a tin; you'll be the catch of the season!

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Minneapolis Accounting Department got himself married on Thursday, April 9th.

The lucky fellow married Miss Vera Johnson and the newlyweds were given what might be termed a very warm send-off when they boarded the Olympian at the Minneapolis depot on the morning of April 10th. Appropriate decorations were furnished by the office force for their berth.

A report also reaches us that Lieutenant of Police Edward Blechler was married some three weeks ago. Congratulations.

Mr. J. F. Kenafick called up March 25th to announce he had returned from California and is feeling good. We don't know just how well California agreed with John, but we have heard that Mrs. Kenafick liked it so well she wants to go back there.

Mr. T. J. Tadsen of the Engineering Department has been going around the depot the last couple of days pretty much crippled with rheumatism. But cheer up, Ted, it might have happened at the start of the bowling season.

The answer to last month's puzzle (?) is "passengers."

The new position in the AFE bureau of the Accounting Department was bid in by Ben Shields.

Mr. C. B. Rogers, who has a habit of keeping in the news, had a very unfortunate and painful experience when a slight scratch on his hand became infected and blood poisoning set in. It was nip and tuck for a while with the hand, but the infection is now well under control and the hand will soon be normal. Charley recently showed us an original copy which he has of time table No. 2, effective April 15th, 1960, issued by the Chicago, Iowa, and Nebraska Railroad, covering the line between Clinton and Cedar Rapids, Iowa, now part of the main line of the C&NW.

Mr. P. A. Nickey had his car given its annual spring cleaning and we have reports it looks like new.

Miss Rubye Lefevre, who underwent an operation for appendicitis recently at Bethesda Hospital, St. Paul, is getting along fine and nearly fully recovered.

Mrs. Frank W. Drew, wife of retired chief clerk of the operating department at Minneapolis, passed away March 18th.

**S**TATIONMASTER BORNKAMP made Cedric Adams' column in the Star the other night, along with other notables in town. Phil told him the clock in the Minneapolis depot tower was right on time and not five minutes fast as many people believe.

H&D Division locomotive engineer Wm. A. Eddington passed away at his home in Minneapolis on April 22nd as the result of a heart attack. Interment took place at Rock Island, Ill.

Walter John Howell, employe of local freight department at Minneapolis since October 27th, 1910, died at Abbot Hospital, Minneapolis, Saturday afternoon, May 2nd, as a result of blood poisoning. Mr. Howell was 78 years old.

Harold Barry of the district adjuster's office at Minneapolis recently panicked 'em in the Saint Anthony Dramatic Club's presentation of "Big Hearted Herbert." Our scouts inform us that in addition to skillfully handling the part of "Mr. Goodrich," Harold was also the production manager. The Saint Anthony Dramatic Club

has been in existence for some fifty years: in 1886 "Uncle Tom's Cabin" was produced by this same club, and they have been carrying on ever since.

Romance is still carrying on in the Accounting Department. Leo Montgomery and Irma Wilhelm are going to take the leap some time along in June and contemplate taking in the San Diego exposition on their honeymoon trip. We all wish them the best. What with Russell and Leo both leaving the bachelors' club, Carl says there aren't many left.

Bill Golden of the depot ticket office and Jim Golden, lieutenant of police, are visiting out around Seattle, Portland, Spokane, and parts west.

Eric Gehrke, labor bureau head, has had the misfortune to be laid up with sinus trouble, which has been further aggravated, so we are informed, by the daylight savings time.

Donald E. Stevens and Jack Wilson are the new rod men in the Engineering Department.

## I. & S. M. Division Notes

H. J. S.

**D**EEPEST sympathy is extended to bereaved relatives of John Hogan, machinist, who died suddenly at Austin, May 13th. He had been in the employ of this company for the past 16 years.

Time reviser, Rose Krulish, spent May 5th in Minneapolis, visiting with former Austin employes, and shopping.

Glad to see conductor Mike Killoren back on the run after being on sick leave.

It is rumored that HAW bought his wife a "spading fork" for Mothers' Day. How about it?

At 7:00 a. m. on May 8th, a special train with gaily decorated engine left Austin with the high school orchestra and high school band for the music contest at Mankato; there were over 300 students and teachers from Austin and Albert Lea, who journeyed to Mankato via the "special," and from the reports a good time was had by all.

J. D. Williams had his front porch glassed and screened in. Incidentally, so did your correspondent; also the house has been painted.

Violet Beatty spent May 9th and 10th in Omaha, and reports that her brother-in-law there had the misfortune to fall from the roof of a house on which he was working and sustained two badly sprained ankles, as well as other bruises, etc.

Train dispr. Wm. G. Ende is relieving at Austin while S. C. Sorenson is vacationing.

The S. M. Div'n in the vicinity of Lanesboro was the recipient of considerable moisture the night of Apr. 30th. The track was badly washed out, and train service was not resumed until May 5th.

Who wins the baseball pools? So far it has been Doc Hoff, Herman and Pete. Don't give up, boys, your turn may be next.

O. D. Theophilus of Jackson, will relieve at Madison during the train dispatchers' vacation periods.

Glad to see Bill Thatcher looking about "par" again after being confined to his home for almost a month with the "flu."

Sympathy is extended to the relatives

of veteran sec. foreman Herman Hanson, Mapleton, who died April 18th.

Engineer Fred Higbee is sporting a new Chev. sedan.

Word has been received that condr. Hynie Heslip is quite a connoisseur of meats, especially when it comes to distinguishing turkey from beef. The proof of the pudding is *not* always in the eating, is it Hynie?

Train dispr. E. W. Rudloff is going to take his vacation the last two weeks of May.

Heavy rainfall in the vicinity of Fairbault on May 10th did considerable damage to our track between that point and Northfield.

Agent A. C. Andersen's father is receiving treatment at St. Olaf Hospital, Austin.

Trainmaster W. J. Lieb has returned to work after spending his vacation touring the East. The Liebs visited their daughter and son-in-law in New York, and also attended Major Bowes' amateur hour. Their vacation spirit was somewhat dampened due to the fact they drove in heavy rains all the way from New York to DuBuque.

The beautiful red and yellow tulips blooming on Violet's and Rose's desk are the product of J. D. W.'s flower garden.

"Doc" Wunderlich has again changed his identity—he is now Don Juan Wunderlich, as he sits inhaling a dark brown cheroot given to him by trainmaster Lieb; the cigar, cigarette, or what have you, came from the Philippines.

And now: Did you know that—The Milwaukee Employees Austin Credit Union has 159 members? Has a share account of over \$6,500.00? Has loaned to its members, in the two years it has been in operation, over \$19,000.00?

If you have money to save, or money you wish to borrow, join the Credit Union. We are glad to help members clean up old bills, pay taxes, etc. The membership fee is only 25c, and any Milwaukee RR I&SM Div'n employe is eligible for membership. Is your fellow employe a member? Ask him.

Bob McCoy should leave a sign on his desk reading something like this: "If you leave the cheese here, don't forget the crackers." Personally, I don't care for limburger.

Be careful about who is sitting next to you when drinking lemonade; seems Violet has a nasty habit of pouring hers in someone's pocket. Better stick to the dipper, Vi.

Advance information is that Supt. Van Dyke will soon be sporting a new Ford V-8 instead of Inspection Car No. 1. Perhaps Brad's chest will go back to normal then—that new Chev. was hard on the vest buttons.

## Northern District—Car Dept.

O. M. S.

**M**R. J. E. MEHAN from our Milwaukee office visited Minneapolis Shops, April 20th.

Foreman J. H. Fisher of Sioux City, Ia., was at our Shops May 4, and read a very interesting paper on Preparation and Commodity Carding House Cars at the Northwest Carmen's Association Meeting that evening.

Carman Edward Berg, who has been laid up with a fractured hip, due to falling on an icy sidewalk on his way to work a few months ago, is gaining nicely.

Ivar Bornquist, Light Repair Yard carman, visited at Lake City May 2nd.

Howard Tegland, 22 years of age, who was employed at Minneapolis shops, met with an unfortunate automobile accident about 6 p. m. Sunday, May 3rd and passed away in General Hospital three hours later. We extend our sympathy to his father, John Tegland, labor foreman at the shops, and also to surviving members of his family.

Gerald Hollingsworth, employed at car shops, is nursing a wrenched ankle, due, either to too much speed or too little speed on the baseball field?

Miss Siegler, stenographer in car department office, has moved to her summer home at Lake Minnetonka.

Mr. and Mrs. Wilfred Anfang are the proud parents of a baby boy, born May 5th. Mr. Anfang is employed as car helper at the St. Paul frt. yard.

Mr. and Mrs. Jacob Hentges visited at Winona recently at the home of Mrs. Hentges' father, who is ill.

Mrs. Henry Meihoffer is visiting relatives at Chippewa Falls.

Mr. and Mrs. Dennis Sullivan called at Worthington, Minn.

Pete Larson, Ole Hanson and Henry Witte are planning a fishing trip to Ortonville, Minn., to fish at Big Stone Lake.

## I. & D. Items

E. C. A.

THE I&D Division extends sincere sympathy to Chas. Roth and family account the death of Mrs. Roth, who passed away at a Mason City Hospital on April 17th.

Also sincere sympathy to H. W. Frazee and family account the death of Mrs. Frazee, who passed away at Mason City, April 27th.

Mrs. Henry Smith, Mason City, was recently released from the hospital and it is our hope she is fully recovering.

Sincere sympathy is extended to Mrs. Grant Bennett and family in the loss of Mr. Bennett, who passed away at Sheldon, Iowa, on April 20th, as a result of pneumonia.

See by the local paper that Mr. and Mrs. F. M. McConnell are now residing at Mitchell, S. D.

Mr. D. S. Westover, Chicago, made a call at Mason City April 21st.

Tie gang No. 2 in charge of general foreman Gust Carlson commenced work on east end of the I&D division May 1st.

Mrs. F. J. McDonald and Mrs. L. I. Walter attended the general meeting of the Women's Club at Chicago, May 8th and 9th and report having a very enjoyable time and a good trip.

We are now advised that A. L. Kirby has officially taken the office of mayor of Bayside. One of mayor Kirby's first appointments was that of John Leibold as park commissioner.

The fishing season has officially opened as of May 15th at Clear Lake and there is no doubt but what there will be some "big" stories going around for the first few days.

Division staff meeting was conducted at Mason City, May 13th, with division officials in attendance and in charge of supt. Ingraham.

Condr. A. K. Foote tells a little story about one of his recent trips on the road. It seems that he "knew" he had been shot. We would like to know the details, Al.

## Chicago Terminals

Guy E. Sampson

ANOTHER month has rolled away and here we are right in the middle of spring work, as our rural neighbors would say. Well, we weathered a good long hard winter and came out on top and are all set to handle any and all business that comes our way during the summer as we

did during the real winter time. Extra work gangs have been started in places to insure the track situation be kept well in hand. New ties here and there where needed keeps more men employed and insures safety. But to those items about Us and We'uns around this end of the Chi Terminal we must say:

Typographical errors will happen, but when someone last month used a D instead of an H in our item about the "NORTH HUMP" and made it read "North Dump," Mr. Lawrence (Howard Lawrence, to be more explicit) of the assistant superintendent's office at the "HUMP," took exceptions to our referring to his place of employment as a "Dump." Well, it was a mistake on someone's part and we assured Mr. Lawrence it was not done intentionally on our part, as we are also employed in the same office and was for many years before he came to our "North Hump Office" and have no intention of speaking disrespectfully of it. Not on your life, Howard.

The I. C. Ry.'s new Green Diamond, Diesel driven train, made a trip over the Milwaukee railroad from Cragin to Milwaukee, Wis., and returned after a day's exhibition in that city. Switchman Julius Parth had charge of the piloting job through the Chi Terminals.

General yardmaster Metcalf of Galewood and his good wife attended the circus at the Chicago Stadium April 25th. And we are told that Roy got somewhat exercised over the fact that Mrs. Metcalf fed a whole bag of peanuts to the elephants while he chewed on a stick of Wrigley's gum till he imagined he was at the Cubs' ball park watching Wrigley's team play instead of watching a circus.

And by the way, many Milwaukee employes went to the circus knowing that Mr. Potter, a former employe of this road here in Chicago, had an aerial act with the show that was something out of the ordinary and very interesting to watch. Harry, as M. Potter was known here, operated a dolly car when the Humps (not Dumps) were being operated in the Godfrey Yards and after they closed he was janitor, having charge of the assistant superintendent's, train master's, train director's and general car supervisor's offices at Bensenville. All were glad to see Mr. Potter making merry and entertaining thousands daily. May he continue to be successful in this undertaking which by the way was his vocation years ago when he toured the world with Barnum and Bailey's and Ringlings' shows, in his younger days. He sure has staged a real comeback in his advanced years, going back to aerial performing.

Last month we spoke of switchtender, Johnnie Buster, taking a few important steps that made us suspicious of what his next move would be. Well, he moved, and what a move. He just up and got married and escorted his bride to an elegantly furnished home out in Roselle away from the city noise and where the fresh air serves to keep one young for many years to some. We didn't hear what the fortunate young lady's name was but we know it's Mrs. Buster now and we wish them both a long, happy and successful life together.

Mrs. C. E. Elliott, wife of supt. Elliott of Terre Haute, was in Bensenville and Chicago the first of the month visiting old acquaintances and attending a luncheon given by the Milwaukee Women's Club in the city.

Last month we mentioned Mrs. Divinney, wife of car clerk Fred Divinney, going to a hospital in Chicago for observation. We little thought her case serious but within a few days after our items were sent in she passed away at the hospital. The sympathy of all employes is extended to Fred, his family and relatives of the departed. The early demise of this young mother leaves, besides her husband, a daughter and three sons, ranging in ages from 6 to 17.

General yardmaster H. E. George, and train director Jas. Kirby are both on vacation this month.

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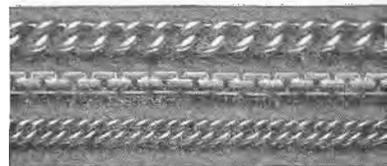
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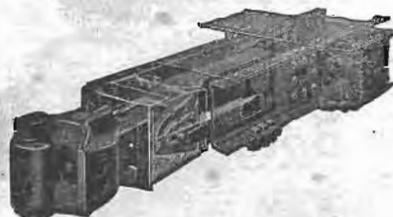
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