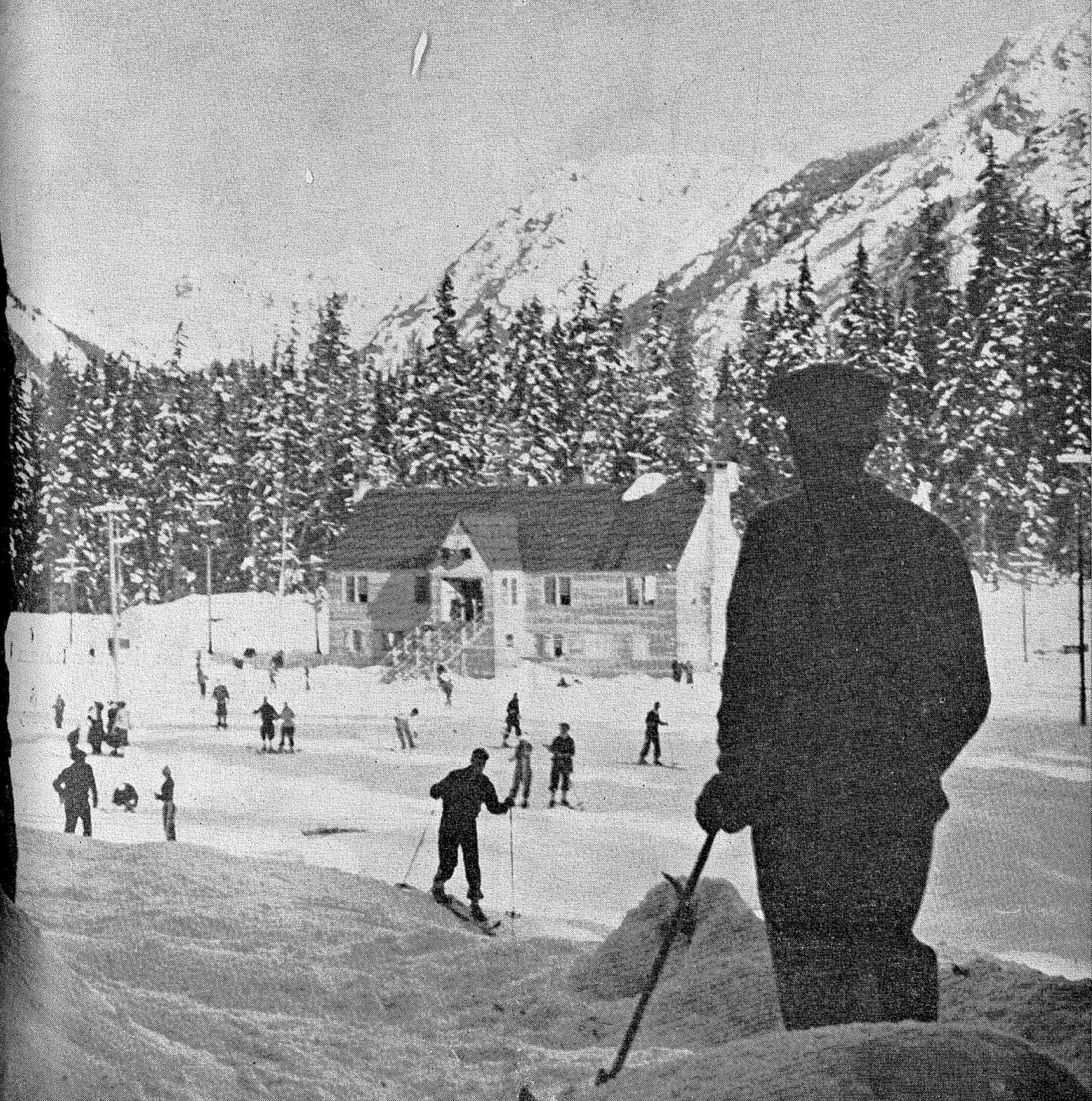
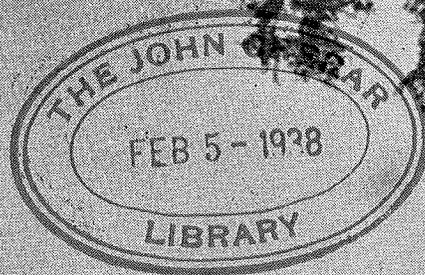


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MILWAUKEE MAGAZINE

FEBRUARY, 1938

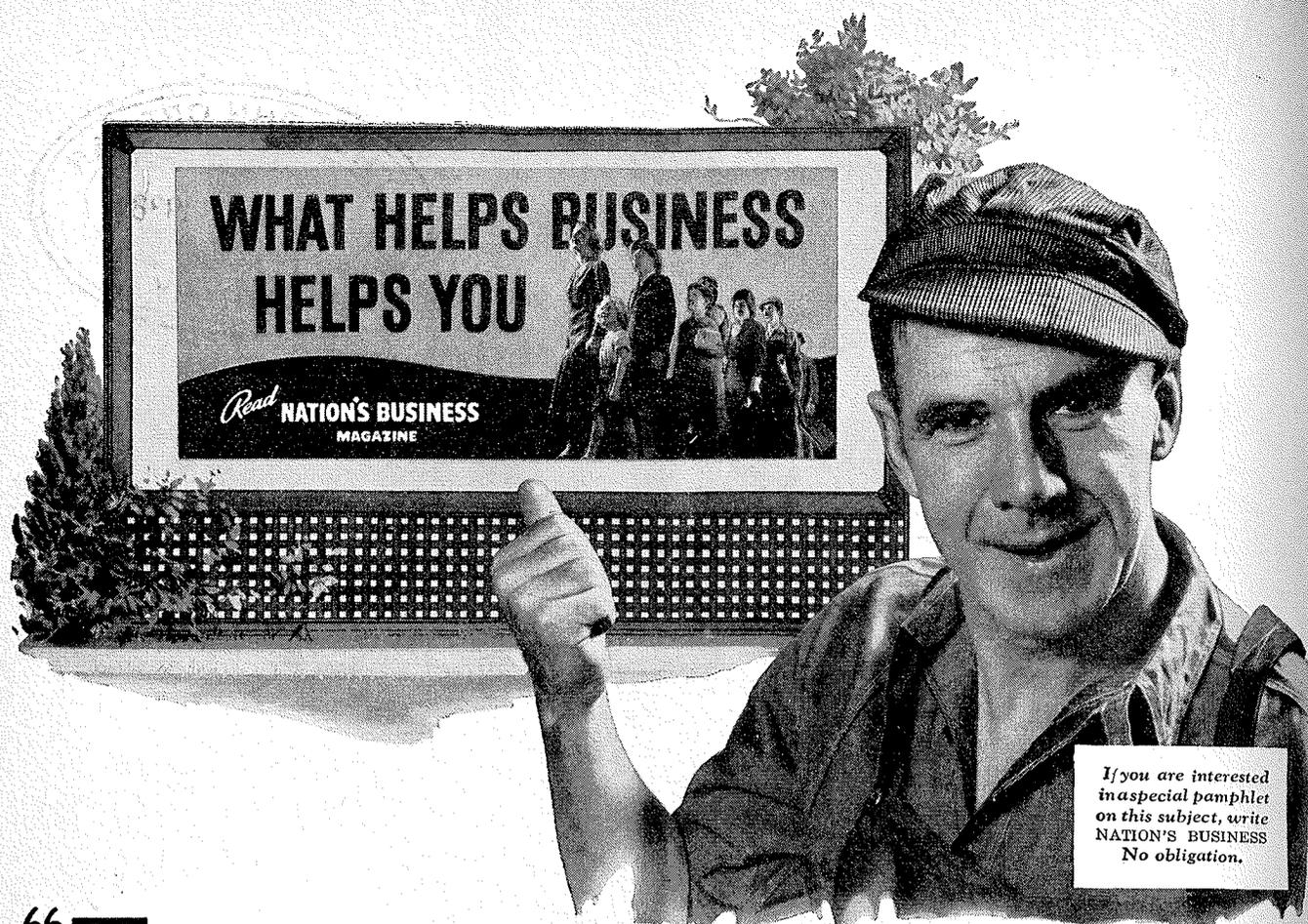


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“That makes sense to me!”

MAYBE I can't talk economics, but I've noticed this—

When things are good for business, they're good for me.

When the boss can see what's ahead for him, why, I can count on steady work.

When he's getting picked at and pushed around, I've learned it's time for me to worry too.

A lot of us who are dry behind the ears don't make it any tougher for the boss than we have to, figuring that's to our own benefit. After all, his job's no picnic either, not these days.

Looks to me it would be better for the country and fellows like us if politicians got the same idea.

Suppose they do break business down with all this sniping and regulating and taxing—who's ahead?

No, I don't fall for this bunk about business being a bogeyman—most business I know is O. K.

Anyhow, if they know some that's off the reservation, why not name 'em and bring 'em to trial?

Seems to me that would be better than scaring all the others to death.

I say that because *“What hurts business, hurts me!”*



This advertisement is published by

NATION'S BUSINESS

—a magazine devoted to interpreting business to itself, and bringing about a better understanding of the intricate relations of government and business. The facts published here are indicative of its spirit and contents. Write for sample copy to NATION'S BUSINESS, WASHINGTON, D. C.

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They're Riding the Snow Trains to Snoqualmie Ski Bowl

R. K. Burns

Secretary to General Manager, Lines West

THE little blonde in the red parka and the blue ski pants was obviously having a good time. Having just finished dancing something that resembled a Schottische in the rear recreation car, she had grabbed her girl companion by the arm, and they were

were taken out and brought back to their homes by special trains the same night, and it was certainly the first night ski train that the northwest territory had ever seen. It was a special party chartered on our Milwaukee Railroad by Wilson's Business College of Seattle, and the capacity of the train had been sold out days before. Now that the idea has caught on, there will be lots of others to follow.



On the Snow Train—Picture by T. Lankford.

eagerly squeezing their way through the crowded baggage car (lunch was being served) trying to get to the recreation car on the other side to see what the crowd there was doing. She was having a hard time making it because the baggage car was very crowded. She was squeezed almost flat a time or two and her feet were stepped on as she tried to move along, but nothing seemed to daunt her good spirits. Finally, after a desperate squeeze and push, she made it, got clear of the crowd, and reached back to grab her companion's hand and help her along. They stopped a moment at the doorway to catch their breath, and to look back at the crowd they had just pushed thru, and then their ears caught the muted sound of orchestra music in the next car ahead. As if on a signal, out of sheer high spirits, they both fell to laughing. "Gosh," gasped the Little Blonde, "aren't you glad you came? Aren't we having a good time?"

Probably the young lady in question didn't know it, but she was speaking for everyone of the 350 passengers that were on the Milwaukee special train that night of January 14th on their way to Snoqualmie Ski Bowl, 61 miles due east of Seattle. Press reports for days before had been saying that this was the first night ski train in America, and that you had better wax up your skis and come along. That statement might be open to challenge in some of the eastern localities, but it was certainly the first night ski train where skiers

very much, owing to the widespread belief that good-looking young gals can have a good time anywhere. Probably they do, but you can ask any Milwaukee Ticket Agent, and he will cross his heart, lift his eyes to heaven, and solemnly swear that nobody knows what a good time is till they have spent \$1.70 for a round trip ticket to the Bowl, rode the snow train, debarked at the lodge and taken a minute to choose which of the five ski lanes there is most worthy of their skill.

However, to pass over for a moment a description of Snoqualmie Ski Bowl, it is the idea of riding in a special snow train to a winter playground in the mountains that seems to be catching the fancy of the Puget Sound Ski enthusiasts. Maybe they read one of our advertisements in the Seattle Times, for instance, or maybe they come across an article in the Star or the P. I. saying that a thousand or twelve hundred people were at Snoqualmie Bowl last Sunday, and with the ten

inches or so of new snow the past few days conditions ought to be ideal for the coming week end. Or maybe they run across one of their pals named Bill, and Bill says to them, "Say, I thought you were going skiing last Sunday? Where the heck were you? I thought you were coming with me to the Bowl?" Well, they get to thinking it over, and they say to themselves, "This Bowl must be quite a place. It looks like its going over big. Maybe I'd better give it the once-over." So they're down to the Milwaukee depot bright and early Sunday morning with their ticket in one hand, their skis in the other, waiting for the special to pull in from Tacoma, and get them underway. While they're waiting they look over the crowd grouped on the platform. It looks like a forest of skis. The bright colors of the costumes, the parkas, the gabardine ski pants, the suppressed excitement of the waiters, the brisk, nippy air; all act as a sort of tonic, smoothing away the tired feeling of last week's hard work. In just a minute somebody hears a whistle. "Hurray! The train is coming." Sure enough, it's coming, backing up past Spokane Street, the whistle toot-tooting all the way down. In another minute, it's opposite the platform, and the rush for the door begins. Finally, they're all settled. A warning whistle sounds from the electric locomotive, and the train slowly starts to pull out for the two hour ride through the Cascade Mountains to Snoqualmie Bowl.

They Do Have a Good Time

To somebody who has never been on a snow train a statement to the effect that a certain nice-looking young lady was having a good time on the train while enroute to Snoqualmie Ski Bowl might not mean

Didja Ever Dance the Big Apple?

If this train is like the other specials that have been run so far this year it will probably have ten coaches, a baggage car and a recreation car. The baggage car, equipped with special racks for checking skis is in the middle of the train. Next to it, probably, is the recreation car, with a Wurlitzer "nickelodeon" going full blast, and already a crowd has collected. Somebody calls out—"How about a Big Apple"—



Heading for the Bowl—Picture by R. Schumann.

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and they check in a hot number on the Wurlitzer, and the car is jammed wall to wall with dancers. If there were any doubts on the part of anybody about whether or not they would be able to

take them off. Caps are adjusted, mittens pulled on, and the sleepers awake. In just a minute more, the train begins to slow down, and then it has stopped. You look out the windows on your way out, and you see a covered platform, cleared free of snow. When you step off the train there's a covered passageway, leading into the lower story of the lodge. The crowd is pushing you along. They're anxious to get out on the slopes, and try the runs. You follow a long with them, and come into the lower floor of the lodge.

Now Let's Take a Look at the Lodge

Unlike other accommodations at

other resorts, this lodge has been built especially for skiers. That is the first thing noticed. When the plans for the building were being drawn up, a whole array of talent was consulted, as to just what desirable features the building should possess, how large it should be, how shaped, and just what should be in it. For the business that was expected at the time it was built, it was believed large enough, but now, in spite of its generous size, it looks like it will prove too small. Fortunately, it has been so planned that it is capable of easy enlargement.

On the lower floor there is a waxing and drying room for skiers, check rooms, toilet facilities, and a store concession where skis or shoes or other equipment may be purchased or rented. Stoves heat the lower floor, and the walls are lined with benches. A double passageway stairway leads to the upper floor, and this seems to be the hub of the lodge. On the east wall a large fireplace, glowing with burning logs, is throwing out its generous heat. Against the other wall, a Wurlitzer is giving out its music, and a few eager couples are already trying the dance floor. By far

the largest crowd, however, is grouped around the long circular lunch counter, where waiters are feverishly handing out large cups of steaming coffee, sandwiches, hot dogs, etc., etc. There's something about a train ride that makes you hungry, and the cold air sure puts an edge on your appetite.

Skiing at the Bowl
Appetites satisfied
(Continued on Page 12)



After the Sport,—All Aboard—Picture by Tom Lankford.

dance in ski shoes, those doubts are soon dispelled. There's something about dancing on a train—the sense of swift motion—the imperceptible sway as the train rounds a curve—an impression of leaving cares behind—that makes any foot light, and, as our grandfathers used to say “lends wings to the spirit.” The Big Apple is followed by a schottische (they call it that, but one's grandfathers or grandmothers would disown it). Other dances follow, in swift succession. Nobody notices that the train has been stopping a few times to pick up additional early-morning ski enthusiasts at Renton, Maple Valley, Cedar Falls, and points on up the line.

In the meantime, there are a few more conservative spirits that have stayed back in the coaches, resting up and saving their energies for a long day's skiing. Here and there you will find one curled up on a seat, picking up a few winks of the sleep he may have lost out on, the night before. Boys go up and down the aisles selling coffee, hot dogs, soda pop, sandwiches, and the sleepers sleep on. Among those awake, there is a sense of anticipation in the air. They look out the windows, and ahead of them they see the snow-topped mountains, and then pretty soon they're in the mountains, and the train keeps gliding smoothly around the curves, climbing all the while. The snow covered pines grow bigger and bigger the farther up in the mountains they go. The snow everywhere is deep and clean. You're on an electric railroad, and there's no soot to spread out over the landscape.

All too soon, it seems, the brakeman comes walking through the cars. “Next Stop, Snoqualmie Ski Bowl,” he calls, and the preparations for getting off begin. Those who have checked their skis in the baggage car start lining up



At the Top of the Bowl—Picture by Ella Staadaeker.

“Public Relations” and You

A. G. D.

THE term “Public Relations” is one that has achieved prominence in the past few years, but it is, perhaps, one of the most difficult of terms to define. Public Relations on a railroad means a great deal. Railroads, in the very nature of their service to the communities of the country, have always maintained a public relationship with the members of those communities, which has been a sincere and mutually beneficial bond. But “Public Relations,” as we think of the term at this time, means more than this. It is the title of the effort that must be made by everyone associated with a railroad company to further the cause of his company wherever he may be.

Our railroads are the most outstanding example of this country's progress. They stand to be judged as an industry

which forged ahead in the face of adversity and unfair competition, and today it should give the people associated with them great pride to be able to point to their past accomplishments and their promise for the future. That is the stuff of which public relations work is made.

A railroad's public relations effort is not one man's work, nor a department's work. In fact, we cannot accomplish the desired results unless every man and woman on this railroad gets behind the idea and tells the railroad story at every opportunity. To do this requires more than loyalty. It is necessary that every railroad employe acquaint himself with the facts about matters that affect the railroad.

Public relations on a railroad is a term which has been defined as being

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the sum total of all the contacts of all the people on the railroad with all the people they meet. So, you see, it's much more far reaching than any departmental effort could be. To be most effective it requires the intelligent cooperation of all employes of the industry. The economic and social position of our industry is one with which the public should, in its own interest, be acquainted. The railroad industry is significant to every person in this great land, and it is the job of every man and woman in the railroad business to help make the public understand just what railroads mean. Not only do railroads stand out as the most economical, responsible, and safe carriers in this country, but also as good citizens and reliable taxpayers.

But who is to tell this to the public? If you are a railroad employe worthy of the name, you'll want to tell it. The public must eventually be brought to realize that the railroad is doing a bigger job than any other form of transportation can undertake, and more economically than most people realize.

On The Milwaukee Road during the past year, local public relations committees of employes have been formed in many communities. In most cases, the local agents have been called upon to serve as chairmen of these committees. From time to time material has been supplied to these committees so that they would be in a position to pass

the information on to other employes and the public. Employes can be helpful in presenting the railroad's side of the picture to the public and should get in touch with the chairmen of their local public relations committees.

These chairmen should, from the information with which they have been supplied, be able to furnish the answers to the questions they are asked about the railroads. An honest, intelligent knowledge of the facts about the railroads and the railroad's significance to the people of the communities it serves can far outbalance any contrary opinion not founded on fact.

All employes are urged to cooperate with their local public relations committees. The public expects accurate, intelligent information about the railroads and expects it from railroad employes. You, as an employe, represent a great industry, an industry with problems about which the public should be informed. After all, no industry is any greater than the attitude of the people who work for it allows it to be—and with the great number of railroad people in the country all conversant with the problems of the industry and making an intelligent presentation of the facts, it stands to reason that all of us will benefit from the enlightened public viewpoint that will result. Any benefit accruing to the railroad from such an enlightened

point of view accrues to the direct benefit of the people employed by the railroad. It is equally evident that if the public is not enlightened, and the significance of the railroads is not made apparent to the people of the country, they cannot be expected to be of much assistance in loosing the shackles with which the railroad industry finds itself bound.

The future of the railroads and their employes is dependent upon the attitude of the public to the industry. The railroad business has been good to its people—families have grown up in it and successive generations of families have carried it on and up, new generations taking over where the old left off, always improving, always adding and building to provide better and more economical, more reliable transportation facilities, until today we have the greatest, most economical transportation system in the world. Employes of this fine transportation system have a great story to tell, and it's up to you to tell it.

"To whom?" do you ask? To every-one you know! Because the people you know are the public. The butcher, the baker, the grocer, the members of your clubs, and your neighbors are the public. Your railroad needs their support. Enlist them in the cause. That's your part as a railroad employe in the work of "Public Relations."

The Milwaukee Road Choral Club Greets Hiawatha Train, on Arrival in Chicago, With Carol Singing

"SILENT Night, Ho-ly Night"—such were the strains of song which greeted passengers from the Hiawatha who arrived at the Chicago Union Station on December 22nd. Members of The Milwaukee Road Choral Club, who had taken up their positions on the east balcony of the station concourse and awaited the moment of the Hiawatha's arrival, had begun their Christmas serenade of carols and other appropriate music. The routine activity of the station stopped and the beautiful concourse became a place filled with holiness as the swelling voices of the choristers rolled forth under the high vaulted roof.

It was a real tribute to the members of the Choral Club that the Hiawatha passengers who were pouring into the concourse from train gates were held entranced by the beauty of the glorious Christmas songs. Many of our officers had stayed downtown that evening especially to hear the Choral Club. Mr. Scandrett was there and appeared to be just as much concerned about the success of the music as any of the singers. No one heard him sing, but he was obviously following the melodies and hoping as heartily as any member of the club that the high notes would be

successfully conquered. Mr. Gillick and Mrs. Gillick also stayed to enjoy the music as did Mr. O. W. Dynes, Mr. and Mrs. E. B. Finegan, Mr. L. M. Jones, and Mr. L. J. Benson. It should not be overlooked in passing that it was Mr. Benson who arranged many of the facilities which materially contributed to the success of the club's musical offerings.

Judging by its performance on this occasion, the choral club, although organized only last September, has every reason to believe that its future will be a brilliant one. Its officers are:

George Dempsey,
President.
Robert Johnston,
Vice-President.
Mary Finegan,
Secretary.
Grace Doyle,
Treasurer.
Wesley Nehf,
Librarian.

When this club was organized last September 9th, the services of Professor Clemens A. Hutter were engaged as musical director. Since the date of its organization, rehearsals have been held every Monday evening. The club's first performance was made in response to an invitation which it received from the Milwaukee Road Booster Club to appear at its children's Christmas party, which was held in the Union Station on December 18th.

A highly cherished possession of the club is a letter which was received by
(Continued on Page 13)



Milwaukee Choral Club Greeting Hiawatha Passengers in Union Station.

Wausau's Ski Tow

Longest in United States

THE longest ski tow in the United States is ferrying skiers to the top of high Rib Mountain, near Wausau. This is the first ski tow in the midwest, and is longest and most modern in the country, not overlooking the equipment at Sun Valley, Idaho. The tow is over 3,000 feet long, more than half a mile.

Construction of the tow is part of the extensive development of Rib Mountain State park for winter sports, and is a joint effort of the Wisconsin Conservation department, the National Park service, the Wausau Chamber of Commerce, and other local groups. The tow permits a person to be carried, without removing his skis, from the lower levels to the top of the mountain.

Of the 280 acres of state park land on Rib Mountain, the Conservation department is now completing development of 160 acres as a winter sports playground. The development includes ski trails, open slopes for skiing, toboggan slides, snowshoe trails, and other facilities for the expert as well as for the novice.

Rib Mountain, rising 1,940 feet above sea level, is the top-most geographical elevation in Wisconsin. No place in the state commands a more superb view of the surrounding country. The mountain itself, a huge lump of granite, is never grander than when winter snows streak its flanks and lie deep in the surrounding dark green woods.

Rib Mountain and Wausau are associated inseparably with Paul Bunyan, hero of Wisconsin's legendary folk-lore; from the mountain's rocky top, he is said to have dived into the Wisconsin River, two thousand feet below. That was some dive, and the splash it occasioned put the river so far out of banks as to create the thousands of lakes which dot northern Wisconsin. Paul was a doughty woodsman and whatever of the unusual, the remarkable, the scenic, the historic and the legendary pertains to the North Country, Paul is sure to have been mixed up in its origin, or its performance.

Here is another version of the origin of Wisconsin's lakes and fells: the lakes are the rain-filled foot-prints of Paul's great blue ox, Babo. Babo measured forty-two axehandles and a plug of

tobacco, between the horns,—with his foot-prints relatively sizeable.

Here is a yarn about Paul and his ox-team: When Paul backed his ox-team, everybody for miles around skurried for cover.

One day when Paul and his team were abroad in the land, old John Durick, a deaf lumberman was in the way,—didn't see Paul, and of course could not hear the commotion. So he remained where he was, placidly picking wintergreen berries. Paul was furious, and with one seven-league stride, he reached John, snatched him up bodily and roared into his deaf ears. Durick couldn't hear, couldn't tell what it was all about, but his appealing look of dismay softened Paul, so sitting down beside John, he learned John's sign language. In those days of old, summers in the trackless forests were hot,—the nights fairly tropical in their calm humidity, Paul, noticing how the lumberjacks tossed sleepless in their bunks, summoned his deaf friend. In the shadows of the tall pines the two conversed in their sign language and Paul's huge hands waving in the night like giant cabbage palms, so stirred up the air, that cooling breezes were soon blowing through the camps. Night after night the two engaged in their manual conversations and night after night the breezes blew, until blowing became a habit with the breezes and thus they blew on through the years,—thus they blow all through



Ready for the Tow

the summer nights and days of today,—and summer visitors to the north country blithely write home on those picture post cards which ever sing the songs of the Lorelei, "wish you were here,"—

"We're sleeping under blankets up here in Wisconsin," etc. So to Paul Bunyan's great hands we may offer our mead of praise for the cooling summer breezes of the North Country.

To the winter life and sports of his ancient habitat, the skiers at Rib Mountain are thankful that he put their big slide on the map.

Two Christmas Gifts

FROM Fairview, S. D., comes the following, written by Agent H. B. Olsen about two little boys and their Christmas present of a ride "on the steam cars,"—their first.

Mr. Olsen says the two dads told him that these two youngsters had craved the thrill of a train ride for a long time, and so out of the stocking Santa Claus had filled popped the longed for thrill, and "the two boys, Lorain Crawford, 7, and Wendell Peterson, 6, were given a round trip ride on The Arrow train from Fairview to Hawarden and return. They had never been on a railroad train before and were they excited. One was inclined at first to be a bit frightened, he said he 'was afraid the train would run too fast.' While the other was fearful they might fall out. I told them they need have no fear, that while of course the train was running pretty fast, the coaches were comfortable and safe,—much safer than the automobiles they were accustomed to ride in. Accompanied by their parents the trip was accomplished and when they returned, I interviewed them both. One said, 'Boy that was the most fun I ever had' and the other: 'It went so smooth it did not seem like we were going fast, but the telegraph poles went by awfully fast. I sure do like to ride on the train.'" "This, I believe," writes Mr. Olsen, "is what the younger generation needs,—if they become train-minded now, when they grow up, they will respect the railroad, as the best bet after all."

Sumner S. Johnston

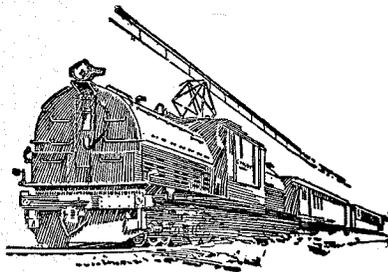
T. P. Rogers

MR. SUMNER S. JOHNSTON, one of the original I. & M. veterans passed away at his home in Minneapolis, October 30th at the age of 82 years. His death was caused by being struck by an automobile, at the time he was endeavoring to protect other motorists by placing a lantern at a hole in the street in front of his home. He was seriously injured and never regained consciousness.

Mr. Johnston had been secretary and treasurer of the I. & M. Veteran Association for many years, and notwithstanding that he had not been actively engaged in railroad work for over fifty years, railroading seemed to be in his blood, and he always kept in close touch with The Milwaukee Road, never failing to call at the Minneapolis offices to get a copy of The Milwaukee Magazine.

Mr. Johnston was loved and respected by a large circle of railroad and business friends throughout the northwest, who regret his passing.

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



In testifying before the Interstate Commerce Commission in support of the petition of the railroads for increased rates, Mr. Scandrett, among other things, said:

"The Milwaukee Road is a pioneer railroad. It is now in its ninetieth year. It has played an important part in the development of the territory north and west of Chicago. It serves a good territory, with well diversified agricultural and industrial development. The Milwaukee Road was not always poor. For many years as railroads go, it was highly prosperous. The difficulty of the Milwaukee Road is, in somewhat aggravated form, the difficulty of every railroad - the narrowing spread between revenues and expenses, the inability to store up fat on which it could exist during lean years, and then the cataclysm of our greatest depression.

"The steps a railroad must take to curtail expenditures in times like this, by pruning its payroll and limiting its purchases to absolute and immediate essentials, have broad repercussions throughout the country. The advantages of improved earnings have similarly broad effects. The payroll dollar of the railroad goes to every community, large or small, on the railroad, and directly increases its business activity. As to the beneficial effect of railroad purchases, it need only be said that railroads purchase some 70,000 different articles, produced throughout the country, and in good years these purchases aggregate over a billion dollars. I know of no one thing which would be of such favorable import to the public welfare as to place the railroads in a position which would enable them to restore men to their payrolls and re-enter the markets as purchasers of equipment and supplies."

A handwritten signature in black ink, appearing to read "J. D. Smith". The signature is written in a cursive style with a long, sweeping underline.

Chief Operating Officer





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

CARPENTER KENDALL, *Editor*

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

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George B. Haynes Retires Passenger Traffic Manager Takes a Holiday



George B. Haynes

WHEN a man has for more than a quarter of a century, climbed an uphill road, has reached a top goal, and occupied it for many years with distinction to himself and honor to his employers, he may consider himself justly entitled to a period of enjoyment and rest, and so it is with Mr. George B. Haynes, veteran passenger traffic manager of The Milwaukee Road, who retired from active service with the company, on February 1st.

The announcement of his retirement, dated January 21st, 1938, made by Mr. H. E. Pierpont, chief traffic officer reads:

"Mr. George B. Haynes, passenger traffic manager, after 45 years of loyal, faithful and efficient service with this company, has expressed his desire to be relieved of the duties of that position on February 1st, 1938.

"In his retirement, Mr. Haynes carries with him the kindly good wishes and affectionate regard of all his fellow officers and employees."

The many friends of Mr. Haynes, and they are numbered by all of his wide acquaintance, join heartily in all good wishes for happy recreation days, and a well earned rest after for so many years carrying the "burden and heat of a day" that in railroad annals has borne with it many and heavy responsibilities.

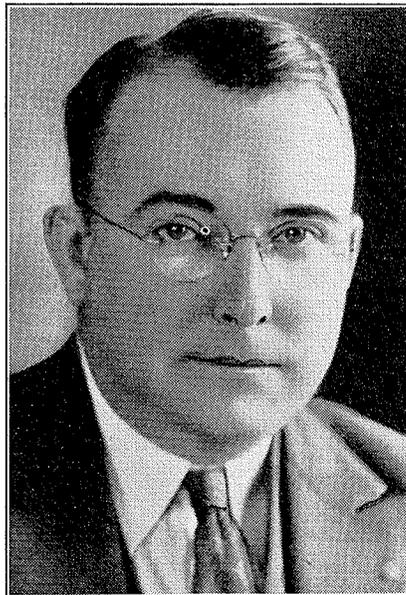
Mr. Haynes' railroad service began in 1891 with the Union Pacific Railroad at

Omaha. After eighteen months with that company he enlisted with The Milwaukee Road in December, 1892, as clerk in the Omaha office. He was advanced to the position of passenger agent in that city in 1893, becoming traveling passenger agent with headquarters in Chicago in 1903. In 1907 he was appointed Immigration Agent, at the time of the settlement of the new country opened up by the building of the Puget Sound Line. Those were busy years in immigration work and Mr. Haynes' dis-

tinguished service in that field gained him promotion to the position of Assistant General Passenger agent. In 1913 he became General Passenger agent, and in 1926, was appointed Passenger Traffic Manager.

Among his associates on The Milwaukee, his employes and his superior officers, the good will and affection that go with Mr. Haynes in his retirement, is tinged with regret that he will no longer be a familiar figure among them; and wherever his life may be cast in the future, into whatever environment his playdays may take him, he will still and always be an honored member of The Milwaukee Family.

Leslie M. Jones Appointed Passenger Traffic Manager



Leslie M. Jones

SUCCESSING Mr. George B. Haynes as Passenger Traffic Manager, is Mr. L. M. Jones, for the past year and a half assistant passenger traffic manager. Mr. Jones needs no introduction to the world of passenger traffic on this railroad or elsewhere, as he has for many years occupied positions of prominence and responsibility in the passenger department of The Milwaukee Road.

He entered Milwaukee service on December 6th, 1911, as ticket seller in the Minneapolis city ticket office, and in the following year was appointed traveling passenger agent. During the World War, Mr. Jones rendered signal

service as general agent, Troop Movement Section, United States Railroad Administration, handling troop movements over South Dakota and the Twin Cities.

In 1920 he became general agent of the Passenger Department with headquarters in St. Paul.

In 1924, Mr. Jones was appointed superintendent of sleeping and dining cars of this company, with headquarters in Chicago. Of this work, for him in what was an untried branch of the service, Mr. Jones said, "I had to learn many things. I had to know how to make baking powder biscuits, I had to know how to make yeast bread, and a lot of other simple things,—simple to a housewife, but rather out of line with any previous training I had had." That he succeeded in his quest for knowledge in bread-making lines and many other new problems, was evidenced by his success in administration of that department.

Mr. Jones is a dynamic personality, genial and friendly. He deserves all the success he has achieved, and his countless friends everywhere join with those on The Milwaukee Road in extending heartiest congratulations on his appointment.

Other appointments in the Passenger Traffic department are: Mr. W. J. Cannon, formerly General Passenger Agent, as Passenger Traffic Manager. Mr. H. Sengstacken, formerly General Agent Boston, as General Passenger Agent.

Dirty Dig

Tramp: "Could you give a poor fellow a bite?"

Housewife: "I don't bite, myself, but I'll call the dog."—Awgwan.

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A Centenarian, And Going Strong

John M. Horan's 100th Birthday Party



Cutting the 100th Birthday Cake.

JOHNNY HORAN'S 100th birthday was celebrated on Saturday, January 22nd, "on the property" of the Road that has employed him for the past 83 years. "Soda Ash Johnny," as he is affectionately known, for it was he who developed the idea of using soda ash in locomotive boilers to prevent scale, looked down the long row of faces present at his Century party and reflected upon the many changes that have taken place since that April in 1855 when he, as a lad of seventeen years, started to pile wood for the wood-burning locomotives at the downtown depot of the old Milwaukee and Mississippi Railroad in Milwaukee.

His 100th birthday party was held in a dining car at Milwaukee Shops.

The story of Johnny Horan has been and will long continue to be a legend on The Milwaukee Road. Despite his years, his boyish enthusiasm for the railroad has never diminished. He is active and alert, and the people who have attended dinners where Johnny has been present can attest to the fact that he's no mean after dinner speaker.

Mr. Scandrett and Mr. Gillick came to John Michael Horan's birthday party

together with a group of Milwaukee's leading citizens, and many railroad friends who came to pay their respects and stayed to enjoy the birthday luncheon which had been arranged for him. There were flowers and a big birthday cake and a great raft of letters and telegrams from friends all over the country. A telegram was read from the Governor of Wisconsin and Mayor Hoan of Milwaukee told Johnny in his telegram that his grandfather's name was John Horan (they dropped the "r").

After the greetings were read, Johnny responded speaking clearly, and happily recalling from his memory stories about many things that had happened before most of the guests were born. He pointed to a hill opposite the dining car and told about remembering having seen Indians laying the original track. Then he reminisced a bit about his early life. "You know," he said, "my mother called me her 'little fairy' in those early days, because I was such a sickly child. I guess I had every disease there was."

"At 11 I had palpitation of the heart. I was lying in our shanty about a third as big as this car here, and the doctor

came in behind his long gray whiskers.

"He picked me up, undressed me, thumped me all over and prescribed a tumblerful of buttermilk three times a day with a spoonful of cognac brandy in each. Teaspoons in those days held about half a pint.

"He also told my father that I ought to start to smoke. My father bought me a pipe, but he didn't have to give me lessons. I got well in three months."

In the 83 years that Johnny Horan has worked for the Road, he has never had an accident. To complete one year without an injury is commendable, but a record of 83 years without an injury is phenomenal. It's a record that he is proud of. Mr. Scandrett spoke briefly about Johnny's fine record "which is," he said, "perhaps unique in American history."

It is a record of a man who has turned 100 years and spent 83 of those years in the employ of one company and who saw his road grow from 14 to 11,000 miles.

E. W. Adams

IN SAN DIEGO, California, on December 12th, occurred the death of Mr. E. W. Adams, former secretary of this company. Mr. Adams was 78 years old, and had retired from the service in 1923 going at that time to reside in California.

Mr. Adams was at the time of his retirement, a veteran in the service, having occupied the position of Secretary for more than twenty years, previously to which he had been assistant secretary. His headquarters were in Milwaukee.

He is survived by his widow, Mrs. Abigail Adams, to whom is offered the sympathy of the many friends of The Milwaukee Family.

A TRIBUTE VIA RADIO

Station Kira, Seattle Honors Mr. R. Beeuwkes

IN its "Morning Memoranda" program on December 2nd, the following was given: "Our tribute for today goes to one whose very unassuming manner, quiet, and self-effacement, indicates alone, character of merit. But not only for this does Reinier Beeuwkes of Seattle deserve today's tribute. He is an electrical engineer whose fame so spread that he has received delegations not only from the North American continent, but from the British Isles and the Orient. It was Mr. Beeuwkes of the Chicago Milwaukee Railroad who designed and supervised the installation of 660 miles of electrification in the states of Washington, Idaho and Montana. In all those miles there has never been a difficulty. So amazing is this record, that he has been consulted by practically all other railroad firms, and was even sent to South America for consultation purposes. Thus the sponsors of this program, the Binyon Optical Company, pay honorary tribute to this personality of the day, and the company in whose employ he has served 25 productive years. Mr. Reinier Beeuwkes!"

The pictures of the Horan Birthday Party and Mr. Horan are by courtesy of The Milwaukee Journal.

Appointed General Agent, Passenger Department

A NNOUNCEMENT was made January 1st of the appointment of Marsh A. Oberg as general agent passenger department for the Milwaukee Road, with headquarters in Kansas City.

He succeeds Ernest G. Woodward who is retiring after nearly a half century of rail service.

Mr. Oberg, a native of Chicago, has been in the employ of the railroad since 1911, entering service as a rate clerk in Chicago. Previously he was assistant ticket agent in the Chicago Union Station. In 1921 he was appointed traveling passenger agent for the Milwaukee Road at Omaha and in 1923 was transferred to Des Moines in the same capacity. Since July 1, 1926 he has been chief clerk to the passenger traffic manager in Chicago.

Mr. Woodward has announced that his first years of retirement will be spent enjoying the traditional "busman's holiday"—traveling to the places he has been planning trips for others.



Marsh A. Oberg

Appointments

E FFECTIVE January 15th: Robert F. Johnson appointed chief clerk to Passenger Traffic Manager, vice Marsh Oberg, promoted. Mr. Johnson has been employed in the passenger department for the past seventeen years, starting as clerk and stenographer to the General Passenger agent; then chief clerk in the same office, chief clerk to Asst. Passenger Traffic Manager, from which position he succeeds to his present appointment.

Mr. G. L. Crosby, appointed general agent, Atlanta, Ga., vice Mr. J. H. Becker, deceased.

Mr. William Schneider, appointed traveling freight agent, with headquarters at Detroit, vice Mr. G. L. Crosby, promoted.

Harry S. Lynch

O N December 22nd, at his home in Chicago, occurred the death of veteran telegrapher Harry S. Lynch. Mr. Lynch had been in the employ of the telegraph department of this company for sixty years, 55 of which had been spent in CGO office, Chicago.

R. L. Whitney

R. L. Whitney, employed in the Accounting Department, Chicago, for the past 21 years, died at his home in Chicago on December 15th.

Funeral services were under the auspices of Welcome Lodge No. 916, A. F. & A. M., and interment was in Acacia Park cemetery.

Mr. Whitney is survived by his widow and two daughters, both of whom are married.

More to Tell Him

The motorist had been pulled up for speeding. "I wish you'd overlook it this time," he said. "As a matter of fact, I was hurrying to town on very important business."

"I'm afraid I can't help that," said the arm of the law.

"I never drive fast as a rule, but I've got to get to town quickly to see my lawyer."

"Well," said the officer, "you'll have more news for him now."

Ottumwa Chapter

K. M. Gohmann, Historian

THE Christmas Party on Dec. 11th in the Odd Fellows' Hall was attended by two hundred and fifty members of the Milwaukee family. At 6:30 in the evening a co-operative dinner was enjoyed by those present, the baked ham, rolls, coffee and cream being furnished by the Milwaukee Women's Club. There was the usual large quantity of appetizing food brought by the various families. The retiring president, Mrs. J. H. Stewart, was presented with a lovely corsage. Mrs. J. L. Frost gave a vocal solo, appropriate to the Christmas season, and one of Ottumwa's best orchestras was on hand to furnish music for dancing for the evening. The only admission to the party was an article of food to be used in the Christmas baskets for the needy. Mrs. Frank Ebberts was chairman of the party, assisted by Miss Ruth Towns, Mesdames Elmer Lowrey, Bernard LeBow and John Phleger. The tables were attractively decorated with cut flowers and sprays of holly.

The day preceding Christmas about thirty baskets were distributed, which were greatly appreciated, judging from the many notes of thanks sent to Mrs. J. H. Stewart. A very attractive cook book was compiled for the Ottumwa chapter, which netted the club approximately \$100. These were for distribution to members of the club with the compliments of the holiday season and any members not having received a copy will please notify the new president, Mrs. Mike Reynolds; also, any members desiring an extra copy may secure one for a small charge. Mrs. J. H. Stewart and Mrs. C. W. Riley composed the committee handling the publication and distribution of the cook book. Mrs. Frank Ebberts is the new chairman of the membership committee and is already busy soliciting members among the different departments of the railroad.

Friday, January 15, a one o'clock luncheon was held in the club house, which was a

co-operative affair, followed by a meeting, at which time the new officers were installed.

Mitchell Chapter

Mrs. D. F. Caldwell, Secretary

THE regular meeting of Mitchell Chapter was held on November 15th. Election of officers took place, with the entire old board being re-elected, as follows: President, Mrs. R. Paullin; 1st vice president, Mrs. H. B. Peterson; 2nd vice president, Mrs. S. H. Bruyn; treasurer, Mrs. Chas. Dunn; secretary, Mrs. D. I. Caldwell; corresponding secretary, Mrs. J. T. Bohan; historian, Miss F. J. Wilson.

At the December meeting, greetings were read from our president general, Mrs. Carpenter Kendall and Miss Lindskog, secretary general.

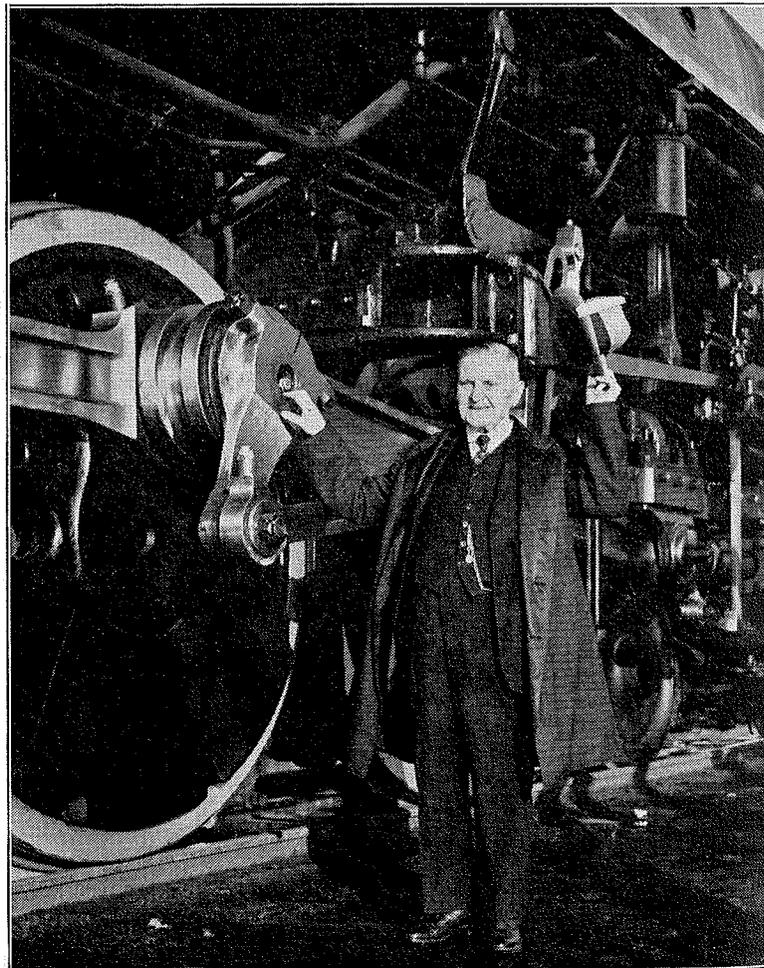
A beautiful quilt given by Mrs. Parsons was quilted by our club members and given away at our Christmas party. The chapter netted over \$25.00.

On December 20th, over thirty members met at the club rooms for a business meeting, when arrangements were made to send Christmas baskets to our sick and shut-ins. At 8:30 p. m. a large number gathered at the depot where a large tree was aglow, with gifts and trimmings under and on the tree.

All employees were invited and about 150 responded. Mrs. Dunsmore and Mrs. Lindquist were in charge. Carols were sung and prizes were given for the games. An oyster supper served by the "Depot Lunch Room" was enjoyed.

A dance is being planned—watch for time and place.

A dessert luncheon was given by our president, Mrs. Paullin, at her home, to the board, to make plans for the coming year. We feel we have accomplished a great deal, and our membership covers all the departments of the railroad, and a very general good spirit exists in the chapter.



Mr. Moran greets the world on his hundredth birthday.

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Death Benefits Under Railroad Retirement Act

THE attention of employes is invited to the provisions of Sec. 5 (a) of the amended Railroad Retirement Act, which reads as follows:

"The following benefits shall be paid with respect to the death of individuals who were employes after December 31, 1936: If the deceased should not be survived by a widow or widower who is entitled to an annuity under an election made pursuant to the provisions of Section 4, there shall be paid to such person or persons as the deceased may have designated by a writing filed with the Board prior to his death, or if there be no designation, to the legal representative of the deceased, the amount, if any, by which 4% of the aggregate compensation earned by the deceased after December 31, 1936, exceeds the sum of the total of the annuity payments due the deceased but not yet paid at death. If the person or persons designated to receive the death benefit do not survive the deceased, the death benefit shall be paid to the legal representative of the deceased."

This means that the widow or widower of any employe, regardless of whether or not the deceased was eligible for an annuity under the Act, would be entitled to some payment from the Railroad Retirement Board, depending upon the earnings of the deceased employe since December 31, 1936 (less any annuity payments already received).

The proper form to be used in making application for death benefits is known as RRB AA-7, which may be secured direct from the Railroad Retirement Board, Washington, D. C., or from one of the Board's three District Offices, viz: 264 United States Court House, Chicago, Illinois; 233 Uptown Post Office, St. Paul, Minnesota; or, 708 New Federal Building, St. Louis Missouri.

Card of Thanks

Through the Milwaukee Magazine, I wish to give thanks of myself and husband for the many kindnesses shown to us by Fullerton Avenue Chapter of The Milwaukee Railroad Women's Club through his long illness.

We can't find words to express our gratitude or to tell what their help and kindness has meant to us. The Women's Club is a grand organization—one to which any woman who is eligible should be proud to belong to.

—Mrs. V. Patenaude.

Might Be Worse

Pessimist: "Cheerful! How can I be cheerful when every bone in my body aches?"

Optimist: "Well, you might at least be thankful that you are not a herring!"

MM-M!

"Pardon me," said the stranger, "are you a resident here?"

"Yes," was the answer. "I've been here goin' on 50 years. What kin I do for you?"

"I am looking for a criminal lawyer," said the man. "Have you any here?"

"Well," said the other, "we're pretty sure we have, but we can't prove it."

Employes Certified for Annuities Under the 1935 Railroad Retirement Act Reported During December

Name	Occupation	Location
Rieger, Charles Thomas	Laborer	Dubuque, Iowa
O'Dea, James	Conductor	Terre Haute, Ind.
Hatfield, John Henry	Section Laborer	Savanna, Ill.
Clapper, Harry Stevens	Carpenter	Bensenville, Ill.
Wisner, Oscar Darius	Engineer	Minneapolis, Minn.
Finlayson, Alexander John	Machinist	Sioux City, Iowa
Colloton, Charles	Car Repairer	Mason City, Iowa
Franklin, James Wellington	Engineer	Madison, S. D.
Cramer, Martin	Passenger Agent	Milwaukee, Wis.
Pulley, Joseph Harvey	Conductor	Savanna, Ill.
Corbett, Ambrose Joseph	Conductor	Chicago, Ill.
Pratt, Edward Howard	Brakeman	Dubuque, Iowa
Shedded, Robert Young	Tr. Baggage	Elgin, Ill.
Mack, Clarence M.	Assistant Agent	Davis Jct., Ill.
Page, Napoleon Norman	Telegraph Operator	Randolph, Wis.
Whitlock, Harvey Owen	Conductor	Perry, Iowa
Court, Herman John	Agent	Carnation, Wash.
Teske, Jacob	Section Foreman	Eureka, S. D.
Griffen, Michael	Stationary Fireman	Janesville, Wis.
McSorley, James	Yard Brakeman	Council Bluffs, Iowa
Earl, Jesse Clinton	Engineer	Chicago, Ill.
Peckosh, John Anton	Pumper	Oxford Jct., Iowa
Brophy, Michael James	Engineer	Dubuque, Iowa
Wyckoff, John Eugene	Track Laborer	Green Island, Iowa
Maher, Joseph Harry	Teleg. and Agent	LaCrosse, Wis.
Hubert, Adolph Julian	Boilermaker Helper	Green Bay, Wis.
Gross, Peter Hubert	Crossing Flagman	Minneapolis, Minn.
McSorley, David	Freight Trucker	Council Bluffs, Iowa
Fillmore, Lewis	Yard Engineer	Minneapolis, Minn.
Graves, Herman William	Conductor	Chicago, Ill.
Johnson, Otto	Loco. Carpenter	Minneapolis, Minn.
Olson, Nels	Carman	Sioux City, Iowa
Hess, Samuel Heaps	Tr. Baggage	Savanna, Ill.
Hubbard, Frank	Carman Helper	Terre Haute, Ind.
Swartz, Jacob Leo	Section Foreman	Conover, Iowa
Hill, Griffin Wilburn	Waiter	Chicago, Ill.
Stoecker, Andrew	Tower Flagman	Milwaukee, Wis.
Finnane, Edward	Section Foreman	Wauke, Iowa
Bohrer, Harry Oscar	Operator	Lanark, Ill.
Glassner, George Adam	Pipe Fitter	Dubuque, Iowa
Rehbock, William Henry	Conductor	Savanna, Ill.
Decker, Charles William	R. H. Foreman	Elgin, Ill.
O'Beirne, John Charles	Yard Conductor	Chicago, Ill.
Swanson, John August	Carman	Minneapolis, Minn.
Kubec, Wenzel Thomas	Shop Laborer	Dubuque, Iowa
Ball, Cornelius	Pipe Fitter	Dubuque, Iowa
Hart, James Edward	Loco. Fireman	LaCrosse, Wis.
Walker, Daniel Edward	Agent	Mankato, Minn.
Rodat, Michael	Carpenter Helper	Milwaukee, Wis.
Roberts, John Lincoln	Conductor	Marion, Iowa
McCarty, Timothy James	Conductor	Milwaukee, Wis.
Brooks, Robert	Laborer	Ottumwa, Iowa
Gorman, John Thomas	Boilermaker	Kansas City, Mo.
Young, Henry	Section Laborer	Sigourney, Iowa
Hellisch, Nick Barnard	Section Foreman	Renville, Minn.
Robson, Robert	Machinist	Savanna, Ill.
Sorensen, Soren Christian	Train Dispatcher	Austin, Minn.
Huck, William C.	Switchman	Milwaukee, Wis.
Hare, Noah	Laborer	Marion, Iowa
Adams, Alex Thomas	Section Foreman	Wyoming, Iowa
Wilber, Frank Eugene	Crossing Flagman	Marion, Iowa
Walsh, George Edwin	Carpenter	Mason City, Iowa
Cush, Emil Edward	Timekeeper	Savanna, Ill.
Larkin, Joseph Arthur	Conductor	Milwaukee, Wis.
Brinker, Frederick Charles	Delivery Clerk	Chicago, Ill.
McGuire, Thomas	Section Foreman	Neola, Iowa
Binish, Anton	Carpenter	Green Bay, Wis.
Norton, Homer Isaac	Chief Tie Inspector	Marinette, Wis.
Mountford, Warren Raynard	Fireman	Minneapolis, Minn.
Learmonth, Franklin Alexander	Operator	Columbus, Wis.
Voelz, Julius August	Checker	Chicago, Ill.
Russell, Herman Joseph	Conductor	Davenport, Iowa
Grayson, Edward Wright	Conductor	Washington, Iowa
Tolbert, Lee	Conductor	Omaha, Nebr.
Graham, Andrew Stinson	Engineer	Dubuque, Iowa
Kehoe, James	Engineer	Aberdeen, S. D.
Woodrow, William	Engineer	Ottumwa, Iowa
Culver, Forrest Ball	Signal Maintainer	Manilla, Iowa
Eacker, George Clement	Train Baggage	Chicago, Ill.

Name	Occupation	Location
Rehm, George John	Assistant Yardmaster	Marquette, Iowa
Sievert, Frank Paul	Laborer	Miles City, Mont.
Maitland, John	Engineer	St. Paul, Minn.
Sheridan, Edward Steven	Machinist	Spokane, Wash.
Richardson, William James	Engineer	Elgin, Ill.
Coyle, Michael Francis	Conductor	Elgin, Ill.
Dunn, Dominic	Section Foreman	Random Lake, Wis.
Hayward, Charles Henry	Train Baggage	Monticello, Iowa
Hansen, Hans (known as Henry Holmes)	Car Repairer	Council Bluffs, Iowa
Ristow, Otto	Flagman	LaCrosse, Wis.
Ramsay, Samuel Allen	Cashier	Northfield, Minn.
Heitka, William Albert	Conductor	Milwaukee, Wis.
Braatz, Gustave Adolph	Section Foreman	Green Bay, Wis.
Yarmark, John	Cabinetmaker	Milwaukee, Wis.
McKinlay, Harry Wilson	Engineer	Kansas City, Mo.
Hertner, Jacob Adolph	Machinist	Dubuque, Iowa
Merwin, Charles Mason	Conductor	LaCrosse, Wis.
McElheny, Frank James	Machinist	Miles City, Mont.
McLuen, Carrollton Roy	Engineer	Perry, Iowa
Wolfe, Toler Kingsley	Checker	Milwaukee, Wis.
Earlick, August Fred	Janitor	Sioux City, Iowa
Goelz, Louis	Upholsterer	Milwaukee, Wis.
Newbowers, Maxmillian	Engineer	Rapid City, S. D.
Ober, Oscar Eric	Engineer	Austin, Minn.
Jacobs, Charles Henry	Conductor	Portage, Wis.
Royston, John	Crossing Flagman	Madison, Wis.
Davies, Joseph William	Machinist	Kansas City, Mo.
Westbrook, George Aaron	Conductor	Three Forks, Mont.
Millard, Clarence Alfred	Conductor	Deer Lodge, Mont.
Wolfe, Isaac Jasper	Engineer	Council Bluffs, Iowa
Davis, Samuel James	Conductor	Kansas City, Mo.
Parker, Charles Albert	Signal Maintainer	Haugan, Mont.
Rzatkiewicz, Mathew	R. H. Laborer	Milwaukee, Wis.
Wilson, William James	Engineer	Ottumwa, Iowa
Mitchell, Alfred Brown	Engineer	Milwaukee, Wis.
Kent, Patrick Joseph	Bridge Tender	Chicago, Ill.
Klingler, Charles Henry	Agent	Milwaukee, Wis.
Pudlewsky, John Jacob	Clerk	Chicago, Ill.
Lukas, Frank Joseph	Carman	Dubuque, Iowa
Garvey, William Francis	Freight Service Inspr.	St. Paul, Minn.
Messier, Eugene	Watchman	Escanaba, Mich.
Van Dyke, George Alfred	Superintendent	Austin, Minn.
Shank, William Douglas	Conductor	Marion, Iowa
Bash, Daniel Christopher	Track Laborer	Marion, Iowa
Hurst, Joseph William	Sta. Engineer	Deer Lodge, Mont.
Crouse, Charles Henry	Freight Agent	Minneapolis, Minn.
Clemans, Hiram Rich	Laborer	LaCrosse, Wis.
Brown, James Nicholas	Conductor	Ottumwa, Iowa
Poindexter, William James	Porter	Milwaukee, Wis.
Groth, William David	Carman Helper	Minneapolis, Minn.
Johnson, Carl Oscar	Engineer	Chicago, Ill.
Boheim, John	Machinist Helper	Milwaukee, Wis.
Delaney, James	Turntable Operator	Minneapolis, Minn.
Voigt, Ernest Daniel	Machinist Helper	Milwaukee, Wis.
Harrington, Charles Rufus	Scrap Sorter	Tacoma, Wash.
Howell, Oeland Frederick	Machinist	Tacoma, Wash.
Magee, William Delbert	Agent	Perry, Iowa
Breckenridge, James Clark	Conductor	Malden, Wash.
Christensen, Martin	Tie Inspector	Escanaba, Mich.
Coyne, William Brockway	Switchman	Fond du Lac, Wis.
Fischer, Lawrence Paul	Car Repairman	Terre Haute, Ind.
Froehlich, John	Freight Handler	Chicago, Ill.
Glasener, George Buchanan	Telegraph Operator	Monroe, Wis.
Gould, William Joseph	Car Carpenter	Bensenville, Ill.
Gradecki, Simon John	Carpenter	Milwaukee, Wis.
Hilgendorf, William	Yard Clerk	Milwaukee, Wis.
Kirby, John Patrick	Switchman	Chicago, Ill.
Kramer, Katherine Eliz.	Clerk	Elgin, Ill. (Chi.)
Krawczyk, Frank	Box Packer	Milwaukee, Wis.
Ling, Thomas Stonehocker	Laborer	Cedar Rapids, Iowa
McCarthy, William John	Upholsterer Helper	Milwaukee, Wis.
Modrzyk, Stanley	Laborer	Milwaukee, Wis.
Preston, Charles Edward	Freight Carman	Minneapolis, Minn.
Williams, Edward Michael	Caller	Milwaukee, Wis.
Bartz, William Henry	Section Laborer	Bardwell, Wis.
Bryan, George William	Conductor	McGregor, Iowa
Gardner, Frederick William	Car Inspector	Milwaukee, Wis.
Germain, Fred Walter	Telegrapher	St. Paul, Minn.
Gillette, Joseph Earl	Foreman	Mazomanie, Wis.
Gilyard, Hans Olson	Section Laborer	Groton, S. D.
Griffis, Herbert Allen	Brakeman	Minneapolis, Minn.
Grogan, Thomas Lawrence	Carman	Miles City, Mont.
Harwood, Linus Hiram	Car Inspector	Milwaukee, Wis.
Hostad, Andrew Anderson	Trucker	Sioux City, Iowa
Howat, Hugh	Car Accountant	Minneapolis, Minn.
Jansa, Bernard	Stower	Sioux Falls, S. D.

(Continued on Page 28)

They're Riding the Snow Trains

(Continued from page 4)

fied, the skiers are ready to go out into the Bowl. There is another stairway leading down to the ground from the upper story. (In deep snow it can be made into a ramp, and you will be able to ski directly from the building onto the snow outside.) Now facing the lodge is the mountain, which is the reason for everybody coming here. Down its sides five different and independent ski courses have been cleared out, all named after our crack Milwaukee trains, Hiawatha, Chippewa, Arrow, Pioneer and Olympian. These courses vary in length from 1,200 to 1,800 feet, and all vary in steepness. The needs of the "Sitzmarkers" as well as the "Kanonen" have been given special attention. If you like a steep grade where you can get up speed to around 80 miles an hour, it's here for you (but not for me), or, if you like a gentler slope (this is my style), it's here for you, too.

The Ski lift at Snoqualmie Bowl has already been acclaimed the best in the northwest. Let's assume you have taken a nice swift flight down Pioneer Lane, for instance, and you look up the slope again, and decide it's too much like work to climb up again. (It's good exercise, but it is hard work.) Well, all you have to do is present your ticket to the operator, grab onto a handle, get your skis in the tracks, and in just a minute you will start moving. You'll move by electricity, just like you did on the train, but this time you'll move only about four miles an hour. It seems faster than that, and it is only a minute till you're at the top again, and ready to zoom down once more. Fun, eh?

How the "Bowl" Got Started

There is now some doubt as to just who was the parent of the idea of establishing a winter playground at Hyak, which has now been named "Snoqualmie Ski Bowl" (it's just east of Snoqualmie Tunnel). There are those who look at Norm Meyer, Supt. of Transportation, with the eye of suspicion, but Norman generously assigns the responsibility of parentage to Samuel F. Racine, President of Wilson's Business Colleges in Seattle and Tacoma. It seems that a while back, Mr. Racine, who is always on the lookout for some new opportunity to give his business college students different recreational facilities, looked over the Hyak territory, and decided it would make an ideal winter playground where his students could enjoy a day's outing, go to and from the playground safely on the railroad, and get back the same day. He broached the idea to Norm Meyer, and Norm passed it along, with the result an appropriation was made to build a lodge and do some necessary clearing of courses. It didn't take much. The Bowl was a "natural."

Originally planned to accommodate only about 300 patrons on a day like a Sunday, the Bowl has been handling over a thousand a day ever since its

Snow Trains

(page 4)

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opening. Passengers are handled in special trains, which have been run to Hyak each Saturday and Sunday. Each Friday night Wilson's Business College charters a special train of 250 passengers, students and guests, leaving Seattle at 6:00 P. M. and returning a little after midnight. This night skiing is made possible because all the various ski courses are floodlighted with electric lights and skiing under the moon, down a tree-covered mountainside, is a thrill you will not soon get over.

In recognition of the manner in which the ski trains are conducted, and the supervision of young people at the Bowl, the Seattle Parent-Teachers Association recently gave the Bowl their full recommendation, and since that time students of the high schools have likewise shown their interest. At this writing, several of the Seattle high schools have arranged special tours for Saturdays, each school sponsoring a special train each week. Other groups in the city have been making inquiries as to the possibility of handling their special parties, so there's no doubt about the fact that the Bowl is going over big.

Concession for operating lunch facilities at the Bowl has been let to Ben Paris, prominent restaurateur of Seattle, who is becoming almost as well known for his sponsoring of Snoqualmie Ski Bowl, as for his nation-wide fame as sponsor of the "Salmon-Derby," which annually attracts the attention of every salmon angler in the country. Prizes are offered by Mr. Paris for the largest catch of the season, and his trophies are eagerly sought after.

Mr. Paris also has the concession for operating the Ski Lift at the Bowl, for which a nominal charge is made for use.

It has been estimated by Ken Binns, Ski Editor of the Seattle Times, that there are 95,000 ski enthusiasts in Seattle and vicinity. It looks like that number is increasing daily. Snoqualmie Ski Bowl, located conveniently on the railroad, has been responsible for the creation of quite a few hundred new skiers to add to that list. For those at the bowl who desire instruction on how to ski properly, arrangements have been made with Ken Syverson, noted skier of the northwest, who conducts classes at the Bowl at very reasonable rates, and his classes have been very well patronized. It seems that once you get the "ski bug" you're anxious to go at the sport right, in order to get the most possible fun out of it.

Home from the Hills

At the present time, Snoqualmie Ski Bowl has no facilities for overnight accommodations, and the special trains have been returning skiers to Seattle and Tacoma on the same day. This convenient arrangement, where skiers can have a long day's outing from dawn to dark, and are able to board a train and return home in comfort has been much appreciated, especially by the grateful parents of young enthusiasts, who know that if their offspring are

riding the railroad they're safe, and will be back in town just when the railroad says they will be.

There is no bucking of snow on icy roads in an overloaded automobile, with the chance of spending the night in the ditch, or an even more serious accident. Riding the snow train, the engineer is doing the driving. You can relax and enjoy yourself in comfort. The cars are warm, and if you fall asleep the train still keeps running and brings you safely to your destination.

Seattle Bound

The return trip on a snow train is very much like the going trip. If you expect any let-down in activity, you don't know young people. Once more the recreation cars are crowded (the sandwich boys also do a good business). Young folks are comparing notes, laughing over humorous events of the day, and laying their plans for their next day of leisure. "You come up with me next time" is a frequently heard remark, and statements are made as to who else they're going to get to go along. "We sure had a good time" they keep repeating back and forth, and an-

The Milwaukee Road Choral Club

(Continued from Page 5)

its president, George Dempsey, from Mr. Scandrett after he had heard its Christmas serenade. Mr. Scandrett said:

"I want to repeat what I said to you last evening about the Choral Club. In view of the limited practice the performance was a truly astonishing one. The Club is already a fine asset for the Milwaukee Road, and I am very proud of it."

"With all good wishes for a Merry Christmas and with my heartiest congratulations to the Club."

A feature of the evening's performance was that provided by Wesley Nehf in leading the audience of more than 500 people in community singing. Nehf proved himself a real showman. His commanding personality literally drew song from the audience. "Jingle Bells" tinkled from all of the far recesses of the vast station under his leadership. His ability as a showman though, is not the only thing that's making a reputation for him,

other remark frequently heard is "I never knew these snow trains were so much fun."

Somehow or other, a goodly percentage of the present younger generation has grown up without ever having taken a ride on a railroad before, all previous outings, for vacation or week end, having been made by automobile, or some other form of transportation. It is estimated that at least 35 per cent of the patrons of the ski trains have never been on a train, and these excursions are their first introduction to the railroad. Their surprise and satisfaction at their comfortable surroundings, their appreciation of efficient railroad service, is loudly expressed, and if the Milwaukee Railroad has done nothing else at Snoqualmie Ski Bowl, it has introduced to train travel a large number of young citizens who from now on will be railway minded.

No doubt, if continuing patronage justifies, there will be other developments at Snoqualmie Ski Bowl. This is something for the future, of course, but the snow train idea certainly seems to have taken hold of America hard.

as he is coming to be known as one of the best passenger traffic solicitors in the Freight Department. The club provided its audience with programs and song sheets in preparation for the community singing. It was a grand party and all who heard the music joined with Mr. Scandrett in agreeing that the club is "a fine asset for the Milwaukee Road."

Rehearsals have been started in



Mrs. Franklin D. Roosevelt Boarding the Hiawatha in St. Paul, Dec. 20th, en route to Washington, D. C. Parlor Car Conductor J. J. Kocher at left.

preparation for a concert to be held in the spring. If there are people in the Chicago area who think they would like to sing, it is suggested to them that they communicate with George Dempsey at Room 870, Union Station Building, and make application for membership. Or better still, stop in at a rehearsal any Monday evening between 5:30 and 7:00 in the Conference Room on the Jackson Boulevard side of the station and see what a great bunch of singers this new Choral Club is developing.

A double quartette from the Choral Club consisting of Messrs. W. C. Ander-

son, G. M. Dempsey, R. E. Dove, R. F. Johnston, W. W. Nehf, Carl Peterson, H. Rudd and R. W. Weber; Konrad Hagen, accompanist, gave added holiday cheer to the annual Christmas Eve "Open House" of Union Station Chapter of The Milwaukee R. R. Women's Club, with their offering of Christmas carols.

The chapter entertains all employees of The Milwaukee Road, having offices in the Union Station, at luncheon on the day before Christmas, and the offering of song was much enjoyed by the four hundred and more guests. The chapter greatly appreciates the courtesy of the choral club.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Mobridge Chapter

Mrs. R. N. Keating, Historian

THE regular meeting of the chapter was held at 8:00 P. M., Nov. 15, with a very small attendance, due to conflicting programs on the same evening.

The meeting opened with the following splendid program:

Tap dance number by Kathleen Greene, saxophone solo, George Pierson; tap dance trio consisting of Rose Marie Fraher, Jean McFarlan and Geraldine Putnam (Mr. J. C. Thompson, director of music for our city schools, accompanied the above numbers); reading by Betty Klien; two piano numbers were well played by Forest Doud, son of Mr. and Mrs. B. K. Doud.

The members repeated the club motto, followed by the singing of "America the Beautiful," after which the treasurer's report was read as follows:

Total receipts	\$121.00
Disbursements:	
For janitor	8.00
Advertisements	1.25
For notice of meeting in Reminder.	
Bank nite	1.00
TOTAL	\$ 10.25
Total balance on hand.....	\$318.07
Membership report:	
Voting members	126
Contributing members	107
TOTAL	233
Good cheer families reached.....	30
Expenditures for cards, stamps, etc..	\$1.50
Personal calls40
Telephone calls45
TOTAL85
Message and sympathy cards sent.....	5
There was no welfare report.	
Ways and Means:	
From play	\$110.00
Rentals	11.00

President Eileen Swanton read a letter from Miss Lindkog congratulating us on the report of the play. A letter received from the commander of the Salvation Army was read in which he appealed to the club for aid. A motion was made to table this business until next meeting, due to such a small attendance at this meeting.

Suggestions for general aid for those needing it were discussed. Those knowing of need for Christmas baskets were asked to leave names of such parties with the president and she in turn will take care of them with the aid of a committee.

At this time Mrs. Fritz, chairman of the

nominating committee, presented her slate of officers as follows:

President, Eileen Swanton (for re-election); 1st vice president, Mrs. Chas. Williams; 2nd vice president, Mrs. Bert Doud; treasurer, Mrs. Hopper; recording secretary and historian, Mrs. Roy Keating; corresponding secretary, Mrs. Geo. Gallagher. Nominations closed with unanimous ballot cast for election of nominees named.

Plans were made for the next meeting which will be a Christmas party.

Bank Nite drawing went to Mrs. G. Baun again. Meeting adjourned after which doughnuts and coffee were served by Mesdames Wm. Riecke, Vict. Nord and Dora Anderson.

On December 20 the regular meeting of our chapter was held at the club rooms which were beautifully decorated for our annual Christmas party. The entire atmosphere and spirit were in keeping with the Christmas season.

The meeting opened with the singing of "Silent Night," after which the club motto was repeated by the members.

A short business meeting followed with reports of the various officers and committees.

The club was recipient of generous cash gifts or donations for which we are indeed deeply grateful to Mrs. K. B. Lennan, Mr. Ed Ogden, and the B. A. R. E. Association.

At this time a letter received from Mrs. Kendall discouraging the plan of co-operating with any advertising on other publicity participation as a means of raising funds for the club was read. This clears up any thought concerning various means of building up our treasury. From now on any work or plans will be devoted to local enterprises.

Miss Lindskog and Mrs. Kendall sent Season's Greetings to our chapter.

Christmas greetings were extended by our president, Eileen Swanton, after which the meeting adjourned.

Bank Nite drawing went to Mrs. L. Johnson.

The turkey raffle was won by Mrs. Hoehn.

Mrs. Baun presented the following program at this time:

Readings by Mr. L. H. Buckholtz, secretary to the local B. A. R. E. Association. Both readings were in keeping with the occasion and were very much enjoyed. A piano solo by Jean McFarland proved very pleasing. A lovely vocal solo was sung by Gladys Thomas. She was accompanied by Mrs. Tobin. Joan Shefelbier favored us with a difficult piano selection.

The remainder of the evening was devoted to games and contests for which prizes were awarded. Mrs. Geo. Gallagher, Miss Madine Beaver and Mrs. Roy Keating

were on the committee to assist Mrs. Baun in the entertainment for the evening.

Santa Claus made his appearance at the close of the entertainment and distributed bags of candy and nuts to each one present. Gifts were exchanged among the members which proved very pleasing to all.

The evening was climaxed by the serving of a delicious lunch by Mesdames Fritz, Lentz and Stock.

Savanna Chapter

Marie J. Clifford, Historian

TWENTY-FIVE members of Savanna Chapter braved the snow and cold weather Monday evening, December 13th and came to the meeting held at the Lydia T. Byram Club Rooms.

Officers elected for the year 1938 are as follows:

President, Mrs. H. P. Buswell; 1st vice president, Mrs. Lloyd Hinsch; 2nd vice president, Mrs. Wm. Sheetz; treasurer, Mrs. Albert Lahey; corresponding secretary, Mildred Eaton; recording secretary, Mrs. M. K. Lynn; historian, Marie J. Clifford.

Committee chairmen named by Mrs. Buswell for the coming year are as follows:

Membership, Mrs. Ted Nielson; sunshine, Mrs. Wm. Waymack; welfare, Mrs. Wm. Dougherty; house and furnishings, Mrs. Boyd Latham.

The next get-together potluck supper and meeting will be held on January 10th. Mrs. Oscar Kline will be general chairman of the affair, Mrs. G. H. Rowley will be dining room chairman, Miss Eunice Stevens, program chairman.

Twenty Christmas baskets for distribution among the needy were planned.

The meeting was followed by bridge and 500 and prizes awarded to Mrs. Ted Nielson and Mrs. Jas. Smith.

Mrs. O. C. Schmidt drew the attendance prize.

Reports from committee chairmen showed the following: Four families helped at an expenditure of \$36.32 during November, according to the welfare chairman. Good cheer work consisted of 6 bouquets of flowers and one basket of food dispensed, there were also 33 families reached by this committee.

Our membership is at a standstill at this time, but a drive for new members will start after the first of the new year. The ways and means activities netted \$13.67 during November.

Another gala evening was spent on January 10th, when the Savanna Chapter entertained 200 Milwaukee Women's Club Members and their families at a Pot Luck supper and dance in the Lydia T. Byram Club Rooms, the affair being in charge of the Transportation Department, Mrs. O. S. Kline, general chairman and her co-chairmen: Mrs. A. J. Reinehr, kitchen, Mrs. G. H. Rowley, dining room, Miss Eunice Stevens, program and dance.

Following the supper a short business meeting was held, opened by singing of club songs, minutes of the previous meeting were read, also reports. Mrs. Buswell, the president, announced that 23 Christmas baskets were filled and distributed to the needy at Christmas time. She also announced that a membership drive is now on and we want to increase our membership all possible. Mrs. J. J. Van Bockern received the attendance prize.

Program was as follows:

Piano solo, Alma Mae Lynn; rain dance, Dolly Smith, Virginia Hinsch; Spanish tambourine dance and song, Peggy Haas; Yankee doodle dance, Dolly Smith, Virginia Hinsch; song, Patricia Kinney, accompanied by Marian Kinney; soft shoe dance, Jean and Grace Mulder; reading, Janet Elder; tap dance and song, Betty Davis; piano solo, Marian Kinney; song and dance, Duane Orr.

Music for the dance furnished by the Merry Makers Orchestra.

Sioux City Chapter

Lillian Ross, Historian

SIoux CITY CHAPTER extends, not only the usual mid-winter festival greetings, but also an earnest wish of happiness and success throughout 1938 to all the women's

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clubs of the Milwaukee railroad. If only we had the space to name all the dear friends from Puget Sound to Lake Superior and all points between.

Casting up accounts for 1937, your recorder finds that the best are not always the financial ones. The highlights of the past year were our get-together-times. The annual summer picnic, when members residing on our branch lines come to town to visit us for the day. Just to see them, hear their voices and clasp their hands—if only once a year is like a heady draught of wine to us. We are already looking forward to next summer. The picnic wouldn't be quite the same otherwise.

Then there was our Thanksgiving turkey dinner. AND SUCH A DINNER. AND SUCH A CROWD. Almost 300. We hope it, too, will become an annual affair.

Perhaps those old Romans were wise in placing Christmas so near the year's end—Christmas with its lovely sentiments, its loyalties and remembrances—making us forget entirely the annoying and irksome things, and leaving only in our memories the worthwhileness of our club—its endeavors and accomplishments, in the opportunity for service, which comes through our chapter, we become aware—it is not so much the difficult problems that confront us, as our ability to take it and come up smiling and undefeated.

We had some hard ploughing last year, and lo, the ways and means raised \$100.50. Our membership went over the top. We have \$200 in the treasury. Sixteen Christmas baskets were sent out, and 275 children were made happy at the Christmas Tree party in the station with bags of fruit and candy. So it is only fitting to say that our now past-president, Mrs. Robson closed a two year administration in a blaze of glory, endearing herself to us all and paving the way for our ambitious and enthusiastic new president, Mrs. Tom Snyder. And we gave the new lady a great big hand.

First vice president, Mrs. Earl Murphey; 2nd vice president, Mrs. John McGrane; secretary, Mrs. W. L. Eckert; treasurer, Mrs. N. E. Capwell; corresponding secretary, Mrs. R. L. Robson; historian, Mrs. Ben Rose.

Upon retiring Mrs. Robson was extended a rising vote of thanks just before she handed the gavel to her successor.

Mrs. Snyder spoke briefly but impressively of her hopes and plans for the coming year, and announced the following chairmen;

Membership, Mrs. R. L. Doud; welfare, Mrs. C. H. Embick; publicity, Mrs. M. Burels; sunshine, Mrs. John Carney; social secretary, Mrs. Mike Gallus; telephone, Mrs. Jess Jamison; auditing, Mrs. John Hanson; safety first, Mrs. Clare Bushnell; entertainment, Mrs. A. G. Glass; constitution and by-laws, Mrs. Homer Snow; ways and means, Mrs. Arthur Nelson and Mrs. Harvey Hoffman; house and purchasing, Mrs. A. G. Elder.

Regular board meeting every third Monday.

General membership meeting every fourth Monday.

The club extends sympathy to the families of Mr. Jack Aylward, conductor, Mrs. Ada Bartolet, widow of engineer George Bartolet and Mr. John Miller, maintenance of way; to the ones that are gone, we know they have the "peace that passeth all understanding"—to their families, we would say—hold and cherish their memories, and among them you will find memories of constance and service, of hardships and struggles and laughter and supreme joy, which will in days to come bridge the gap of separation.

Dubuque Chapter

Mrs. W. W. Graham, Historian

At the regular meeting of Dubuque Chapter, January 6th, officers for the present year were installed by Mrs. Royce, installing officer, as follows: president, Mrs. H. O. Wiedner; 1st vice president, Mrs. Geo. Graff; 2nd vice president, Mrs. W. Thurber; secretary, Mrs. Litscher; corresponding secretary, Mrs. W. Keefel;

treasurer, Mrs. J. Chaloupka; Mrs. W. Graham, historian.

The chairmen appointed were as follows: ways and means, Mrs. Geo. Laskey; good cheer, Miss L. Miller; constitution and by-laws, Mrs. L. Parnell; relief, Mrs. O. Wellman; membership, Mrs. H. Kreamer; auditing, Mrs. J. Thomas; safety first, Mrs. J. Benzer; publicity, Mrs. H. Kaiser; social, Mrs. P. Duffy; program, Mrs. A. Bensch; refreshments, Mrs. P. McGeough; house and furnishing, Mrs. A. Wagner.

After the routine of business, refreshments and a social hour was enjoyed.

Dubuque Chapter was active during the year just passed, monthly meetings being held throughout the season. Cards and other games were played with card parties given for the purpose of raising money for relief work; a "Mixing Bowl" constituted one of our activities, netting \$50.00; a steamboat excursion was enjoyed in the summer, netting \$37.93; we also have had on sale extracts, for which a nice sum was realized. A quilt was pieced, for which chances were sold.

The chapter has sent to those taking the Pension, cards of appreciation and goodwill. An original verse by Miss Miller was on the card, together with good wishes, etc. All receiving the cards have expressed their pleasure, and say the cards will be treasured. The verse is quoted below.

In a small way, we have tried to be helpful and comforting to our bereaved members by going into the home and being of service to them. Our president, Mrs. Weidner, has handled that service in her own sweet way.

Our chapter suffered a loss in membership owing to changes in the shops, etc., but our loss has been another's gain, as those leaving us have usually gone elsewhere on the System, and become members of other chapters.

To Our Retired Veterans

"So, you're taking it easy, are you?

Well, now isn't that the thing to do?

After years of loyal service

It is just what is coming to you.

"This greeting is sent to remind you

That although your job is done,

Your work cannot be forgotten—for

It is witnessed by everyone.

"Yes, those who will walk in your footsteps

Must build from the foundation you've

laid.

Congratulations upon your retirement

And the splendid showing you've made."

Wausau Chapter

Mrs. A. I. Lathrop, Historian

A FINE and capable slate of officers has been chosen to conduct the affairs of the Wausau chapter. At the November meeting, on the ninth, Mrs. Felix Slomski was elected president; Mrs. Jay Campbell, first vice president; Mrs. Charles Conklin, second vice president; Mrs. W. W. Essells, recording secretary; Miss Mildred Conklin, corresponding secretary; Mrs. J. E. Whaley, treasurer; Mrs. A. I. Lathrop, historian. At the same meeting, Mrs. Slomski appointed the following committee chairmen: Mrs. Leo Ziebell, good cheer; Mrs. Emily McCarthy, welfare and benefit; Miss Lou Wagner, social; Mrs. M. J. LeSage, house and purchasing; Mrs. Ed. Gongaware, ways and means; Mrs. William Kroepflin, library, and Mrs. Walter Freebern, membership.

After the business meeting, games were played, and a buffet lunch was served by Mrs. A. I. Lathrop, chairman, assisted by Mrs. Isadore Livernash, Mrs. Elgin Fowler, Miss Mildred Conklin, Mrs. James O'Brien, and Mrs. Ray McEwen. The table was attractively decorated with Thanksgiving motifs, and centered with yellow and bronze button chrysanthemums. Mrs. E. W. Wanderer, Portage, and Mrs. E. P. Little, Irma, were out-of-town guests.

It was decided to have a Christmas party and exchange of gifts Tuesday afternoon, Dec. 14.

The October meeting of the Wausau chapter, on the 12th, took the form of a luncheon, served by Mrs. Walter Freebern, chairman, assisted by Mrs. August Krueger, Mrs. J. S. Biringer, Mrs. Ray Schultz, Mrs.

John Scherhart, Mrs. Frank Duvie and Mrs. Minnie Staega. At the business meeting, the president appointed Mrs. Emily McCarthy, Mrs. Charles Conklin and Mrs. A. I. Lathrop as members of the nominating committee. Later, cards were played.

The club is in a very prosperous condition, financially, with little need for welfare work. It is gratifying to note that a small boy in whom the club was interested, was able some time ago to discontinue wearing his plaster cast, and to live a more normal life. The club collects more rental for the club house than formerly. It has been decided to secure a new gas stove for the kitchen, as a leaky one and a willing hostess committee are a bad combination, and none of the members care to "go to heaven" by the asphyxiation route.

Othello Chapter

Edith Bogardus, Historian

ON NOVEMBER the 11th our chapter gave a free turkey dinner in the club rooms for all club members. Approximately one hundred attended and partook of a wonderful dinner prepared by the committee.

The chapter met Tuesday evening, December 7th, in the club rooms with twenty-two members present for the gift exchange Xmas party and installation of new officers. The club rooms were prettily decorated with a tree, Xmas streamers, bells and Santa Claus by the Mesdames Krause, D. Doyle, and Schumacher.

The new officers installed for next year are: president, Mrs. W. J. Krause; 1st vice president, Mrs. Clarence Showalter; 2nd vice president, Mrs. C. J. Bogardus; recording secretary, Mrs. J. C. Morgan; corresponding secretary, Mrs. A. A. Frazier; assistant recording secretary, Mrs. E. K. Reynolds; treasurer, Mrs. S. Weidner; historian, Edith Bogardus.

After the covered dish luncheon was served the gifts were opened and Mrs. J. A. Frazier, our outgoing president, was presented with an I. E. S. floor lamp in appreciation of the good work she has done for us in the past two years.

Spokane Chapter

Mrs. W. H. Hunter, Historian

SPOKANE Chapter held its November meeting on the 23rd, the president, Mrs. F. W. Watkins, presiding. This was election day for officers for 1938. Mrs. W. A. Snure, chairman of the nominating committee, presented the following: President, Mrs. W. A. Harnack; 1st vice president, Mrs. M. C. Helmer; 2nd vice president, Mrs. Frank Hays of Coeur d'Alene; recording secretary, Mrs. Cecil J. Paige; corresponding secretary, Mrs. E. K. Stedman; treasurer, Mrs. H. Fallscher; historian, Mrs. J. H. Welch. Mrs. Snure's report was accepted, and election was unanimous.

In the contest, Mrs. W. W. Cutler won the prize. Miss Salter of the White Kind Soap Company gave a talk on her products, and each member present received a package, for a small fee, thereby replenishing the treasury.

The December meeting was held on the 21st, the regular business being taken care of. Good cheer chairman showed much activity, sending flowers, plants, notes and calls to the sick and sorrowing. Treasurer's report showed a balance of \$130.00.

A standing vote of thanks was tendered our retiring president, who has led us so efficiently through the past season.

The new officers were installed by Mrs. Clem Snook. The contest was won by Mrs. H. McGinnis.

The annual Christmas dinner was given the same evening, to members of the Milwaukee Family. The dinner was prepared by Mrs. F. J. McDowell, assisted by Mmes. Emerson, Bradley, Falscher and Welch. Mrs. J. Lawrence, in the dining room, was assisted by Mmes. Berkey and Breeden. Decorations were artistic and in keeping with the spirit of the holiday season. Approximately 300 attended the dinner.

An address of welcome by the president, Mrs. Watkins, followed the dinner, after which the program chairman was introduced and took charge, presenting a varied entertainment of music, songs, readings and

dancing, with the young people participating. Mrs. George Hill was program chairman, and those taking part included carol singing led by Mrs. P. L. Hays, Mrs. Nathan Jones, accompanist; Misses Ursula and Roxie Hill, Elsie Quinn, Mariette Matheson, Barbara and Patsy Hern, granddaughters of Mr. and Mrs. P. L. Hays; Mrs. McNab and brother, Jim McDowell, Katherine Downey, Grace Helmer and others.

This was followed by a spelling contest, in which Mrs. N. H. Lombard proved herself the champion speller. Mrs. Hill "dispensed" the puzzling words.

This ended the Christmas party, which was voted a complete success.

Avery Chapter

Mrs. E. H. Shook, Historian

HAPPY NEW YEAR to you Milwaukee Women's Club Officers and members. The first meeting for 1938 took place in the club rooms at Avery Wednesday evening, January 5th, and was called to order by the president, Mrs. E. H. Shook. A good crowd answered the roll call, 21 being present. After which all business for the month of December was cared for and closed and then the meeting was turned over to our new president, Mrs. Prentice Price. Due to the fact that Avery Chapter has had no historian we have not had any news in the *Milwaukee Magazine* for some time so will endeavor to give you a list of our new officers now:

Mrs. Prentice Price, president; Mrs. E. H. Shook, 1st vice president; Mrs. John Lombardi, 2nd vice president; Mrs. Hardy Pears, secretary; Mrs. Frank Kroll, treasurer; Mrs. E. H. Shook, historian; chairmen appointed: welfare, Mrs. Frank Schmalhorst; good cheer, Mrs. Harold Theriault; ways and means, Mrs. E. H. Shook; social, Mrs. Dick Randall; librarian, Mabelle Shaw; house and purchasing, Mrs. Hardy Pears.

Due to the fact that we have lost a great many of our good workers in the club during the last year and a half we have had to take a back seat last year but hope to regain a foothold again this year as there are several new families moved to Avery who we believe will take their places in this good work, and go over the top again.

At the January meeting a handsome gift was presented the retiring president in recognition of her good work of the past two years as president of Avery Chapter. Mrs. Shook says thank you, M. W. C.

Mason City Chapter

Mrs. W. L. Gaffney, Historian

MASON CITY CHAPTER met November 30 in the club rooms. Mrs. R. E. Sizer presiding. Reports were given as follows by the chairmen: Welfare, Mrs. R. Goeltz reported nine personal and one telephone calls; sunshine, reported 46 personal, 46 telephone calls, five social, one basket of fruit and four cards sent; membership, Mrs. C. H. Kirsch gave 413 members as total for year.

Mrs. L. R. Mewissen, chairman of nominating committee submitted the following names: President, Mrs. R. E. Sizer; 1st vice-president, Mrs. J. Bofama; second vice-president, Mrs. O. Larson; recording secretary, Mrs. John Nelson; corresponding secretary, Mrs. R. M. Glanders; treasurer, Mrs. C. S. Pack; historian, Mrs. Rees Vaughn. Motion made to accept the report of nominating committee. All voted unanimously for all who were nominated.

Mrs. E. Adams reported \$126.50; expenditure of \$79.30, leaving a balance of \$47.20 from our joint dancing and card party Nov. 29. We feel the addition to our treasury was in all easily acquired. All agreed it paid 100 per cent; and all are asking for another in the near future. Door prize of \$5 was won by John Toban, a machinist at our roundhouse. High prizes for auction bridge were won by Mrs. Willard Barr and Frank Bouda. In contract bridge prizes went to Mrs. Tim Phalen, and Mrs. G. W. Cahalan. In five hundred Mrs. L. G. Bird won for ladies and Mr. W. L. Gaffney for the men. Arrangements are being made

for a dancing party for club members to be held in club rooms. On January 16 outgoing officers are to be honored.

At the conclusion of our business program arrangements were made for our Christmas party for all C. M. St. P. R. R. kiddies between ages of 9 and 11, to be held December 9 in charge of Mrs. Sylvester German. She has served us so efficiently in this capacity ten years. Lunch was served by Mesdames Wm. Ross, J. Deming and J. Burris.

Marmarth Chapter

Mrs. Shirley Richey, Historian

MARMARTH CHAPTER met in the club rooms, Nov. 18th, with the president, Mrs. Wood, presiding. The members stood and repeated the club motto. The welfare chairman, Mrs. Strieble, reported \$2 received from beans party. Sunshine chairman, Mrs. Dernbach, reported six personal and seven telephone calls, with eight families reached during the month and one good cheer basket sent at Thanksgiving. Librarian, Mrs. R. C. Rushford, reported 153 books on hand and 40c from book rental. Welfare chairman, Mrs. Geo. Williams, reported nine personal and four telephone calls and donation of \$2 with no expenditure to club. Treasurer, Mrs. R. C. Rushford, reported receipts of \$2.40 and disbursements of \$3.35 with balance on hand of \$137.45.

Mrs. Jas. Fagan, who was chairman of the beano party, told of the very happy time which the ladies spent the afternoon of Nov. 3rd and that Mrs. J. R. Criger received head prize and Mrs. Hoffman consolation. A nice lunch was served after several hours of beano.

Under new business was the election of officers which were as follows: President, Mrs. Harry Wood; 1st vice president, Mrs. Carolin; 2nd vice president, Mrs. Hindect; secretary, Mrs. Harry Morse; treasurer, Mrs. A. F. Bude, historian, Mrs. Shirley Richey.

It was decided to hold our December meeting on Dec. 23rd at which time the ladies will fill the Xmas baskets and boxes.

In the attendance prize drawing Mrs. Shober received the \$1 for voting members and S. P. Grane's name was drawn for the \$1.25 for contributing members but as he was not present the amount will be added to the prize for next month.

A very delicious lunch was served by the Mesdames Morse, R. C. Rushford and Anderson.

Miles City Chapter

Mrs. A. S. Candel, Historian

MILES CITY CHAPTER'S Xmas meeting was held on Dec. 6 with 57 members present.

Treasurer, Mrs. Davis, reports a balance of \$150.67; sunshine, Mrs. James, reports 271 personal, 99 telephone calls, messages of cheer, 28; families reached, 41. Welfare, Mrs. Nimbar, reports hospital bill of \$12 paid, three personal, three telephone calls. Ways and means, Mrs. Johnson, reports \$6.50 cleared on benefit dance to help raise funds for Xmas. Social, Mrs. Tarbox, reports 19 calls.

A member of the county farm gave a handsome rug to the club which will be raffled at the next meeting.

The program consisted of three Xmas carols by all members present; three readings by Mesdames Farr, Wise and Walters. Mrs. Jack Rawlings gave a talk on Xmas customs of her native Sweden.

The "pot of gold" was won by Mrs. Fred Schrieber, who was absent.

Santa Claus had visited the club earlier in the evening leaving gifts for everyone and these were distributed by the gift committee: Mesdames Gilmore, Helm and Haggerty, during the serving of refreshments by Mesdames Kolhose, Huff and Farr.

The first regular meeting of this chapter for the new year was held on Monday, Jan. 3, at the club house.

Reports for the past month were given as follows:

Treasurer, Mrs. Davis—a balance of

\$55.52; welfare, Mrs. Nimbar, reports \$13.31 spent for necessary supplies, \$53.36 for Xmas baskets, 25 personal, 25 telephone calls and 16 families reached.

Membership, Mrs. Walters, reports 14 voting and five contributing members.

Safety-first, Mrs. Farr gave a talk on "Many a Germ Between Cup and Lips."

A small decorated Xmas tree was taken to the hospital for a member of a Milwaukee family.

Mrs. Wm. Anderson, refreshment chairman for the past two years, is leaving to spend the winter in California, later going to New York to make her future home.

The rug given to the club by a member of the county farm was won by Mrs. Helm. The following officers for the year were installed:

President, Mrs. A. C. Kohlbase; 1st vice president, Mrs. S. E. Moss; 2nd vice president, Mrs. McKinly Gilmore; treasurer, Mrs. N. A. Helm; recording secretary, Mrs. Gertrude Ford; corresponding secretary, Mrs. Cecil Tarbox; historian, Mrs. A. S. Candel.

The new president announced her committee chairmen for the coming year.

Sunshine, Mrs. Wm. James; welfare, Mrs. Nimbar; ways and means, Mrs. R. E. Aney; social, Mrs. C. D. Tarbox; program, Mrs. Dave Hagerly; refreshments, Mrs. J. Corbett; publicity, Mrs. Wickersham; auditing, Mrs. E. Huff; safety-first, Mrs. Earl Farr; housing, Mrs. F. Spear; membership, Mrs. Edw. Walters; telephone, Mrs. H. Zuelke; by-laws, Mrs. C. A. Nummendor.

After the business meeting we all enjoyed a good program.

Several vocal and tap dancing numbers were given by the Halsey trio; three Italian readings by Mrs. Denton; two numbers by Mr. Phluhor on the musical saw and Mrs. Krutt at the piano; two numbers by Mrs. Braumbeck on the accordion and Mr. Krutt at the piano. The "pot of gold" was won by Mrs. Geo. Cobb. Refreshments were served by Mesdames Spear, Nelson and Wickersham.

Seattle Chapter

Mrs. B. W. Zilley, Historian

BEGINNING our Fall work in the club in September, we had a very interesting illustrated travel talk on South America by Mrs. E. M. Harrington.

In October Mrs. H. Watkin Wynn gave an interesting and instructive talk on Westminster Abbey.

At the November meeting Mrs. F. R. Gilkenson gave a delightful book review of Yung and Yin by Hobart.

Election of officers resulted as follows. President, Mrs. C. A. Goodman; 1st vice president, Mrs. F. W. Rasmussen; 2nd vice president, Mrs. A. J. Hillman; secretary, Mrs. A. S. Seymore; corresponding secretary, Mrs. J. T. Nordstrom; treasurer, Mrs. C. G. Hurlbut; historian, Mrs. B. W. Zilley.

A Christmas Party was held at our December meeting arranged by the hostess, Mrs. Clyde Medley. The tree was beautifully decorated and lighted. Each member was requested to bring a gift. These were numbered and put under the tree, then each one drew a number.

After an enjoyable dance program, given by the pupils of Miss Marie Hale, the presents were distributed by Mrs. Medley assisted by Mrs. Moody.

We have had a very successful year under Mrs. Goodman and we are looking forward to another.

Luncheon is served each month preceding the meeting which is enjoyed by all.

Milwaukee Chapter

Mrs. Edward Haese, Historian

REGULAR meeting of Milwaukee Chapter and installation of officers was held in the club rooms Dec. 20. This was so our Christmas party. All members brought a gift not to exceed 25 cents in value. A "pot luck" supper preceded the meeting. The tables were very appropriately decorated with little artificial Christmas trees, and other suitable trimmings. Supper was

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erved to 65 members. Mrs. Steed and Mrs. McLaughlin were in charge. Our regular meeting followed.

Meeting was called to order with Mrs. Carey presiding. Reports from officers and committees were heard.

Mrs. Larsen, chairman of the children's Christmas party, reported that everything was in readiness for the party, which was to be held the following evening. Mrs. Larson reported a donation of 30 pounds of candy. She also thanked Mrs. Miller for the card party that was held in the latter's home, the proceeds being used to help finance the children's party.

Mrs. Larsen had secured the coffee shop of the Antlers Hotel for the party at no cost to our club.

Miss Knoll, chairman of the annual dance and card party, which was held at the Elks' Club, reported that all the tickets were finally accounted for and profit was \$137. The committee received a rising vote of thanks at the November meeting when they gave their wonderful report.

An announcement was made that the Better Films Council will present a program for the Milwaukee County Federation of Women's Clubs, to be held at the Varsity Theater at 9:30 a. m., Jan. 17. A picture would follow at 10 a. m. after which there would be a discussion. All members were invited to attend.

Mrs. H. Tohf and Mrs. Steed, chairmen of the ways and means committee, were given a rising vote of thanks for their splendid work during the year. Mrs. Steed reported plans for a pancake supper to be held Jan. 22, followed by a card party. Tickets would be 50 cents per person for supper and cards.

Mrs. Carey presented three new members, one of whom we are pleased to announce is Mrs. John Geckler, president of Jewel Division 231, G. I. A. to B. L. E.

Mrs. Carey then presented our guest, Mrs. George Kuemmerlein, Jr., president of the Milwaukee County Federation of Women's Clubs, with which our chapter is affiliated. Mrs. Kuemmerlein said she was happy to be with us and that she had looked forward to her visit with us with great anticipation. She thanked Mrs. Carey, who was a member on her board, and also our club for their friendly cooperation during the year and praised our club for the splendid work it is doing.

Installation of officers followed with Mrs. Valentine conducting the installation. The new officers installed were: President, Mrs. George Kelly; first vice-president, Mrs. C. Larsen; second vice-president, Mrs. John Rochford; recording secretary, Mrs. Art Schroeder; assistant recording secretary, Mrs. Fred McLaughlin; corresponding secretary, Mrs. John Marquardt; treasurer, Mrs. F. D. Schunck; historian, Mrs. Edward Haese.

Mrs. Valentine then handed the gavel to Mrs. Kelly. Mrs. Kelly's first gesture as our new president was to name her committees: Ways and means chairman, Mrs. McConahey; mutual benefit chairman, Mrs. Ed. Bannon; membership chairman, Mrs. O. J. Carey; sunshine chairman, Mrs. M. Dineen; publicity chairman, Mrs. H. Lohf; better films chairman, Mrs. J. Woerdehoff; social chairmen, Mrs. Dressner and Mrs. Freiberg; house and purchasing chairman, Mrs. M. Kressin; constitution and by-laws chairman, Mrs. C. Graf; program chairman, Mrs. C. Larsen; music chairman, Mrs. Tennant; safety chairman, Mrs. R. D. Miller; auditing chairman, Mrs. W. Heineman.

The balance of the evening was turned over to Mrs. Woerdehoff, program chairman, who distributed the gifts. We then played Bingo. There were many games with nice prizes to the winners.

The children's Christmas party was held Dec. 21 at the Antlers Hotel coffee shop. The chapter was again host to 400 children. Mrs. Larsen was chairman, with Mrs. Kressin and Mrs. John Marquardt assisting. Mrs. Kelly was program chairman. The committee met earlier in the day to trim the tree and make other preparations. The program started at 7:30 p. m. sharp. Mrs. Kelly presented the entertainers. There were piano accordion selections by Eddie Hoelt, a recitation by Sally Stervem, Christmas carol by Roger Scholbe and

piano selections by Carol Ann Scholbe. Santa Claus then appeared amidst cries of delight. Santa was very friendly, making a lot of new friends as well as renewing old friendships.

Gifts were presented according to age. There were pencil-boxes, crayons, games of different kinds. All the children received candy, nuts, a gift and a cup of ice cream. All the little ones were taken care of first. By 9 o'clock all the children were taken care of and there were no disappointed ones, because all who were registered received tickets to be presented at the party. I'm sure all the parents were impressed how smoothly the party progressed. Mrs. Larson, her committee and other members who helped had done a fine job, and I'm sure this Christmas party will long be remembered.

A Board meeting was held Thursday afternoon, Jan. 6 in the club rooms, with Mrs. Kelley presiding. Mrs. Schunck, our treasurer, reported that our balance in the bank at the end of the year is \$445.39. This is very good. Our membership at the end of the year is 233 voting and 135 contributing. This is good also. We would like to have more members. Those who want to become members, remember we meet every third Monday night of the month in the club rooms in the Union Depot. Mrs. O. J. Carey is our new membership chairman. She will be happy to take care of you. Every meeting is prize night. There is a cash prize which is forfeited if the member is not present. The cash prize is then doubled for the next meeting.

La Crosse Chapter

Mrs. J. V. Tuomey, Historian

MRS. JOSEPH BURNS appointed the following chairmen of committees: Mrs. Ed. R. Merrill, by-laws; Mrs. Franz Wood, welfare; Mrs. Ed. Goggin, good cheer; Mrs. E. J. Sainsbury, membership; Mrs. Frank T. Ross, ways and means; Mrs. A. Swinrod, Jr., social; Mrs. Ed. Maloney, house furnishing; Mrs. Dewey J. Brown, auditing; Mrs. Chas. Higgins, refreshments.

The Harry C. Munson family went to Wausau to make their home, early in January, Mr. Munson having been promoted to asst. supt. of the Wisconsin Valley district. There has been no more enthusiastic and faithful member of the Women's Club than Mrs. Munson and she will be missed in La Crosse.

At Christmas time, forty-eight children of Milwaukee employes were made happy by gifts from the chapter, of fruit, candy, toys and new stockings. Mrs. V. M. Hanson had charge of the distribution.

Future meetings will be held at the Loretto Club until summer. The clubhouse is at 303 South 11th Street. Monthly meetings are on first Wednesdays at 2:00 p. m.

The vacancy in corresponding secretaryship created by Mrs. Munson's leaving has been filled with the appointment of Mrs. Fred W. Kruger to that position.

A new family to be welcomed to Milwaukee circles is that of Mr. Jerry Hanson who comes to La Crosse from Chicago as train-master on Lax Division.

Council Bluffs Chapter

Mrs. E. O. Wicheal, Sr., Historian

RENEWAL of the meetings of the Council Bluffs Chapter of the Milwaukee Woman's Club took place in the club rooms at the Y.M.C.A. on Wednesday, September 1st.

The October meeting was preceded by a covered dish luncheon consisting of a very delightful variety in hot dishes, pies and cake. Coffee was served by the club. The nominating committee was appointed by the president at this meeting.

Plans for a covered dish dinner to include the families of the club members were made at the meeting in November. The business meeting was followed by a card party, at which useful and beautiful gifts were given as prizes.

On the evening of November 18 the pot luck dinner was enjoyed by a very large attendance. Ham and coffee was furnished by the club.

Election of officers took place at the December meeting. The list of officers for the coming year are as follows: president, Mrs. Roy Wicheal, Jr.; 1st vice president, Mrs. E. E. Smith; 2nd vice president, Mrs. Edw. M. Lee; recording secretary, Mrs. H. Devol; corresponding secretary, Mrs. Guy Frame; treasurer, Mrs. Earl Hannum; historian, Mrs. R. Wicheal, Sr.

The Christmas party and baskets were planned, and a "ten cent" usable gift exchange followed. All members brought a gift and drew one in return, many useful and pretty articles being exchanged.

A program arranged by Mrs. Wicheal, Sr., was a source of enjoyment to all, as each member was asked to recite a poem, sing a song or read a verse about Christmas.

The Christmas party took place at Y.M.C.A. hall on December 21st. The tree was decorated by volunteer members in the forenoon and each brought a luncheon donation. All who could remained over noon for a social get-together.

The Christmas program arranged by Mrs. Harold De Vol was preceded by community singing of Christmas carols. Songs were led by Henry Jensen.

All entertainment was selected from the children of club members and some fine talent was displayed. Santa Claus then took charge and delighted all the young folks (and a good share of the older folks) with a huge apple, a pop corn ball and a sack of Christmas candy. The role of Santa was played by Mrs. Etta McDermott, who has officiated as "Club Santa" for years. Everyone seemed to have enjoyed the evening, for excitement and joy of a group of kiddies at Christmas time is always good entertainment for grown-ups.

Perry Chapter

Mrs. John Heinzelman, Historian

OUR Christmas party was held December 3rd, and was one of the most enjoyable we have had for some time. Meeting was called to order by the president, Mrs. J. B. Bryant. After all business had been taken care of the entertainment committee presented a pleasing program. Mrs. Ralph Hartman sang a beautiful Christmas solo and led the members in singing Christmas carols. Mrs. George Havill read the Christmas play, "The Dust of the Road." Then a white elephant exchange of gifts followed, creating much fun and merriment. Refreshments were served by Mesdames Skulie Einerson, A. A. Brown and James Shirley. Mrs. Everett Evans and Mrs. Thomas Beatty had charge of the coffee.

We regret the removal of Mrs. S. Einerson from Perry to Green Bay, Wisconsin. She was a very active and charming member in our chapter.

The first meeting of the year was held January 7, 1938, and opened with a one o'clock luncheon.

Our president, Mrs. J. B. Bryant, called the meeting to order and after a short business session turned the meeting over to the new president, Mrs. John Heinzelman, who announced the chairmen of the standing committees and gave an outline of some of the work for the new year.

Mrs. Fred Wagner presented Mrs. Bryant with a beautiful orange bowl and serving tray as a gift from the club.

All officers-elect were present and ready for installation, as follows: president, Mrs. John Heinzelman; first vice president, Mrs. Jesse Snipe; second vice president, Mrs. Pat Ryan; third vice president, Mrs. Chas. Hunt; secretary, Mrs. Wm. Thompson; treasurer, Mrs. A. A. Brown; corresponding secretary, Mrs. Thomas Connell; historian, Mrs. Carl Shannon. The committee chairmen appointed are: welfare, Mrs. Ralph Goodwin; good cheer, Mrs. Milton Springer; scholarship, Mrs. J. J. Kindig; ways and means, Mrs. Clyde Ibsen; membership, Mrs. George Slater; social hostess, Mrs. J. M. Shirley; publicity, Mrs. Carl Shannon; auditing, Mrs. D. F. Sullivan; safety first, Mrs. J. B. Bryant; house and purchasing, Mrs. Benton Stitzel; telephone, Mrs. Malcolm Nelson; coffee, Mrs. Thos. Beatty.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....Care Trainmaster, Perry, Iowa
 John T. Raymond.....Care Superintendent, Marion, Iowa
 Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Mrs. C. E. Zimmerman.....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.
 E. C. Adams.....Mason City
 A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops
 H. J. Swank.....Care Superintendent, Austin, Minn.
 Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.

Lucille Miller.....Care Store Department, Dubuque, Iowa
 William Lagan.....Care General Agent, Sioux Falls, S. D.
 Mrs. Dora M. Anderson.....Care Local Agent, Moberg, S. D.
 A. M. Maxeiner.....Local Agent, Lewistown, Montana
 Edna Ann Hall.....Care Dispatcher, Mitchell, S. D.
 Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana
 Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
 R. R. Thiele.....Care Agent, Tacoma
 K. D. Smith.....Operator, Portage, Wis.
 H. J. Montgomery.....Mechanical Dept., Milwaukee Shops
 Kenneth Alleman.....Seattle Local Freight Office
 Howard Lawrence.....Care A. T. Berg, Bensenville, Ill.
 J. Novak.....Care Davis Yard, Milwaukee, Wis.

West End of TM Division

P. R. H.

A. E. Moxness, for many years roadmaster on this division, was transferred January 1st to position of roadmaster at Tacoma, Wash. His family left Miles City the middle of January for that point, where they will make their future home. We are very sorry to lose this family from our midst, and wish them all the success and happiness possible in their new location. Mr. Moxness was presented with leather traveling bag by the employes in the general office prior to leaving the division.

Mr. and Mrs. W. M. Anderson of Miles City left early in January for California, where they will spend the balance of the winter. Mr. Anderson was formerly a machinist in the shops at this point, and retired from active service July 1st.

Mrs. Gideon Sherman of Miles City spent the holidays in Detroit, Mich., visiting her son and then planned to spend some time with a sister in Cleveland, Ohio.

Mrs. C. A. Nummerdor, wife of chief dispatcher at Miles City, was called to Woodland, Wis., December 30th, due to the serious illness of her mother. Word has been received that her mother is recovering nicely from an operation for appendicitis.

M. W. Roark, claim adjuster on this division, went to Marion, Iowa, the latter part of December. We are informed he was married January 4th, and will bring his fair lady to Miles City with him, where they will make their future home. We will be glad to welcome this young lady to our midst and wish them years of success and happiness.

James Maguire, who is taking a medical course at Jordan College, in Menominee, Mich., spent the holidays with his mother, Mrs. Jessie Maguire.

Miss Roberta Johnson and Mrs. Amo Pomerville, of Glendive, spent the holidays with their parents, Mr. and Mrs. Thos. Haroldson of Miles City.

We are very sorry to report that J. B. (Dad) Wyman passed away, December 20th, in the hospital at Miles City following a lingering illness. He was 77 years of age at the time of his passing and had been connected with this road for about 30 years and was held in high esteem by all his associates. Funeral services were held in the Masonic Temple at Miles City and remains were taken to Humboldt, Iowa, for burial. Our sincere sympathy is extended to surviving relatives.

Miss Montana Nimbar, daughter of conductor L. P. Nimbar of Miles City, spent the holidays with her parents. She is a student at the University of Missoula.

Mr. and Mrs. Geo. Rye of Des Moines, Iowa, are visiting at the home of engineer and Mrs. H. E. McCoy of Miles City.

Jack Fuller was appointed roadmaster on the TM Division effective January 1st, and has moved his family from St. Maries, Idaho, to Miles City where they will make their future home. We are indeed very glad to welcome this family to this locality.

The Milwaukee shop men of Miles City

gathered for their annual party late Friday afternoon, December 31st, to celebrate a three year record of neither a lost time or reportable injury. A very enjoyable program was given by a number of the shop men and during the course of the program numbers were drawn and holders of corresponding tickets were presented with gifts which had been donated by the merchants of Miles City for the occasion. The shop men who retired during the past year were guests at this party and each one presented with a gift. Master mechanic Riccius complimented the shop men upon their record for safety and encouraged them to continue the record during the coming year. Superintendent Kohlhase also spoke briefly in appreciation of the work done by the men along safety lines, and urged them to continue to live up to the rules which had made such a record possible.

Mr. and Mrs. Thos. O'Connor of Lewistown spent the holidays in Miles City visiting at the V. B. O'Connor and M. H. Morgan homes.

Mrs. Jas. Corbett, wife of agent at Miles City, spent a week the forepart of January visiting in Tacoma.

Another of our employes to retire from service recently was H. B. Rivers, who has been employed for many years as asst. chief carpenter at Miles City. He has worked for the company for over 30 years, and is going to be greatly missed from the rank and file of the general office. We sincerely hope he will enjoy the leisure hours ahead with continued health and happiness.

Herbert Lathrop, locomotive carpenter at Miles City, is confined in the Holy Rosary Hospital, but we hope he will soon be back on the job again.

Mrs. H. J. McMahon, wife of chief clerk at Miles City, left January 10th to accompany her mother, Mrs. Evans of Deer Lodge, to Rochester for medical treatment.

Mrs. P. A. Bradford of Glasgow and Miss Dorothy Bradford, who is attending school in Great Falls spent the holidays with the A. B. Running family at Miles City.

D. & I. Division—First District

E. S.

MRS. MARY CASSELL of Savanna, mother of Miss Grace Cassell of the district storekeeper's office, Savanna, fell Sunday afternoon, Jan. 7, when she was getting into an automobile at Elgin, where she was visiting her son Joe and family, fracturing her left leg at the hip. She was taken to the Sherman Hospital in Elgin and later removed to St. Luke's Hospital in Chicago. We hope Mrs. Cassell will improve as rapidly as possible.

Sympathy is extended to Mrs. Wm. Harris and Mrs. Samuel Wires and other relatives account the death of their husband and brother, conductor Wm. Harris, which occurred following an accident at Lanark, Ill., on January 12. Mr. Harris was born in Savanna, Ill., on June 21, 1866, and has always made his residence here. He entered the service of the Milwaukee Railroad as a brakeman in 1904 and was promoted

to a conductor in 1919. Funeral services were held Friday afternoon, January 14, with interment in the Savanna Township Cemetery.

Mrs. C. A. Manson, wife of night yardmaster at Savanna, submitted to a major surgery in Washington Boulevard Hospital, Chicago, on January 14th and is getting along as well as can be expected, and we hope to see her back in Savanna before long.

Wisconsin Valley Division

Lillian

MRS. B. F. HOEHN was guest of honor at a party given by the Milwaukee Railway Women's Club on December 27th in the green room of the Hotel Wausau. Forty-seven guests were seated at a long table attractively decorated with cut flowers. Piano music was supplied by Miss Dorothy Dexter, who also played for the singing of club songs under the leadership of Mrs. Wallace Babcock. Miss Etta Lindskog, general secretary of the club, attended the party and brought a letter from Mrs. Carpenter Kendall, the president, expressing her disappointment in not being able to be present. Miss Lindskog gave a tribute to the character of Mrs. Hoehn, and the esteem in which she is held and expressed the appreciation of the group for her past efforts in the club.

A group of young people from Junction City and their instructor, Miss Elaine Sebor, entertained with a program of dances in the ballroom. The remainder of the afternoon was spent at games.

Mrs. Frank Gilham, who has spent some time in Wausau visiting with friends and relatives, left Friday noon for Lewistown, Montana, where she will visit with her son and daughter.

Miss Norma Atkinson, daughter of Mrs. C. L. Atkinson, and Paul McKahan, son of Mrs. J. E. McKahan, were united in marriage at 10:00 o'clock in the morning on Jan. 15th. The couple departed on the noon train for Chicago and southern points in Illinois and will make their home in Wausau on their return. Congratulations and best wishes are extended to the happy pair.

Mr. H. C. Munson, assistant superintendent, filling the vacancy created by Mr. B. F. Hoehn, who has retired, has moved his family to Wausau from La Crosse and we hope they will find much happiness and contentment in their new environment. A hearty welcome is extended to them.

Mrs. I. Livernash has returned from an extended visit with her son in Milwaukee, Wis.

Mr. Geo. Hiltel visited in our office recently.

Iowa (Middle and West) Division

Ruby Eckman

CONDUCTOR CHARLES CORNELIUS, who retired in the fall of 1937, had the misfortune to be in an auto accident while driving during a bad fog. He sustained some broken ribs and other injuries which

confined him to his home for some time.

The lay off at the Perry round house in December, helped Fred Arnold, who had worked in the shops for years, to definitely decide that henceforth he would be a farmer. Mr. and Mrs. Arnold have planned for some time to go on a farm which the latter's mother owns but they always had the idea back in their minds that they didn't want to give up the semi-monthly pay check. When the new S-2 engines were received on the Iowa division and the shops force drastically reduced, they decided to make the move.

Burdette Boisen and Homer Johnson, sons of two Iowa division conductors had a most pleasant holiday trip to California, where they went to visit the sister of the latter. The boys took in all the trips they could crowd into their two weeks outing and many folks go to California for a winter and do not see half as much as the lads saw. They are both high school age.

Chester Vodenick, son of conductor Fred Vodenick, enlisted in the Navy and was called to the training station just before Christmas. Chet worked as a laborer at the round house for some time before his enlistment.

William Barnoske, son of W. E. Barnoske, section foreman at Coon Rapids, died at the hospital in Perry a few days before Christmas, following an illness which had continued over a period of several weeks. Burial took place at Coon Rapids.

Elvin Kibby, an employe of the store department of the Milwaukee at Perry, was installed as Master of Otley Lodge, A. F. and A. M. the first of January. Elvin will have three fellow employes among his staff of officers as Tinsmith C. E. Marshall is Junior Deacon, Machinist Helper J. W. Moore is Senior Steward, and Engineer Fred Seis is Junior Steward. The men have all been active in the work of the lodge.

Machinist Arthur Stromquist and his wife made a trip to California during the holidays to attend the wedding of their son Charles, of the U. S. Navy. Charles, who is a cook on the USS California, was married at Long Beach December 31st to Irene Brokaw, formerly of Perry.

Engineer Billie Howe, who was one of the first Iowa division engineers to retire, had his holidays spoiled by an acute attack of appendicitis.

Agent Harry Shaw of Gillett Grove station was off duty in the latter part of December on account of the death of his wife. Mrs. Shaw had not been well for some time. Relief Agent Field took charge of the station during his absence.

L. E. Bates, one of the passenger men on the Des Moines division, has been elected to a place on the Insurance Board of the Brotherhood of Railway Trainmen and left the fore part of January for Cleveland to assume the duties of his new office. The work will keep him in Cleveland for several weeks. Mr. Bates has made an extensive study of the insurance question and was selected from a group of forty-six applicants to fill the position. The vacancy was created by the death of a board member.

Several Perry members of the Milwaukee family were listed among the prize winners in the Christmas decoration contest sponsored yearly by the Perry Daily Chief. Those winning prizes for the best decorated trees or windows were A. J. Krohnke, H. R. Meyer, J. E. Donahue, Thurlon Taylor, E. J. Collins. Other railroad men who were not among the prize winners but who received honorable mention were F. D. Chapman, E. B. Brooks, Fred Cooper and Blake Willis.

Miss Ruth Calhoun, daughter of Engineer Joe Calhoun, left January 15th with an uncle and aunt on a trip to the West Indies.

M. L. Fromm, who worked for several months as a train dispatcher in the Perry office, bid in a vacancy in the Ottumwa office and went back to his home division in January. Curtis Marchant, who worked for about twenty years in the Perry office, bid in a job at Wausau, Wis., in January.

H. M. Hansen, joint agent for the Milwaukee and Rock Island at Neola, was off duty the latter part of December on account of the death of his sister.

John Knoke, Milwaukee agent and one of the leading business men of the town of Knoke, died suddenly at his home on Christmas Day. Death was due to a heart attack. When the station was opened it was named for Mr. Knoke, always one of the leading business men. He handled the agency work in connection with his other activities.

Mayme Berryhill, who worked in the Milwaukee freight office in Cedar Rapids, transferred to Perry as roadmaster's clerk in December when a position in the Cedar Rapids office was abolished.

Train Dispatcher Ralph Wright's wife submitted to an emergency operation for appendicitis December 27th at the Kings Daughter's Hospital in Perry.

Engineer Henry Theulen and family had something pleasant to look forward to on New Year's Day, as a couple days later they moved into their own strictly modern bungalow, which was completed soon after the first of the year. The family were, of course, happy to be in their own home.

Mrs. Devere Krohnke, daughter of Yardmaster E. E. Banyard and daughter-in-law of retired Train Dispatcher A. J. Krohnke, has recently signed a contract for weekly appearances on broadcasting programs from WHO in Des Moines. Dorothy, who is an accomplished violinist, is one of a trio of ladies who will appear on the weekly Barn Dance Frolic Saturday nights.

Carlyle Johnson of the work equipment department, had a chance to be at home over the holidays as he was sent to Perry to work as day operator on the clamshell loading coal at Perry. He took Malcolm Nelson's place when Mr. and Mrs. Nelson went to LaCrosse for the holidays.

Boilermaker Otto Pohl spent the Christmas holidays in Milwaukee. Mrs. Pohl, who went up at the same time, remained until after New Year's. Otto, knowing there would be some good skating in Milwaukee, took along his ice skates and enjoyed the sport with the young folks in the family where they visited.

E. A. Needler, night ticket clerk at the depot in Perry, took a several weeks' layoff to go to Iowa City for an operation on his eyes.

W. C. Moody, train baggageman working between Des Moines and Rockwell City, returned home from his run January 13th and found that a seven-pound boy had arrived. Will says he is a dandy.

Engineer E. C. Hullerman again answers to the call of Grandpa. A seven-pound daughter was born to Mr. and Mrs. Gilbert Fox in Los Angeles January 14th. Mrs. Fox is a daughter of the proud engineer.

Northern Montana

Max

WILLIAM H. HARPER, who had both legs severely crushed in the Lewistown Yard the night of December 9, 1937, is getting along nicely. He has had two blood transfusions, many of his friends coming forward with voluntary offers of blood.

Mr. Harper came to Lewistown about four years ago from Missoula, where he was employed as baggageman. He has a wide circle of friends in both cities and on the Milwaukee and Great Northern railroad in whose service he was before coming to the Milwaukee.

Assistant superintendent N. H. Fuller left Lewistown January 8th for Hot Springs, Ark., where he will spend several months.

The many friends of former superintendent C. L. Whiting, who is now superintendent of Terminals at Chicago, will be pleased to learn that a recent operation he underwent at the Mayor Hospital at Rochester, Minn., for the removal of cataracts has restored his eyesight.

Mr. and Mrs. J. M. Quinn, of Moore, were called to Postville, Iowa, account of the death of Mrs. Quinn's sister.

W. J. Retailick and wife left the first part of the month for Longview, Wash., and other coast points, where they will spend the winter with their married children.

J. Z. Ramsey, of Denton, is visiting with his daughters in Spokane, Wash. Leonard Matson is in charge of the station during the absence of Mr. Ramsey.

Miss Edna A. Smith, of Great Falls, has returned to her studies at the University of Minnesota.

Mr. and Mrs. D. P. Marling, of Bladbrook, Iowa, are visiting Mrs. Dan N. York in Lewistown.

Ted Asher, who is vacationing in California, is being relieved by Joe Daniels, who recently moved from Three Forks to Great Falls.

Dan Hildahl of Great Falls left for Harris, Iowa, account of sickness of his mother.

John Petroand and wife left for California points where they will stay for sixty days. Ike Harris is relief foreman at Lewistown.

Relief Agent Doy Amick is in charge of the telegraph office at Falls Yard during the illness of Levy Elliott.

Dana W. Matthews bid in the temporary position of yard clerk at Lewistown, and Henry E. Bertran is working as assistant baggageman.

Tyler Hansen and Edward Walden, who retired some six months ago, are now receiving their compensation under the Railroad Retirement Act.

Messrs. Earl Short, Harry LaGrange and L. S. Short have returned from the vicinity of Yellowstone National Park, where they went to join the sportsmen in reducing the number of elk in that vicinity. They brought home a five and six point bull elk.

Miss Bessie Jones, after spending the holidays with her parents in Lewistown, has returned to the Kinsman Business College at Spokane, Wash.

Robert Porter, who has developed into a fine performer on stringed instruments, was recently on the air of the Spokane radio station. Mr. Porter is taking an accounting course in that city.

While we have had considerable cold weather and an unusual amount of snow, so far this season, it has not been necessary to run the flangers on the Northern Montana district.

L. S. Wandell, who spent two weeks visiting his mother in Milwaukee during the holidays, is back in the Winnett line.

R. C. Spayde has taken the place of Harry Hamp on trains 115 and 116. Mr. Hamp returned to his run on the Gallatin Valley line.

La Crosse-River Division, Second District

Ira G. Wallace

MR. AND MRS. LOUIS WOHLERT of Terre Haute spent the New Year's week-end visiting with relatives and friends at Frontenac and Red Wing.

Al Day has been assigned as signal maintainer at Kellogg, replacing Al Lundberg, who recently was transferred to Watertown, Wis.

Roadmaster Cliff Henry spent Christmas Day at his home in Dundas.

The annual ice movement is now under way at Bayport with Tom Potter running the ice train and conductor Murphy on the spotting job. Operator Charley Moore is stationed at Bayport for the duration of the harvest.

The ranks of the bachelors is gradually thinning, with the announcement of Frank Anderson, cashier at Wabasha, that the "big step" was taken last Fall. Good luck, Frank.

The regular Claim Prevention Committee meeting was held in the passenger station at Red Wing on December 29th. Chairman L. M. Truax presided.

Fireman Brimcombe has been assigned to the Cannon Falls Line.

Mrs. Norman Mahler underwent a major operation at a Red Wing hospital on January 13th. We all wish her a rapid recovery.

Oscar Bowman and Peter Canten, veteran conductors on the River Division, retired under the Pension Act on December 15th and January 1st, respectively. Oscar entered the service on April 29, 1901, and was promoted to conductor on February 22, 1904, while Peter entered on August 16, 1899, and was set up on September 20, 1902. With their retirement, the Division loses two of its finest conductors. Their loses two of its finest conductors. Their friendly and courteous attentions to the

traveling public and their fellow employes will long be remembered by everyone, and to them we extend our best wishes for their combined good health and happiness.

I. & S. M., East

H. J. S.

SPRING, like prosperity, is just around the corner, sec. foreman Geo. Traynor, Winnebago, reports seeing a pocket gopher on Jan. 4th. Were you seein' things, Geo.?

Chief carpenter Bill Tritchler and wife headed south the latter part of January, planning to visit at San Antonio, Tex., where they will meet another party from Austin and motor into Mexico. Beware of Tia Juana, Bill.

Born to Mr. and Mrs. Usher L. Bruegger, B&B carpenter, Austin, an 8-lb. girl, Dec. 22, 1937. Almost a Christmas present, eh Usher?

Your correspondent has been advised that ticket clerk H. C. Scott has received his B.A. degree. What is it, Hal?

Operator Hayes was off a week first part of December, Marsh Hamilton taking his trick at Albert Lea, and Ralph McDaniel acting as operator on second trick for a few days. Pete Berg worked first trick one day.

Our sympathy is extended to the bereaved relatives of Hershel Trewatha, sec. foreman, Lake Preston, S. D., who died Dec. 28, 1937.

Our deepest sympathy also to Mrs. Edw. Draper account the sudden death of Edw. Draper, engineer, which occurred at the end of his run from Mason City to Austin on December 23, 1937.

Anyone wanting a lesson on "how to play pool," see "Skinny" Beers, or John Healy.

The Milwaukee Employes Austin Credit Union held a very successful annual meeting of members at Austin, 7:30 p. m., Jan. 14th. Resumé of the year's business was given, which disclosed that \$28,615.08 had been loaned to members during the year 1937. The Share account as of Jan. 1, 1938, totaled \$16,266.58. Total membership 250. New by-laws, as recommended by the Banking Dept. of the State were adopted and the following members elected to serve on the Board of Directors: L. E. Beers, Switchman, Geo. W. Thomas, Lineman, and Carl Hauglum, Shops. The members voted to adopt the new "AA" borrowers' insurance plan, to be paid for by the credit union instead of the members. \$685.40 in dividends was turned back to the shareholders for 1937.

Mrs. H. A. Wunderlich, wife of former chief clerk to supt., was taken to the St. Olaf Hospital for an emergency operation Jan. 6th, and is reported as getting along nicely.

Chief carpenter's clerk Ray Hoffmann received word Jan. 15th that his sister at Caledonia, Minn., was very ill. We hope that she is getting along okay. Ray went to Caledonia the 15th to see her.

Understand switchman Ink Beckel has a yen for stray "dogies." We'll have to pay a visit to your "ranch" some day, Ink.

Mr. and Mrs. M. D. ("Doc") Hoff, chief clerk Austin frt. office, are making arrangements for a trip to the sunny southland the latter part of January. (Los Angeles, I believe.) Best wishes for a very enjoyable trip, folks.

The boys are going to send officer Henry Elits after their deer next season, or maybe the ducks, but wish we could have had some of that pigeon pie.

Janitor Chris Hagelund was on the program furnishing entertainment for the Women's Club meeting on Jan. 11th. Chris' ambition is to own a really good accordion some day.

Evidently LMF hasn't yet learned how to manipulate his electric razor; his face was rather dark the morning of the 15th.

We are glad to report that Eleanor Moran (of dist. accountant's office, Minneapolis), formerly employed in supt.'s office at Austin, who underwent an operation at St. Olaf Hospital the early part of January, is getting along very nicely.

Northern District—Car Department

O. M. S.

MR. F. J. SWANSON, GCDS, member of committee on check of material stocks, recently visited various points in Northern District.

Mr. and Mrs. John Hemsey enjoyed a ride on The Hiawatha to Chicago while en route to Detroit, Mich.

Mr. and Mrs. Robert Hughes celebrated their golden wedding anniversary on October 15th, holding open house at their residence, 4905 Park Ave. Mr. Hughes was mill foreman at Mpls. Car Shops prior to his retirement.

Mr. and Mrs. John Tegland motored to Iowa to attend the wedding of their niece.

Mr. Joseph F. Kasak, formerly of Austin and Montevideo, Minn., has succeeded Mr. C. Pederson as equipment maintainer at Hastings. Mr. Pederson has taken the pension. Succeeding equipment maintainer Albert Hendricks, Winona, Minn., who retired on December 1st, is Mr. Chris Behrens, from Wabasha. Mr. John M. Hemsey, formerly traveling air brake inspector and district safety first inspector, who recently was transferred from Mason City to Minneapolis Shops, was appointed as equipment maintainer at Wabasha, Minn.

Gen. Inspector F. H. Campbell from Milwaukee Office visited Minneapolis Shops recently. Mr. Jos. Haas, also of Milwaukee Office was a business caller at Minneapolis and St. Paul the past month.

Edward L. Erickson, carman, Mpls. Shops, went deer hunting at McGrath, Minn., Nov. 20th and returned with a 165-pound deer and a lame back.



Lieut. of police, Ed. T. Beichler, wife and son, also did their bit in the way of deer hunting near the Canadian border, as is evidenced by the very good snap-shot showing two deer on the car fender. 'Atta boy.

At the election of officers of Minnehaha Lodge No. 299, Dec. 6th, Trygve Magnusen was elected financial secretary by a majority of one vote over veteran financial secretary Peter A. Olson. Carl Gustafson defeated candidate Floyd Manser by four votes as treasurer. All former officers retained their positions. Gen. chairman John Johnson spoke at the meeting held Dec. 20th.

John Graven, retired carman, recently returned from a visit in Norway, advised that freight cars in Norway are only 20 ft. long with brake wheel located on the side of the car instead of the top or end.

Harry Belond, AAR inspector, is checking AAR repair cards at Minneapolis Shops at present.

William E. Hitchings, car oiler in train yards at Minneapolis for over 25 years, passed away Dec. 24th after a four-day illness. Mr. Hitchings was 70 years of age and is survived by widow and family to whom we extend our sympathy.

Henry O. Laird, formerly chief car in-

spector at our Minneapolis train yards, departed this life on evening of Jan. 2nd, following a two-day illness. Mr. Laird had retired on August 1st, last, and had visited his friends at the shops just before the Xmas holidays. He had over 40 years' service with The Milwaukee. Burial was at LeMars, Iowa.

Mr. J. A. Deppe, S.C.D., was a business visitor at Minneapolis and St. Paul repair yards on Jan. 6th.

Mr. and Mrs. Frank J. Tschohl, St. Paul, are proud grandparents of a new baby girl at the home of their daughter Adele, in Chicago.

Carl Torning can now boast of being the head of the family (or can he?). He was recently married.

But who can boast of being the head of the Luther Cadow family? We hear our St. Paul freight repair yard clerk joined the benedict ranks and the KNOT was tied December 15th, last, but Luther didn't inform us. Much happiness to the bride and congratulations to the groom.

Mr. and Mrs. Fred Peterson visited relatives in St. Louis, Mo. Mr. and Mrs. J. C. Weatherell enjoyed New Year holiday with their sons in Milwaukee. Mrs. Henry Melhofer visited friends in Chicago and Mrs. Chas. Hageman and sons visited at Melrose, Minn.

Milwaukee Terminals

G. W. E.

ENGINEER MICHAEL C. O'BRIEN died Dec. 16th at his home, 1303 South 34th Street, after an illness of several months. He is survived by a wife and one son. Interment Holy Cross Cemetery.

Machinist John Warzala, Sr., died Dec. 19th after an illness of a week. He is survived by a wife, four sons and four daughters. He had been employed for 45 years in the roundhouse and was a faithful employe who had the respect of every official and employe every minute of that 45 years. He retired three months ago and had just received his pension. Funeral Dec. 23rd. Interment Holy Cross Cemetery.

Engineer A. B. Clark writes, Dec. 30th, of his safe arrival at San Jose, Calif., where he expects to pass the winter.

Yardmaster D. A. Leaman called on the boys at Chestnut Street yard Dec. 23rd. He is now able to walk with the aid of a cane and expects to return to work soon.

Machinist Edward F. Havey entered the Soldiers Home Hospital Dec. 22nd for treatment. We hope to see him back on the job soon.

On Dec. 23rd the office employes and yard clerks at the Chestnut Street yard had a Christmas party in the agent's office at 202 West Juneau Avenue after they had finished work for the day. They had a very fine Christmas tree and plenty of eats and drinks. The breweries had heard of the party and did themselves proud with their remembrance of good services received. Agent E. E. Ross presided and Weighmaster Fred. E. Butz was toastmaster, and he handed to each his present when all had assembled at the board. Clerk Joseph Hearl was the first to receive a present, which was a box of apples; we will not say of what variety, but he seemed pleased. Agent Ross received a package which contained a roll that was large enough so that each might have a portion at the banquet which followed. Hogo Gastel received a box of dates, and Max Woelfl a street car pass. After the banquet Yardman Wm. M. Heims arrived with his accordion and accompanied Hugo Zarling, who sang "Annie Laurie," and Ed McGrath, who sang "The Watch on the Rhine." All joined in singing "America." Chief Clerk H. E. Bostwick thinks that they ought to have a party every month, as he likes the singing.

A letter from Dispatcher Charles S. Winn, who is passing the winter at Los Gatos, Calif., contains kindest regards to the boys and he advises that he and Mrs. Winn expect to leave for Honolulu about the middle of January.

Engineer and Mrs. John W. Popp left for California Dec. 28th for the winter months of sunshine.

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Everett, Washington

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TO THE CREW OF THE NO. 115

Many of the banks of the North-
west Bancorporation are located
in the territory you cover. They
are there to serve you and all
Milwaukee Road employees with
the same speed and safety and
courtesy which characterize your
great line.

NORTHWEST BANCORPORATION

110 affiliated banking units
serving seven states of the
Northwest. All are members
of the Federal Deposit In-
surance Corporation.



On Dec. 24th the Schlitz Brewing Co.
gave a banquet to the yard and enginemen
of Chestnut Street yard. Yardman George
(Boob) Ustruck was on hand with colored
glee club to entertain, and Engineer Paul
M. Joers and Yardman Theodore Rogers
sang "The Blue Bells of Scotland." All
joined in singing "Till We Meet Again."
Everyone said that this was a real party.

Capt. John H. McKane was the guest of
the J. E. Carlin family for the holidays.
He expects to return to the Edward Hines
Jr. Hospital at Hines, Ill., for a month and
then visit his brother and sister at New
Orleans, La., for some time.

Machinist Charles A. Wood died at his
home, 538 North 10th Street, where he had
lived nearly 50 years, Dec. 28th. His wife
died two years ago and his son, George A.
Wood, lived with the father. He retired
last May after 55 years of faithful service
to the Milwaukee Road, and was a man of
genial and kindly disposition with a host of
friends. Always a worker for the Veteran
Employees Association, he had been honored
with several offices in that organization.
Many friends were present at the funeral
services. Interment Forest Home Cemetery.

The following employes became members
of the Veteran Employees Association in
November and December: Yardman Erwin
V. McPartin, Roundhouse Foreman G. G.
Reinold, Engineer George Schaback, Yard-
man Edward Derus, Yardman Edward Wro-
blewski, Engineer Joseph I. Hayes, and
Yardman Harry Loveland. Yardman Michael
Market received a 50 year button; Weigh-
master Fred E. Butz, Edward J. (Uncle
Tom) Heth and Yardman Charles Tiefen-
see received 45 year buttons. We hope that
the members will not forget that the dues
for 1938 are now due. Chief Dispatcher
Daly or W. R. Roberts will take care of
you at any time. Don't forget to read the
report of Mrs. Grant Williams, Secretary-
Treasurer, on page 6 of the January mag-
azine if you have not done so.

Good Old Dubuque Shops

Lucille Miller

Good morning, Happy New Year,

And how are you today?
You're starting in spick, span and new
with us a year to stay.

You came in with a recession,

But we hope that soon will be

Changed to a bright procession,

The best in history.

You've come to us robed all in white—

So pure and sweet and clean,

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MEMBER FEDERAL DEPOSIT INSURANCE CORP.

Memo To Business Men

There's a warmth in doing business at the
Mercantile *that makes every business trans-
action a pleasure.*

• Our customers tell us it is the close
friendly contacts, the availability of our
officers, the personal attention and cooper-
ative service and the fact that our accounts
do not lose their identity.

• These are factors which we believe you
will appreciate most in our sound banking
organization today.

Mercantile Trust and Savings Bank of Chicago

5 4 1 WEST JACKSON BOULEVARD

And we trust that is a symbol

For the months that lie between.

Sympathy is extended to the family of
Herman Gau, who passed away in Dubuque
on Jan. 8th after a lingering illness. Mr.
Gau was employed as a blacksmith in the
locomotive department at Dubuque Shops
for a period of thirty years.

Switchman Merlin Geishecker says there
is only one girl in the world for him—
that's his baby daughter, "Myrl," who ar-
rived just in time to hang up her very first
stocking as a real gift.

Engineer Ben Ernst is confined to his
home due to illness and says that the fellow
that wrote "Home, Sweet Home," never had
to stay there several weeks at a stretch.

Ray Willmers of the Reclamation De-
partment is counting the days until he can
put his little tin chip in the box again; it's
been a long session off the foot, says Ray.
While trying to think of a line or two

To have written in printer's ink,

And going through all the motions

(Used when we want to think),

Ye scribe was startled slightly,

In fact, was stricken dumb,

For right into her lap it dropped—

A choice and juicy plum.

In walks Julius August Sprenglemeyer

(By "Penney" he's better known)

Requesting a pass for himself and WIFE,

Yes—Loretta's to be his own.

They'll march to the altar early next month

(He blushing confessed, you see),

And to his rejoinder, "Don't tell a soul,"

The answer was, "Leave it to me!"

"Dick" Sullivan says that all he has to

do is to get sitting good and solid on a

branch and down it comes; first it was the

Narrow Gauge and now it's the Turkey

River.

Engineer Mike Brophy, who joined the

retired list, has been confined to his home

several weeks due to illness. Will be glad

to have him back making his neighborly

visit to the roundhouse and hope it will be

soon.

Peter Theobald, who has also applied for
pension, called on us the other day and

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and

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Eastern & Western Kentucky
Illinois and Indiana Bituminous Coals

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Established 1880

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Frogs, Switches, Guard Rails, Crossings,
Open Hearth and Manganese,
Asselin Permanent Base Crossings,
High and Low Switch Stands,
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BEAVER BRAND

Carbon Paper

and

Inked Ribbons

*"There's no other just
as good"*

M. B. COOK CO.

508 S. Dearborn St., Chicago

reported as follows:

"I used to paint for a living,
(My bosses all said I was good).
I'd mix up my paint and spread it on nice,
You see, my job I understood.
But now I am listed 'retired,'
You may think that is easy and fun,
Oh, no, now I first learn what WORK is—
By golly, I sure do make things hum.
For I wash and I iron, I bake and I scrub,
I fry and I stew and I boil.
Say, them was the good days WAY BACK

WHEN

I messed with my paints and my oil."
(Pete's wife has been ill, and not knowing what he was getting into, Brother Theobald offered to pinch-hit for her.)
It's the first of the year and all dues are due,

The whichamcallits, whosits, and say,
Don't forget, whatever else you do,
Your Milwaukee Women's Club dues to
PAY!

I. & S. M., West

E. L. W.

GEORGE JACKSON, section foreman at Iona Lake, Minn., off a week during Christmas visiting home folks and friends at Vienna, S. Dak.

Les Hauge was appointed section foreman at Howard, S. Dak., which he received same on Bulletin.

V. E. West off for a month visiting relatives at points in Texas. E. L. Wopat is agent at Flandreau during his absence.

Had a swell letter from our friend and retired brother, Mr. Snyder, who is located at Mesa, Ariz. Said the weather was swell and that he was enjoying the warm climate very much. States that he is going to return to Flandreau, S. Dak., in the spring and take a few of the boys from Flandreau out fishing. Understand that he will plan to make his future home at Flandreau. We all will be glad to see Jim again; he is a friend of every railroad man.

Henry Dubbe, who has been a patient at the Pipestone Hospital since Dec. 16th, is home now and plans to return to his duties as agent at Junius, S. Dak. Glad to hear that you are well again, Hank, and back on the job. Hank says he feels like a million now. Good luck, Pal.

Jimmy Bennett relieved E. H. Wood, agent at Wirock, for several days during December. Mr. Wood was visiting home folks at Freeborn, Minn., over the holidays.

We are all enjoying the swell winter that we have been having so far. We still have to run the first snow plow over the SM west and we all hope that we won't have to take one out this winter. Wonder if this will be a record or not.

Mr. Scheid advises me that his elephant training school at Lakefield, Minn., will close on Feb. 21st, and those of you who want free literature on several game topics, such as fishing, hunting and elephant training better get it now, as he has only a limited supply left. Write to Mr. Edgar Scheid, clerk, Lakefield, Minn. Mr. Scheid also tells me that he has enjoyed his school very much and hopes that he will be able to

conduct another school on the same basis next year.

Fred Wagner, freight conductor, has been running as passenger conductor during the holidays. We all had to look twice to see who our passenger conductor was when he made his first trip, for we didn't recognize who he was in that new uniform. He still carried that broad smile of his just the same.

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

Nora B. Decco

LOOKS pretty funny to me, all the people who got elk, and who promised they would donate elk steaks and roasts, etc., etc., and nary a bite has appeared, I just wonder now . . . no couldn't be that, as I know two or three who did get elk; how could they help it, a thousand hunters line up and look over a hill and wait till two or three thousand head of elk start walking right around in front of them and then shoot. Couldn't help but get their elk I'd say . . . ask Mrs. A. J. Carlson, after she listened to her husband talking about elk for a week what did she say, almost nothing, just "Jimmy get my boots and take my pocket book and get me a quarter's worth of Bee Bees, and did she come back with an elk? I'll say . . . and she says as sure as anything it had a tag on it when she got there. . . . Clarence Martin is getting better fast, too, went over on 16 to Maudlow and came back with all the family and everyone else he could get to help him with a four hundred pound elk; there are others, including Chester Bales and some more I can think of too. Some are too busy with the new Headwater Fuel and Navigation Company calendars to do anything else though; think of a concern that would not even have its calendars out middle of January, 1938. Are they progressive?—not so you could see any progress. . . . I would like to see their bank balance.

Want to be sure and give a standing vote of thanks to section foreman Nick Listarus and signal maintainer Morrow and all the rest of the boys who helped to again put up the Christmas tree in the small park at the west end of the Three Forks station. This is a pretty sight each holiday time and for the past nine or ten years has never failed to appear on time and all lit up to celebrate the happy season, even through the worst years when there was often not a lot to celebrate for, but we have heard hundreds of compliments, especially from passengers on the trains, who were pleased and cheered by its bright lights and lovely snow covered boughs. The cutting and placing of the tree is in itself a big job, always coming from a hard place to get into, somewhere in the canyon, mostly east of us. Nick has for many years almost taken charge of this job and both signal maintainers and line men have contributed their assistance uncomplainingly, for which we do all thank them even if as individuals, we might neglect to say so, as it has always been called the Milwaukee Women's Christmas tree, and the station would look gloomy indeed during Christmas week without its shining beauty. Again we thank those who worked to make it lovely.

The death of Robert S. Thomas, in California, occurred Dec. 26, and the Rocky Mountain will remember well when Mr. Thomas was an employe in engine service here for many years.

Another sudden death on the division was that of Mrs. Merth Williams, January 9. She leaves four children besides her husband; also two brothers and four sisters of whom Mrs. R. C. Bates, wife of Condr. Bates, is one. We extend our deepest sympathy to this family in this loss.

Miss Maida Rector, youngest daughter of agent and Mrs. Rector, here, has returned to Seattle after spending Christmas and New Year's with the family. Miss Rector is a student at the University in Seattle.

Engr. McCormack has gone to the Northern Montana division on account of reduction in crews west pool, where he will work until business picks up some.

WEST COAST WOOD PRESERVING CO.

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

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

Floyd Sterling and wife stopped over in Three Forks early in January to visit with Mr. Sterling's brother and family. Everyone will remember Mr. Sterling on this division where he was a conductor for many years.

Gladys Simmert was called from Bozeman to Melstone early in January on account of the serious illness of her mother there. Later she returned to Bozeman and brought her mother back with her, where she is under the doctor's care and much improved. Paul Simmert has been a patient in the hospital in Bozeman for the past two week also, but is up and out again now.

Engineer Mayo was a hospital patient in Deer Lodge first week in January too, having a tonsil operation.

Engineer Joe Daniels and wife have moved to Great Falls for the winter months, where Mr. Daniels will work between Great Falls and Harlowton.

Conductor Vaninwegan spent the Christmas holidays in Seattle where his family live, reporting a swell time. Conductor Kirwan had the run during Mr. Vaninwegan's absence.

Burton Lane, eldest son of J. W. and Mrs. Lane, has returned to school at San Francisco after the holiday season spent with home folks here.

Agent Jost and family from Highwood spent Christmas week with Mrs. Jost's mother and father here. Clinton fell while playing and broke his collar bone but was up and going fast again in no time.

Baggageman Sam Kirkis, for many years running on the main line here on trains fifteen and sixteen and who is now on the retired list, has just returned from a visit with friends and relatives in Georgia.

Engineer A. E. Barnes made a business and pleasure trip middle of January to Minneapolis for a few days.

The Milwaukee railroad expected to put up a lot of ice out of the lake at the gravel pit when it got fifteen inches thick. Of course, this is only the third week in January so maybe it hasn't had time to freeze that thick yet; anyway it isn't anywhere near fifteen inches last report and instead of 108,000 pounds or tons or whatever we had planned for, will have to just hope it freezes pretty soon so we can put up what we can get. I can remember a few winters when it would not have stopped at fifteen inches, but a small depth of two feet would be about right for now; too bad for the ice but not so bad for the coal bin, says we.

Iowa (East) Division

J. T. Raymond

STILLMAN L. WINTER, 82, passed away Friday at his home in Marion. He had been an employe of the Milwaukee Road for more than 50 years. At the time of his retirement several years ago he was employed as a baggageman between Marion and Omaha and had a wide acquaintance and many friends on the railroad. He was a member of the Milwaukee Veterans Association and has attended many reunions of the latter body. Funeral services were held at Marion Sunday, Dec. 19th. Pallbearers were W. R. Barber, Benj. Buckley, J. L. Roberts and the writer.

Mr. and Mrs. Lester Cleveland of Chicago visited Mrs. Cleveland's parents and Mr. and Mrs. F. J. Cleveland of Marion over Christmas.

A. P. Hopkinson appointed second trick operator at Cedar Rapids.

Operator E. R. Blake supplied at Lyons during Mr. Thompson's illness and death.

Henry P. Thompson, 64, passed away Monday, Dec. 27th. He began work for the Milwaukee Road June 3, 1893, and has been station agent at Lyons, Iowa, for 34 years. Mr. Thompson was a faithful, efficient and loyal employe and was held in high esteem by the officers and employes with whom he had been associated for so long a period. He was a long time member of the Milwaukee veteran employes' association and also a member of the Masonic Lodge, who conducted the services at Lyons Wednesday, Dec. 29th. He had just made application to the Marion office to be retired Jan. 16, 1938. The railroad friends join the Milwaukee Employes Magazine in extending sincere regret and sympathy to the bereaved family in their loss.

Mr. and Mrs. Bert Klumph and daughter, Mrs. Westcott, and son left Marion Dec. 13th for Los Angeles for a prolonged visit with relatives.

Locomotive Engineer Geo. W. McRae left for New Orleans shortly before Christmas for a lengthy visit with his son.

A. J. Rozum and son, formerly of Perry and now of Mitchell, S. D., where Mr. Rozum is postmaster, visited Marion Dec. 21st while en route to a nearby point on business matters.

Mrs. G. E. Soyster died at St. Louis, Mo., Dec. 3rd. She was the wife of Operator G. E. Soyster, formerly operator on this division.

Operator D. L. Miller supplied at Arlington during Mr. Ramsey's absence.



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Accidents and illness occur.

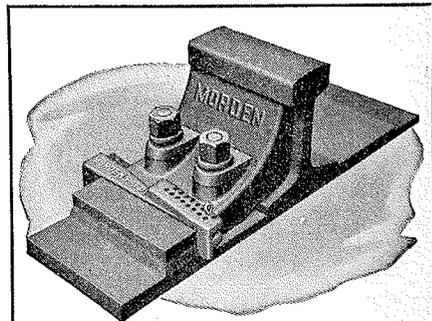
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(The Railroad Man's Company)
CHICAGO TORONTO
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MORDEN SECURITY ADJUSTABLE RAIL BRACE

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Designed for super-strength to meet the requirements of modern high-speed traffic.

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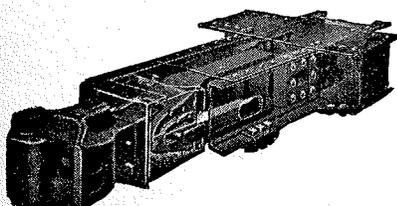
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The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

THE BUCKEYE STEEL CASTINGS
COMPANY - Columbus, Ohio

New York - Chicago - Louisville - St. Paul

A. C. Peterson, rules examiner, conducted an examination of the Marion train dispatchers Monday, Jan. 3rd.

Charles E. Cutts and Fred Gehrke were added to the civil engineering force at Marion after the completion of their work between Lyons and Sabula the latter part of December.

Mr. and Mrs. Stanley Thomas of Marion left shortly after the holidays to visit relatives in Seattle and other western points.

Mr. and Mrs. Bernard Schenken of Marion left around New Year's Day to visit in Florida.

Jerome Kendall of San Luis Obispo, Cal., spent Christmas with his parents, Mr. and Mrs. R. J. Kendall, of Marion.

Operator D. L. Miller of Springville supplied at Arlington early in January.

Miss Nadine Dove, a student at Frances Shimer College, Mount Carroll, spent the holidays with her parents, Mr. and Mrs. L. S. Dove.

Four hundred and twenty-five packs of apples, nuts and candy were distributed by the Milwaukee Women's Club to the children of Milwaukee employes and other children of Marion Sunday, Dec. 19th, at the Milwaukee depot, when Santa Claus arrived on a train from the north. Christmas carols were sung by members of the Ohitaga Camp Fire group gathered around a lighted tree at the west end of the platform. A large crowd was present.

Mr. and Mrs. G. E. Engstrom and daughter Helen and son John of Chicago visited Marion to spend Christmas with relatives.

Serials From the Cereal Center

C. R. T.

FRANCIS CURRAN and family spent the New Year's holiday with relatives and friends in Peoria, Ill.

The New Year was ushered in with much celebration at the various hotels, night clubs and other places of entertainment in Cedar Rapids. At the stroke of twelve, factory whistles, fireworks and bells added to the general din, which lasted for about twenty minutes.

A. E. Fairhurst, our genial and smiling freight service inspector, drops in to see us frequently and usually has some good suggestions for protecting freight of various kinds being handled through our station. We bespeak for "Art" the closest cooperation at all times.

Mrs. Thos. Manton and daughters, Veronica and Eileen, spent the holidays in Daventport, visiting relatives and friends. They took advantage of the holiday vacation the young ladies had from their school work. "Tom" tried all the restaurants, and although he had some trouble in getting the proper diet, he seemed to prefer their menu rather than rely on his own cooking.

Roy Raper and family spent Christmas with relatives in Athelstan, Iowa. Understand that if Roy could have put skates on the family car they could have made better progress on the icy pavement.

A good time to speak a word for our good old railroad is after you have made a purchase. We do not want to insist or demand—some of our competitors have made that mistake. Merely introduce yourself and ask for a share of the firm's business in a courteous and pleasant manner; you will be agreeably surprised at the result. Merchants do not resent being asked; on the contrary, most of them like it. Several of our employes in Marion and Cedar Rapids assisted in securing some nice business for the Milwaukee during the past year, using this same method, and their efforts were very much appreciated.

Mrs. R. G. McGee and daughter, Beverly, spent the holidays visiting with relatives and friends in Osceola, Ia. "Mac" also shopped around a bit for his sustenance.

Operator Hopkinton, formerly of Madrid, Ia., is now pounding brass on the second trick job in Cedar Rapids. "Hop" is pretty well settled now and says that he likes it fine.

Clyde Williams, who for several years worked in the general agent's office, is returning to Cedar Rapids from Council Bluffs to take the position at Cedar Rapids Yard, made vacant when Vernon Williams trans-

ferred back to a similar position in Council Bluffs. You remember the proverbial school, "Clydie"!

Mayme Berryhill, who was displaced in the general agent's office, has transferred to the position as roadmaster's clerk at Perry, displacing Don Wichaer, who has been holding the position for some time.

Special Officer James Tolson has returned to work after being off on leave of absence for several months. Mr. M. Graff, who has been relieving him, will be transferred to another similar position.

Van Barnes dropped in to see the old gang at the freight office. "Barney" formerly held the position as assistant cashier in the office, but is now employed as a city fireman and says that he enjoys pushing one of the shiny red fire trucks around more than he did pushing a pencil.

Mr. and Mrs. Kenneth K. Taylor spent the Christmas holiday with relatives in Perry and Des Moines.



Lucille and Richard Boche, Children of Minneapolis Roundhouse Employe.

Twin City Terminals—Mechanical and Stores Departments

N.A.H.

MR. JOSEPH BIHNER, Minneapolis Roundhouse, passed away January 3rd, 1938, at his home after a short illness and we extend to his family our sympathy.

We also extend our sympathy to Mr. John Clark, Minneapolis, Roundhouse, in the loss of his mother.

Mr. James Makres returned from his trip abroad looking fine and feeling fine and reports a wonderful time.

Engineer Frank Fowler is spending the cold months in Oregon City and thereabouts.

Former River Division Engineer Harvey Reed passed away December 25th after a long illness.

Mr. Chas. Lundburg, former roundhouse foreman, St. Paul Roundhouse, and wife are motoring to Florida in his new 1938 car. Mr. Lundburg retired last October from active service and was presented with a gift from the boys at St. Paul Roundhouse.

Mr. J. B. Neese, retired veteran South Minneapolis Shops, and father of Roundhouse foreman A. G. Neese of St. Paul, passed away January 10th, 1938. We extend our sincere sympathy to those left to mourn.

La Crosse-River Division—First District

Scoop.

THE many friends of conductor William Hill will be sorry to know he passed away suddenly in Milwaukee shortly after Christmas and he had just obtained his pension. His snappy "all aboard" and springy step which belied his age and natty uniform, no matter how hot the day, distinguished him in a class by himself.

One of our veterans of the service, agent E. J. Erickson, for many years agent at Sun Prairie, and recently agent of Marshall was found dead in his bed, due to advanced age.

The sympathy of the entire division is

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with the bereaved families. Our master mechanic is of late casting a wary eye on the weather predictions, and we think he will soon be on his way to the sunny south for the annual vacation.

When I first became interested in the railroad, our own Milwaukee, and came to know the different crews and engines, etc., the name of Jack "Razor" Little, was a byword for speed and on time performance when he was on 57 and N. A. Meyer was the night dispatcher, we used to ask NAM how 57 was. The answer was invariably "ON TIME, Razor's pulling them tonight." And now he has taken the pension for a well earned rest and we all wish him many years of health and happiness to enjoy the good things of life, after 50 years' work. Am enclosing a picture which will show him on his last run on number 6, taken at Portage.

Willard Hayes and family have departed for California for at least a month's stay. Willard left explicit instructions for Frank "Boilerhead" Leng to keep his sidewalk cleaned while he was gone. Inasmuch as it is a corner lot and the weatherman predicts lots of snow for January, "Boiler" is keeping tab on the "canned heaters" to see if he can't get some help on the job.

Lonnie Farnham is working days at Portage during Babe's absence. Lonnie says he can't sleep nights yet account of the change! We welcome to the LaCrosse division our new trainmaster, Mr. J. T. Hansen, and his family, Mr. H. C. Munson having been transferred to the frozen North, otherwise the Wisconsin Valley territory.

I&D Division

E. C. A.

A DIVISION staff meeting was held at Canton, S. D., Dec. 29, 1937, and conducted by supt. Ingraham.

W. G. Powrie, superintendent of work equipment, was at Sioux Falls, S. D., Dec. 30 to conduct meeting on special work equipment with I&D Division roadmasters and other staff members.

O. A. Beerman, assistant superintendent, Milwaukee, and family were in town for a few days to spend Christmas with friends and relatives.

Roadmaster C. E. Kemp of Mason City has been under the weather for the past few days, and we trust he will be on the mend soon.

Conductor F. M. McConnell of Mitchell, S. D., was in the city a few days ago calling on friends.

R. C. Dodds, superintendent, Austin, Minn., stopped at Mason City recently on company business.

Conductor C. E. Kerlin, or, we might say, "Senator" Kerlin, is back at Austin, and although losing several months' rights, has gotten back into good graces of the lunch room. "L——, dear, please tie me to your apron strings again."

H. D. Neelings, traveling engineer and assistant trainmaster, was in Mason City recently on business.

It all happened some time ago. The train was leaving the station, the wind came around the corner, his hat rolled down the right-of-way. Lost: One good used fedora. Tony Savidis, care division engineer's office, Mason City, Iowa.

O. E. Bradford, traveling inspector from Austin, was in Mason City Jan. 11 and made a trip over the Middle Division during the week.

W. F. Ingraham, Jr., manager of Fairmont Creamery Co. at Buffalo, N. Y., was in Mason City the first part of January visiting at the home of his parents, superintendent and Mrs. W. F. Ingraham.

Instrumentman L. J. DeSomery, division engineer's office, Mason City, has been doing a neat job of bowling lately. Last official report indicated his average hovering around the 190 mark. More power to you, Joe!

Congratulations to Mr. and Mrs. Don Geisen upon the arrival of a baby girl Jan. 11. It is now grandpa J. A. Johnson.

West I&D

Edna Hall

WELL, February, here we come! All ready for the groundhog's verdict, Lincoln and Washington's birthdays and the fact that you are just one short month before winter is over again. Of course, we remember about March—we have good reason to remember that month from its past conduct, but just the same the days are getting longer and the sun a bit nearer.

H. A. Anderson, section foreman, Marion Junction, is in Seattle, having been called there by the serious illness of his daughter. We hope that she may be recovered by this time.

William J. Mang has been appointed agent at Ossian, Iowa, and Homer Hopkins, who has been at Chamberlain for twenty years as operator, is taking White Lake station.

C. A. Swan has drawn the third trick dispatcher's position at Mitchell which was left vacant when John Hennessy went to Beloit, Wis.

Jim Burns is back at Plankinton after having done relief work on the east end for the past few weeks.

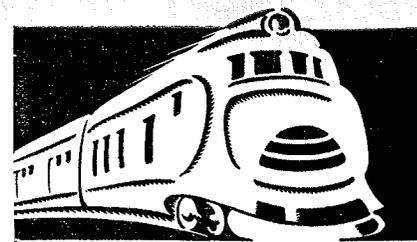
We certainly extend our sympathy to Mr. and Mrs. Henry Hinker in the loss of their daughter, Mrs. R. Schultz, who passed away late in December at Mitchell, S. D. We also sympathize with Mrs. Baumgartner and family of White Lake in the sorrow which came to them this winter when Mr. Baumgartner passed away after a short illness.

Mr. and Mrs. George Boyle of Chicago are visiting at the home of Mr. and Mrs. H. B. Peterson. Mrs. Boyle is the daughter of our Mitchell agent.

Mr. and Mrs. Fred Wilson are spending a few months in California this winter.

J. H. Jones is driving a new Chevie, and we believe he is the first one around here to get the annual spring car fever.

R. C. Blakesley, telephone inspector from Milwaukee, was in town for a few days during January.



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

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

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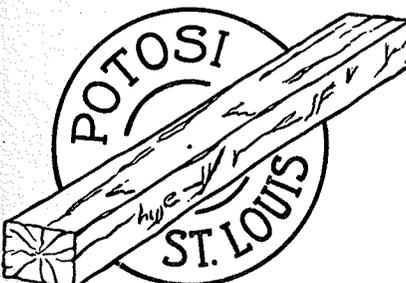
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We understand that section foreman W. P. Clayton was married on Jan. 13. Do not have the particulars nor the lady's name—just the rumor has reached us so far, but we are inclined to believe it. If so, congratulations, W. P.

Phyllis Higgins, daughter of Fay, our first trick dispatcher, won \$25.00 at the Paramount recently. And Fay says she almost did not go that night, either, so now we just do not dare miss—and after we thought we were emancipated, too!

Grant Shipley, wire man, is spending a few weeks in California where winds and sleet do not call a man out to fix wires in a 15 below temperature. But the mountains cave in out there and the floods come, so, after all, since we can not be there, we stay here.

We wish to extend our sympathy to Henry Miller, section foreman, south, in the loss of his father, who passed away recently.

K. S. Lambert, agent at Mt. Vernon, spent the holidays with friends and relatives in Ionia, Ia. W. J. Mang relieved him in his absence.

Now if the ground hog will just stay in his hut or hole or whatever it is he stays in, we will welcome you next month with a spring song.

Kansas City Division
K. M. G.

WINONA CLAGETT, Webster, Iowa, went to Iowa Falls on Christmas Eve to spend Christmas with her parents and her sister. Returned to Webster the following Tuesday.

Mike Carroll, brakeman, working temporarily in Cedar Rapids, was in Ottumwa the week previous to Christmas to visit his mother.

Mrs. L. H. Rabun and little daughter Louann were in Savanna, Ill., from January 3 to until January 8, visiting with the sister of Mrs. Rabun, Mrs. M. Cottrall, and her aunt, Mrs. T. F. Donohue.

On January 7, retired conductor D. Morrow and wife left Ottumwa for California to remain during the balance of the winter season; will spend some time in Long

Beach, Los Angeles, and with their daughter, Mrs. Bernita Larmore, who lives in Atascadero, Calif., and before returning to Ottumwa will make a visit to San Diego and spend a short period of time in San Francisco.

A week's visit with relatives in St. Louis, Missouri, was very much enjoyed by Mrs. W. G. Bowen and daughter, Virginia, who departed from Ottumwa on December 27 and returned shortly after the first of January.

The family of Wm. C. Harris were confined to their home about one week in the early part of December account influenza.

Retired engineer George W. Kissinger went to Tulsa, Okla., for the holidays and to remain an indefinite period of time. Mildred Kissinger of Chicago joined her father in Tulsa to spend a vacation of one week in the Hugh Evans home during the holiday season.

On November 17 dispatcher F. R. Moore retired from active service, having celebrated his sixty-fifth birthday on November 15. M. L. Fromm has returned to Ottumwa as a train dispatcher, coming from Perry, Iowa, where he has been a train dispatcher for a short period of time. Mr. Moore had almost forty-eight years' service with the Milwaukee Railroad.

The mother of engineer Densil C. Smith was visiting with a niece in St. Paul, Minn., during January when she accidentally fell down the stairs and broke her ankle and sustained other injuries. She was taken to a hospital in St. Paul and will remain there until she is able to be returned to her home in Ottumwa.

Mr. and Mrs. H. F. Utterback left Ottumwa on January 6 for Oklahoma City because of the serious illness of Mr. and Mrs. P. M. Pray, mother and step-father of fireman Otterback. Mr. and Mrs. Pray visited in Ottumwa last August enroute from Chicago to Oklahoma City, moving their residence from Chicago to that city at that time.

N. A. Ryan, assistant general manager, accompanied by superintendent Bowen, made a tour over the Kansas City Division in car No. 17 from Davenport to Kansas City on January 3 and 4.

Mr. and Mrs. M. L. Taylor were in Perry, Iowa, for Christmas and spent the New Year holidays in Clinton with friends.

Patty Whiteford, daughter of division engineer, was ill with scarlet fever at their home in Ottumwa during the Christmas holiday season.

Roadmaster F. M. Barnoske was called to Coon Rapids, Iowa, Dec. 20, account the death of his nephew, William, son of W. E. Barnoske, who passed away the previous day after a lengthy illness. The funeral was held the following Wednesday and burial in Coon Rapids.

Joe Maier of the store department suffered a heart attack on Friday evening, December 24, and was taken to the St. Joseph hospital, where he is still a patient.

Another employe who suffered a heart attack is Frank Harker, water service inspector at West Yard, who was stricken on the same date and was off duty for about one week.

A family reunion was held in the J. H. Ryan home during the Christmas season; Jack Ryan, Jr., and family of Faithorn, Ill., came to Ottumwa, also, Joseph Ryan, student Creighton College at Omaha was at home for the mid-winter vacation. Mary Ryan, daughter of conductor Ryan slipped on the ice and fell, sustaining an injured ankle, which necessitated taking her to the St. Joseph hospital for observation and examination. She was confined to her home for several weeks.

Joseph Herzog of the engineering department went to Austin, Minn., for Christmas at his home. Mr. and Mrs. Robert Loftus, with their young son, journeyed to Anderson, Indiana, to be with the family of Mr. Loftus for Christmas.

The wedding of John Meagher and Inez McCoy took place in Kirksville, Missouri, on December 8. Mr. Meagher was for many years a Jordan ditcher operator and previously was employed in the engineering department on the Kansas City division.

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They are making their home in Ottumwa with the mother of Mr. Meagher.

Fireman Jesse F. Williamson was off duty account illness during the early part of December.

Francis Barnoske of Hastings, Nebr., spent a vacation of ten days during December with his parents, Mr. and Mrs. F. M. Barnoske, Ottumwa. While at home went to Des Moines for one day to attend a convention and general meeting of his company. Left shortly after the first of the new year for Hastings, his headquarters.

Mrs. C. H. McCrum and little daughter, Ann, of Kansas City were in Ottumwa the week-end of December 4. Paid a visit to the office of the superintendent.

Roundhouse bowling teams No. 1 and No. 2 have been doing some pretty good bowling during the past few weeks; team No. 1, L. H. Rabun, captain, advanced in their position in the league from eighth to fifth place. Have one outstanding bowler in team No. 2, H. K. Hill, captain, who had a good game on Monday evening, January 3, bowling a score of 246—this happens to be Floyd Ewing, machinist. Team in the superintendent's office, W. G. Bowen, captain, have been unable to participate in the league recently account members of the team being out on the railroad.

Mrs. F. A. Roberts, wife of agent at Gault, went to Burlington, Iowa, for Christmas to be with her brother and his wife.

On December 2 occurred the death of Alexander H. Ashby, former pumper at Lawson, Missouri, who had been ill only one day. He entered the service of the Milwaukee as a coal chute operator on April 29, 1892, and was two years later appointed pumper at Lawson, which position he held up to the time of his resignation to take the railroad retirement pension on June 1, 1937. Funeral services and burial in Lawson.

Milwaukee Railroad Bowling League Chicago, Illinois

Standing as of January 11, 1938

Team	Won	Lost	Pct.	Pins	Team Average	High Series
1 Pioneer Limited	33	21	.611	45,161	836	2,651
2 Olympians	33	21	.611	39,658	734	2,456
3 Hiawatha	32	22	.592	43,444	804	2,674
4 Arrows	31	23	.574	41,802	774	2,482
5 Varsity	27	27	.500	40,734	754	2,523
6 Southwest	22	32	.407	41,826	774	2,577
7 Sioux	20	34	.370	40,306	746	2,447
8 Chippewa	18	36	.333	41,754	773	2,591

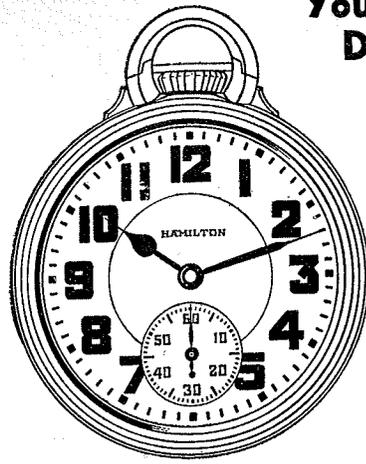
Name	Team	Games	Pins	Average	High Game
1 Dale	Chippewa	51	9,361	183-28	235
2 Tobin	Arrows	45	8,041	178-31	220
3 Ciezinski	Southwest	45	7,973	177- 8	272
4 Larson	Pioneer	54	9,482	175-32	233
5 Osmundsen	Pioneer	51	8,925	175	236
6 Finn	Hiawatha	45	7,874	174-44	266
7 Potter	Hiawatha	39	6,748	173- 1	234
8 Weseman	Varsity	54	9,322	172-34	222
9 Becker	Pioneer	48	8,156	169-44	202
10 Stephensen	Olympians	40	6,743	168-23	221
11 Konertz	Sioux	39	6,335	162-17	233
12 Rumps	Arrows	45	7,259	161-14	217
13 Walch	Chippewa	45	7,102	157-37	213

High team series—Hiawatha, 2,674.
Second high team series—Pioneer, 2,651.
High team game—Hiawatha, 972.
Second high team game—Southwest, 959.
High individual series—Ciezinski, 723.
Second high individual series—Weseman, 627.
High individual game—Ciezinski, 272.
Second high individual game—Finn, 266.

Mother: "When that naughty boy threw stones at you, why did you not come and tell me, instead of throwing them back at him?"

Willie: "What good would it do to tell you? You couldn't hit the side of a barn."

Your Local Watch Inspector Deserves Your Patronage



CHAS. H. BERN
Union Station Bldg. -- Chicago, Illinois

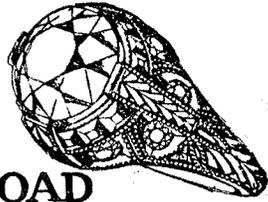
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The above are Official Watch Inspectors for



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

Just a Stripling

"Who was the King of France at the time of the French Revolution, James?" asked teacher.

"Louis the 13th—er, 14th—er, 15th—oh, I don't know, but he was in his teens, anyway!"

BLATCHFORD CORPORATION

80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS
Reformed to meet specifications for new bars.

VULCAN BLOOM STAYBOLTIRON
VULCAN XX ENGINE BOLT IRON
VULCAN IRON FORGING BILLETS
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CRANK PINS
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NEW MAUMEE MINES

On The Milwaukee Road

Linton Mine No. 23
Sponsler Mine No. 24
Billing Point—Latta, Indiana

All Grades Will Be Washed
Except 6" Lump

THE MAUMEE COLLIERIES COMPANY
Miners and Shippers
TERRE HAUTE, INDIANA

S-E-R-V-I-C-E

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Thos. P. McGinnis has been designated as Service Engineer to cooperate in obtaining maximum operating and maintenance economies from equipment supplied by The Superheater Company such as Superheaters, American Multiple Throttles, and Tangential Steam Dryers. His services are at your disposal.

Permanent address—
THE SUPERHEATER COMPANY
Peoples Gas Building, Chicago, Illinois

Retirements Reported During December

(Continued from Page 12)

Name	Occupation	Location
Johnston, John Arthur	Loco. Laborer	Minneapolis, Minn.
Kelly, Thomas James	Yard Foreman	Madison, Wis.
Kidd, Frank Robert	Carman	Terre Haute, Ind.
McCormick, Michael Henry	Conductor	Seattle, Wash.
Meyer, Christian Henry	Flagman	Madison, Wis.
Adamson, Theodore Homer	Drill Press Operator	Tacoma, Wash.
Anderson, Gustaf Johan	Carman	Minneapolis, Minn.
Broderick, James Edward	Telegraph Operator	Mazomanie, Wis.
Broker, Joseph Frank	Machinist Helper	Franklin Park, Ill.
Bunnell, William Miles	Engineer	Tacoma, Wash.
Butler, William King	Switchman	Cedar Rapids, Iowa
Carls, Matthias Josef	Section Foreman	Jefferson, S. D.
Caton, Matthew	Steam Fitter	Aberdeen, S. D.
Christoph, Ferdinand Friedrich Johan.	Boilermaker	Minneapolis, Minn.
Compy, Edward James	Crossing Flagman	Milwaukee, Wis.
Cullen, Richard	Coach Cleaner	Austin, Minn.
Dicks, George Jesse	Car Repairer	Council Bluffs, Iowa
Ferrington, William Justin	Carpenter	Green Bay, Wis.
Fitzhenry, John William	Carman Helper	Minneapolis, Minn.
Fleak, Edwin Allen	Car Inspector	Council Bluffs, Iowa
Freeze, Benjamin Arlington	Conductor	Savanna, Ill.
Kiley, Hugh Clare	Engineer	Savanna, Ill.
Kiley, James Frank	Engineer	Elgin, Ill.
Kimball, Charles Frederick	Flagman	Milwaukee, Wis.
Kinder, John Samuel	Conductor	Sabula, Iowa
King, Frank Eugene	Instrument Man	Minneapolis, Minn.
Kissinger, George "W."	Engineer	Ottumwa, Iowa
Kittinger, John Franklin	Train Conductor	Miles City, Mont.
Klumb, Phillip	Engineer	Milwaukee, Wis.
Koehler, Samuel Sheridan	Machinist	Deer Lodge, Mont.
Koehn, William Emil	Car Inspector	Chicago, Ill.
Koepsel, Charles Fred	Car Repairer	Milwaukee, Wis.
Kramer, Anton	Painter	Milwaukee, Wis.
Krohnke, Alvin Joslyn	Train Dispatcher	Perry, Iowa
Laing, Charles Kijnock	Locomotive Carpenter	Miles City, Mont.
Larson, Lars Johan	Carman Helper	Minneapolis, Minn.
Lawrence, Alexander McCarthy	Machinist	Savanna, Ill.
Ledahl, Ed Henry	Machinist Helper	Minneapolis, Minn.
Liebchen, Karl August	Crossing Flagman	Iron Mountain, Mich.
Leitgen, Henry William	Section Foreman	Brownsville, Minn.
Lindermuth, Jacob	Carman	Milwaukee, Wis.
Lockwood, James Franklin	Watchman	Winona, Minn.
Lorence, William Carl	Section Foreman	Lohrville, Iowa
Lucas, John Charles	Locomotive Engineer	Ottumwa, Iowa
Lundberg, Herman Patrick	Pipefitter	Minneapolis, Minn.
Lundburg, Charles Edward	Foreman	St. Paul, Minn.
Lykam, John Adam	Boilermaker Helper	Davenport, Iowa
Lyttle, John Hubert	Maintainer	Savanna, Ill.
MacCallum, Alexander Kossuth	Boilermaker and Inspector	Minneapolis, Minn.
McCormick, Mrs. Martha Emily	Janitress	Milwaukee, Wis.
McCright, Joseph Bean (Bee)	Machinist and Inspector	Ottumwa, Iowa
McElligott, Thomas	Yard Conductor	Minneapolis, Minn.
McGrath, Michael	Carpenter	Cedar Rapids, Iowa
McKenzie, Lewis Adelbert	Agent	Itasca, Ill.
McLeod, Albert Edward	Engineer-Operator	Chicago, Ill.
McNeff, Philip Aaron	Agent	Monona, Iowa
McNeil, Frank	Switchman	Chicago, Ill.
Maes, Bernard Francis	Freight Handler	Minneapolis, Minn.
Magnus, Gustave	Fireman	Davenport, Iowa
Mase, August Albert	Boilermaker Helper	Tacoma, Wash.
Mayo, Samuel Arthur	Boardman	Miles City, Mont.
Meyer, Joseph	Machinist	Milwaukee, Wis.
Nelson, Lars Mathias	Carman	Deer Lodge, Mont.
Ogle, Edward	Operator	Minneapolis, Minn.
Peterson, Andrew Gustaf	Section Laborer	Minneapolis, Minn.
Pokorny, Otto Jerome	C. F. A.	Milwaukee, Wis.
Retallick, James Patrick	Carman	Harlowton, Mont.
Schultz, Emil Gustav	Upholsterer	Wauwatosa, Wis.
Vickell, Oscar William	Agent-Operator	Kingston, Ill.
Weaver, James Garget	Engineer	Tacoma, Wash.
Johnson, John	Engineer	Faribault, Minn.
Keyes, Oliver Abel	Dispatcher	Green Bay, Wis.
Kirtland, Charles Elmer	Special Agent	Chicago, Ill.
Klug, Otto Fred	Cabinet Maker	Milwaukee, Wis.
Krenzer, Lorenz	Supplyman	Milwaukee, Wis.
Krogh, Peter Mickelson	Machinist	Minneapolis, Minn.
Krumm, Charles	Agent	Charles City, Iowa
Kuehl, William Julius	Cabinet Maker	Milwaukee, Wis.
Lawler, Daniel Edward	Conductor	Madison, S. D.
Losee, Elmer Morgan	Machinist	Minneapolis, Minn.
Lynch, Harry Sylvester	Chief Operator	Chicago, Ill.
McCann, Patrick James	Hostler	Milwaukee, Wis.
McGreevey, Thomas James	Conductor	Austin, Minn.
McHale, Walter	Check Clerk	Milwaukee, Wis.

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Road's urgent needs for

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has been our privilege
for many years

A. M. CASTLE & CO.

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

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**Present Day
SAFETY Requirements
DEMAND the Best
Equipment**

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**Fill the Bill
SAFE DEPENDABLE EFFICIENT**

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FUSEE COMPANY
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Creosoted and Zinc Treated Materials

**Bridge Timbers Piling
Ties (All Kinds) Lumber**

*We are equipped to handle all Standard
Methods of Treatment, Also Axing
and Boring of Ties*

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

Indiana Wood Preserving Co.

Chicago Office: 20 N. Wacker Drive

Plant: Terre Haute, Ind.

*Still Greater
PROTECTION*

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**CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS**

to absorb horizontal shocks

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SPRINGS**

to absorb vertical shocks

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CHICAGO

CANADIAN CARDWELL CO., LTD.

MONTREAL

Davies Yard News

J. J. Novak

Location
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 Haute, Ind.
 attle, Wash.
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FOR SALE, one slightly used indoor baseball team. Manager Andy Shihansil will sell or trade his team, the "Hiawathas," for a pair of skis. The Hiawathas lost another game on Friday, Jan. 7. This time to the Haberman Taverns.

Mr. C. A. Kennedy and family just returned after spending a few day in New Orleans. Mr. Kennedy reported a good time was had by all.

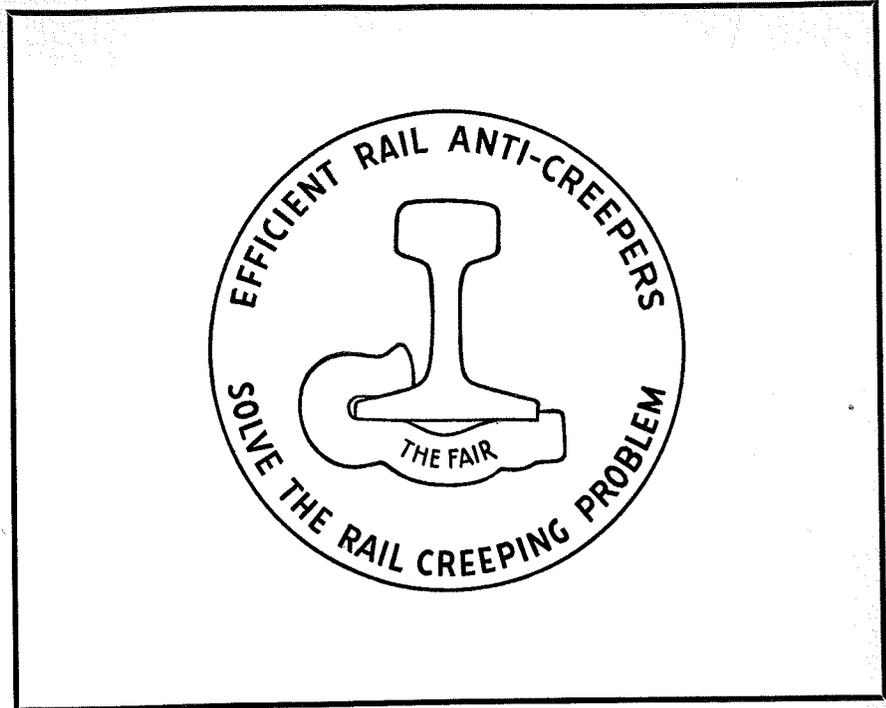
Erwin Weber, time keeper at the coach yard, is the leader of a very fine orchestra. He advertises his orchestra as the finest Swing Band in Milwaukee. The old maestro, it seems, is very dissatisfied with the performance his band has been giving lately and is looking for new musicians. He claims the boys are very absent minded and invariably leave their swing at home. Ery, we suggest that you change the name of orchestra to "The Finest Swingless Band in Milwaukee."

We wish to congratulate the three Jendusa brothers, Ben, Joe, and Frank, on their enviable record. The three brothers combined have a record of 90 years of service with the Milwaukee Road without a serious injury.

Jack Kennedy, the poor fellow, is in the dog-house. Mrs. Kennedy gave Jack a new electric razor as a Christmas present and Jack being a timid soul decided to try it out on the dog next door. The dog resented having his hair cut with an electric razor and bit Jack in the leg. Bug A Be then decided that if the razor wasn't good enough for the dog it wasn't good enough for him and he threw it away. Mrs. Kennedy found the razor in the ash box the following day. Henceforth the dog-house for poor Jack.

"What has become of the locomotive and train of cars I gave you for Christmas?" asked father.

"All smashed up," replied the boy. "We have been playing government ownership."



Good Answer

The policeman was standing in one of those pulpit-like stands directing the traffic when an Irishman drove past the arm held stiffly against him.

Brought back to explain, Pat said with a grin: "Arrah, sure an' I thought ye wor a memorial."

"Willie, what is an adult?"

"An adult is one that has stopped growing except in the middle."

Name	Occupation	Location
McQueeney, Michael	Conductor	Portage, Wis.
Malthouse, William Albert	Passenger Conductor	Mason City, Iowa
Maroney, Thomas Michael	Engineer	Chicago Terminal
Bosman, John	Bridge and Bldg. Carp.	Aberdeen, S. D.
Chase, Charles	Engineer	River Division
Donovan, William Michael	Section Laborer	Fairmont, Minn.
Duer, William Frank	Engineer	Milwaukee, Wis.
King, Henry Otis	Section Foreman	Tyndall, S. D.
Lewis, Allie	Yard Brakeman	Green Bay, Wis.
Martin, Albert John	Engineer	Madison, S. D.
Masters, John George	B & B Carpenter	Dubuque, Iowa
Melcher, John William	Steel Bridge Erecting Foreman	Chicago, Ill.
Mich, John William	Gateman	Chicago, Ill.
Miezio, John Stanley	Laborer	Milwaukee, Wis.
Nelson, Julius	Section Foreman	Coleman, Wis.
Olson, Christ Janer	Section Foreman	Hawarden, Iowa
Rima, George Forester	Crossing Flagman	New Lisbon, Wis.
Sullivan, Thomas Abysius	Section Laborer	Milbank, S. D.
Trayner, Charles William	Record Clerk	Chicago, Ill.
Whitlock, Richard Jackson	Brakeman	Minneapolis, Minn.
Czech, John Joseph	Section Stockman	Milwaukee, Wis.
Drew, Franklin Jacob	Machinist	Janesville, Wis.
Karr, James	Car Repairman	Sioux City, Iowa
Kirkes, Samuel Dewitt	Train Baggage man	Deer Lodge, Mont.
Kord, Joseph	Blacksmith Helper	Tacoma, Wash.
McEwen, David	Chief Lineman	Seattle, Wash.
McWithey, Charles Franklin	Laborer-Machinist	Tomah, Wis.
Madsen, Chris	Pumper	Lemmon, S. D.
Martini, Henry	Laborer	Milwaukee, Wis.
Mau, David	Roadmaster	Chicago, Ill.
Merrill, Jesse C.	Section Foreman	Davenport, Iowa
Ott, Herman Carl	Gang Foreman	Milwaukee, Wis.
Reinke, William Frederick Charles	Pipefetter	Sioux City, Iowa
Sherwood, Clark Lewis	Passenger Agent	Des Moines, Iowa
Stockton, James David	Machinist Helper	Tacoma, Wash.
Stoneman, Richard Strong	Dispatcher	Newport, Minn.
Wilder, Charles Frederick	Conductor	Spokane, Wash.

THE CAREFUL INVESTOR JUDGES A SECURITY
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IN THREE-QUARTERS OF A CENTURY OF
 CONTINUOUS PRODUCTION HAS ESTABLISHED

A RECORD OF PERFORMANCE

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 ENGRAVING COMPANY**

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 T-Z Products give unexcelled service.

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 T-Z Front End Blower Nozzles
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T-Z Products, as standard equipment,
 are daily proving their merit.

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



EMPLOYEES' TRADING POST



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

ATTENTION, COIN COLLECTORS: I have a collection of English coins, George II and George III coins of 1710 and 1775, and others. Also Canadian coins and tokens. Will sell George III coins as low as \$1.50. Canadian bank tokens 100 years old 75c each. Ernest Sanders, 1635 North 75th Avenue, Elmwood Park, Chicago.

FOR TRADE: In Sioux City, Iowa, on Military Road, eight room modern Colonial type residence, about two acres of landscaped land. Convenient to Milwaukee shops. A. L. Groom, Agent, Arnolds Park, Iowa.

FOR SALE—Two 50x120 ft. lake lots on channel at Round Lake. Gas and electricity in, 1 mile from station, suburban service, near 3 golf courses; price \$900 each or both for \$1,700.00. H. L. Hone-man, Agent, Round Lake, Ill.

FOR SALE—Six room frame bungalow, 24 ft. x 54 ft. on lot 30 ft. x 125 ft., in northwest corner, city of Chicago. Sturdy construction and best materials. Built by present owner at cost of \$8,000.00. Full size concrete basement, hot water heat, and other modern features. Two-car garage, ceiled with celotex; has a toilet also. Paving, gas, sewers, water, and electricity all in. Price \$4,500.00—\$1,000.00 cash, balance monthly payments. Address, Harry Clark, Room 45, Fullerton Avenue office, 2423 Southport Avenue, Chicago.

FOR SALE—Will sell at \$25 per grave 4 or 8 grave lots in Blmlawn Cemetery. Perpetual Care. Nevada 2996, 3418 Walnut St., Chicago.

FOR SALE—Reconditioned L. C. Smith \$32.50 10-inch carriage, Elite type, A-1 condition. Rundgren, 2147 Belle Plaine Ave., near Leavitt, Chicago.

FOR SALE—Canaries, males and females, choppers, golden, cinnamon, yellow, variegated, and green. Guaranteed singers. Prices reasonable. Many to choose from. Stamped self-addressed envelope for reply. Frank Bednarek, 2933 W. Nelson Street, Chicago, Ill.

FOR SALE—Hamer Hotel at Davis Junction, Illinois. 27 rooms, two baths, comfortable living quarters. Nearly one hundred per cent railroad business. Suitable for operation by retired railroad man. Selling to settle estate. C. M. Hamer, Davis Junction, Illinois.

FOR SALE—In Tomahawk, Wis. Bungalow, 5 rooms and bath, furnace, electric lights, large screened-in porch, facing Wisconsin River; garage. Makes lovely summer home as well as the year around. Lot and one-half—price \$1,550. Address L/A, % Agent, Wausau, Wis.

FOR RENT—Large light room, newly decorated and nicely furnished; Northwest side of Chicago near Addison bus and three car lines. Will appeal to Fullerton Ave. office employe desiring quarters in well appointed home. Family of two adults, no other roomers.—Reply to Dept. G., Milwaukee Magazine.

WANTED TO BUY—Photographic enlarger and other dark room equipment. Must be in good condition and reasonable. Write giving full particulars as to make, price, etc., to Box —, Milwaukee Magazine. Mr. Bundy, Room 360.

FOR SALE—A 57x157 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$8,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

FOR RENT—Four room flat near forest preserve on Church Road in Bensenville, Ill. Price \$18. Phone 89W.

LOST—Yellow Gold Watch, 21 jewel open face 92—16 size, while riding motor car between Wisconsin Rapids and two miles west of Rudolph. Reward—P. M. Loftus, Wausau, Wis.

Will share my home with couple, reasonable rent. Employed couple desired, (near Bensenville, Ill.) Reply to Milwaukee Magazine, Box B.

FOR SALE—A 57x157 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$8,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

DELICACIES FOR THE TABLE
Specialties
Butter, Eggs, Cheese, Poultry, Game, Fruits and Vegetables
E. A. AARON & BROS.
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To Milwaukee Patrons
While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.
Three Forks Creamery Co.
THREE FORKS, MONT.

FISH and OYSTERS
Supplying Hotels, Restaurants and Clubs
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W. M. WALKER
213-215 S. Water Market Pilsen Station
Cor. Racine Ave. and 14th Place CHICAGO

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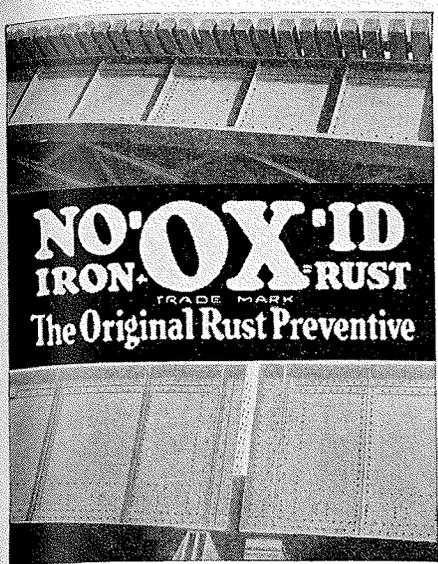
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home, newly
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The More NO-OX-ID You
Use, the Greater Your
**MAINTENANCE
ECONOMIES**

NO-OX-ID breaks all records for economical, long-
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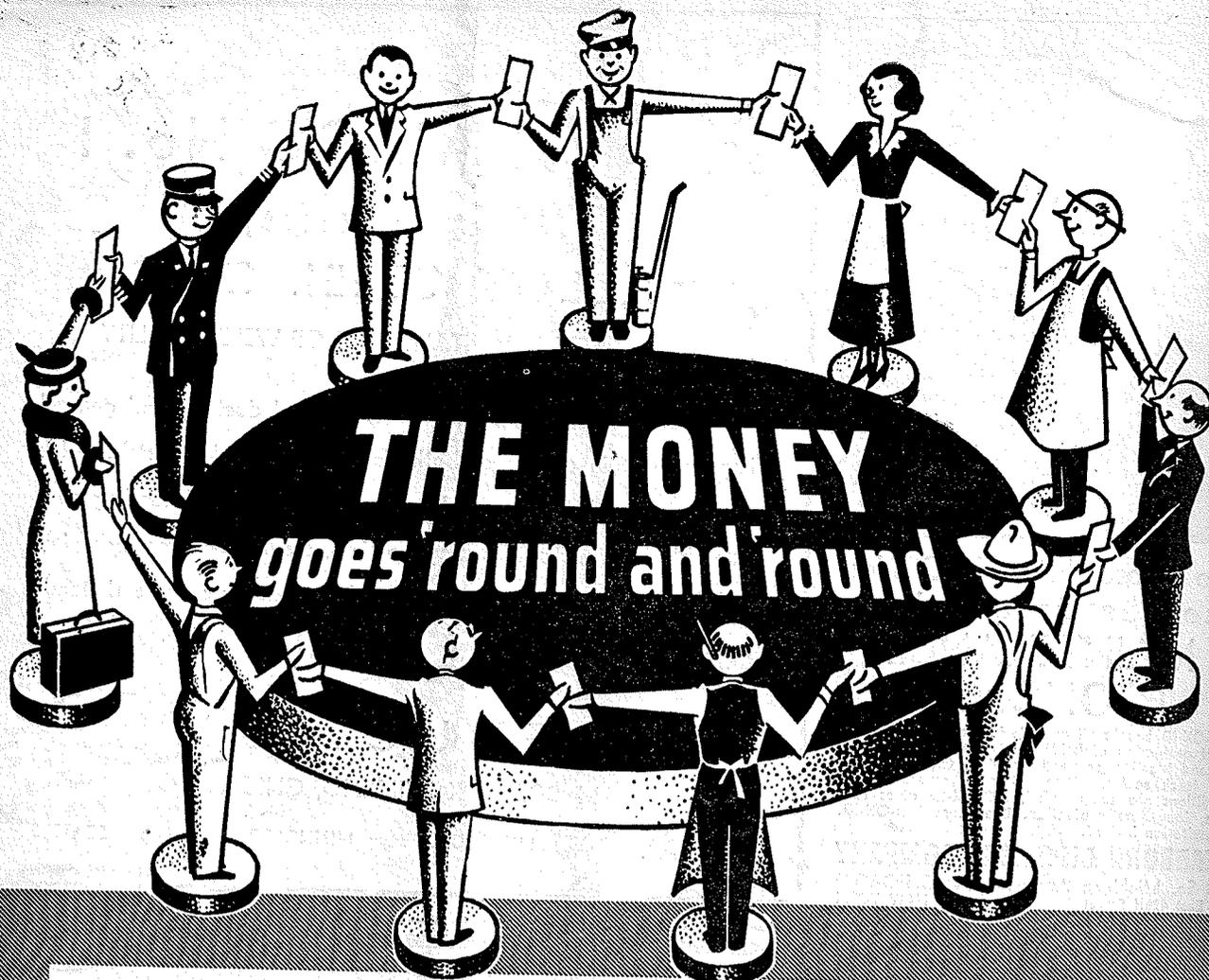
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