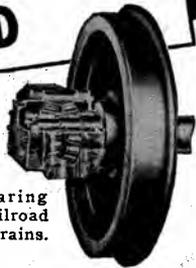


The
**MILWAUKEE
MAGAZINE**



**SETTING AN
EXAMPLE TO THE
WORLD**



TIMKEN Railroad Bearing
as applied to modern railroad
cars and streamlined trains.

In the adoption of new types of rolling stock designed to meet modern ideas of speed, comfort, safety and economy American railroads are setting an example to the world.

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THE TIMKEN ROLLER BEARING
COMPANY, CANTON, OHIO

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Any railroad shop cutting steel sheets and plates in straight lines, arcs or circles will find use for at least one, and plenty of profit from its use.

WHAT THE NO. 10 RADIAGRAPH WILL DO

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2. Cut circles from 3" to 85" in diameter, or arcs up to 42½" radius, with either square or beveled edges.
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•••

CHICAGO

Holiday Greetings

I AM always happy at this season of the year that our Magazine gives me the opportunity to send Holiday Greetings to every member of the big Milwaukee family. Without the Magazine it would be difficult, if not impossible, for me to enjoy this privilege, which I prize highly.

As the New Year begins I come to you again with an earnest appeal that each one take a personal interest in measures designed to increase the road's earnings. About 4500 members of the family have participated actively in the Traffic Tip Plan, and this has been a big help to the railroad. There are, however, more than 27,000 members of the family who do not yet know the satisfaction that comes from sending in a traffic tip. Please make this one of your New Year's resolutions. It will do both you and your railroad a lot of good.

Another development of the past year has been the organization of service clubs, and it is most encouraging to observe the enthusiasm with which this plan is being adopted. More than fifty clubs have been formed, and the program will be carried forward until the entire railroad is covered. These clubs are supporting wholeheartedly the Traffic Tip Plan, but beyond that they enable members of the railroad family to become better acquainted with each other, thereby promoting friendship, which, after all, is one of the big assets of *working together* and they also aid in maintaining those friendly contacts with the folks along our line which are so valuable to us individually and so important to the railroad.

My every good wish to each one of you for A Happy New Year.



Snoqualmie Ski Bowl Begins Its Second Year

Bob Burns

THIS winter's visitor to the Milwaukee Road's Snoqualmie Ski Bowl at Hyak, Washington will see a good many changes in the arrangements from what he knew last winter. He will be apt to stand and stare a minute after debarking from one of the ski trains, and hum to himself, "Well, ain't this sumpin'."

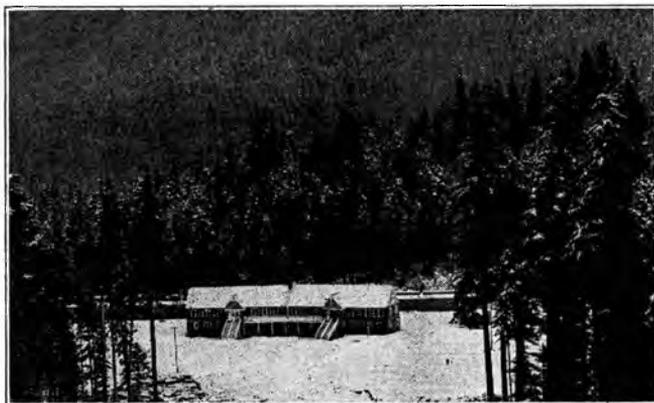
First of all he will notice the long low covered platform which has been extended so as to accommodate the debarking of a whole train load of people from any door in the train. This platform, which permits the passenger stepping off the train and reaching the lodge without wading in snow is four times as long as it was last year. It is not now necessary for train passengers to enter or leave a train from only certain doors as was necessary last season. Our passenger's appreciative eye will note this feature,

and having walked through the covered tunnel into the Lodge proper he will at once note how everything on the first or lower floor of the Lodge has been rearranged, and that there is twice as much space as formerly. This, of course, he will know is due to the fact that during the past season workmen have been busy adding another wing to the Lodge to make it twice the size it was last winter.

Arriving upstairs a new panorama entirely meets his eyes. Here, indeed, he knows is where plenty of attention has been lavished on the idea of having plenty of room for everybody. The old original upper floor used to be divided between a dining room and the lounge, and because of the restricted space there was very little room for any activity besides eating. This year the second floor in the original building is given over entirely to the dining room facilities, and the second floor of the new wing has been turned into a comfortable lounge and activity room, with a large pleasant fireplace, wide windows with a sweeping view of the ski bowl spread out before them, and chairs and table for card playing, and a cleared floor for dancing.

However, the true skier will not want to linger too long indoors on this his first trip to the Ski Bowl. Stepping outdoors he will notice that a covered sun porch has been added to the face of the Lodge, and that the Lodge itself has been given a coat of bright new

paint, green, trimmed with white. He will see before him the hundreds of skiers who have beat him outdoors trying out the ski slopes, and he will notice that they look much smoother, and some of them a lot faster than they were last year. This is because during the summer the slopes of the mountain were given a good manicure, and all underbrush, fallen timber and stumps were entirely cleared out of the ski lanes.



The New Lodge

High up above him he will note a bunch of climbing skiers. Following them, his eye will note that they are bound for the top of the summit he knows as Rocky-Point where a new ski lane over three-quarters of a mile in length has been cut down the face of the mountain. Over to his right he will see the ski lift in operation. This, too, has been streamlined and so arranged that its capacity per minute is almost doubled. Noting all these things, and

the same old jolly crowd he remembered so well from last year, our skier will feel that since everything is here for him to have a good time, he'd better hurry up and make the most of it.

Probably about the time these notes on the Ski Bowl appear in print, the Bowl itself will be open, and the same popular ski trains that ran from Tacoma and Seattle last year to the Ski Bowl will again be in operation this year. Tentatively, the official opening date is now set for January 8th, and the opening exercises will be in charge of the Young Men's Business Club of Seattle, with the ceremonies being broadcast over a national network. Likewise, tentatively (since a lot of things can happen between now and the opening day), plans call for a style show being held at the Ski Bowl with some young folks displaying what the skier is wearing outdoors this season. It is also planned to have representative national groups in the costumes of their native countries appear on skis. Music, of course, there will be, both on the trains and at the Lodge, and the loud speaker arrangement that did such good work last year will again be in evidence.

Another plan for a stunt for the opening day that on one hand has been denounced as just plain screwy, and on the other hand has been praised as clever showmanship, is the plan to have a wrestling match in the snow between a couple of the face-making grunt artists, who don't mind practicing their art in six feet of snow in front of Ski Lodge. Since they've taken to wrestling in mud, why not snow, or at least that is the excuse given by the guy that thought up this idea.

As formerly, the popular Ben Paris with his corps of able assistants will be in charge of the food problem at the Bowl again this season, and with the increased space to work in, and with the outdoor exercise to put an edge on the appetite there will probably be a lot of high-class eating.

The Golden Gate Exposition

NEARING ITS OPENING DAY

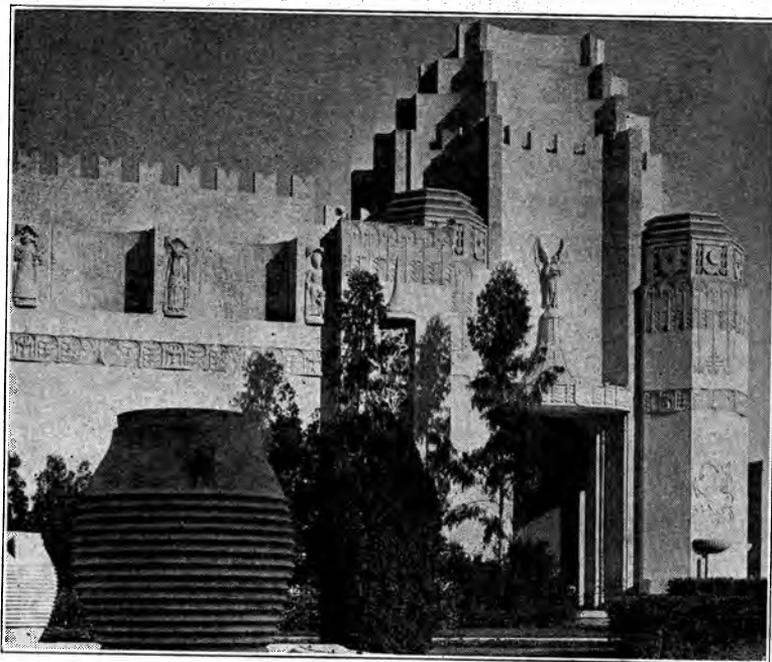
A FEW short weeks, weeks full of activity on San Francisco's Treasure Island, and the great exposition designed to depict the "Pageant of The Pacific" will throw open its gates and invite the world to come in and see the beauty and glamour of the western world,—the western world that reaches hands across and touches the mysteries and beauties of the Orient.

The wheels of real operation will be turning full speed on February 18th and from then on to December 2nd the great Exposition in all its endless variety and interest will be the meeting ground for millions of visitors who will find themselves "in an amazing city of dreams." They will see life as it was in the formative years of the world, its progress and splendid glimpses of what is in these

days and what is likely to be, in the days to come.

"Today, with opening day almost at hand, the Golden Gate Exposition stands virtually complete on its man-made site called Treasure Island.

"With the world a-wearyin' of scientific and industrial Fairs—Machine Age Fairs—it is interesting to take a look at what the Western States have done to make their Exposition different from all others. From the beginning, its creators decided that Fair-goers wanted less of cogs, ballbearings and assembly lines as principal ingredients of international expositions. People, they decided, did not come to California at the rate of 2,000,000 a year to see smoke stacks, or even what was under the smokestacks. If anything, they came to



used as, a permanent midbay airport after the Fair.

"Treasure Island's area is about 400 acres—a rectangle, and compact.

"It is connected to the \$77,000,000 Bay Bridge by causeway, ramps and an overpass. (Ferry service will also be supplied.)

"These are some of the physical figures. But what will interest you if you're going to the Fair (or if you're not) is its dramatic and mystical atmosphere, its beauty, its subordination of the click and whir of the Machine Age.

"In short, its glamour."

So let all our Traffic Tipsters absorb eventually the glamorous picture and tell all their travel minded friends, from now on through the tourist season about this great and glorious Golden Gate Exposition.

Pictured on this page are entrances to two of the "California Type" buildings.

escape such industrial symbols. They came to the shores of the Ancient Pacific looking for recreation, for glamour, for romance.

"These things, Fair-minded Westerners decided, were what a Western Fair ought to give them. And this is the stuff the Golden Gate Exposition is made of.

"This does not mean that scientific and industrial exhibits will be missing from Treasure Island. They will be there, very much there, but in their proper relation to the Fair's Pageant of the Pacific theme. Industry will not, at this Exposition, parade its own set of bald facts; it will show, rather, its significance in the social scheme, its meaning to you and me, in the pursuit of happiness. Electricity, for example, can tell a pointed story of the liberation of people from drudgery. Can and will.

"The key to the chord of glamour in the San Francisco World's Fair is best struck in the architecture itself. A far cry from geometrical (and often utterly meaningless) modernism, the design is a blend of exotic Pacific themes—Mayan, Cambodian, Burmese, South American, and so on. The total effect is one of breathless drama, from the great Portals of the Pacific with their set-back pyramids with symbolic elephants surmounting, to the Court of the Seven Seas, where giant ship figureheads eighty feet from the ground repeat themselves in a rhythm that seems almost audible.

"Throughout the whole Fair runs this silver thread of beauty and glamour.

"For example, there is a Good Earth Village that is an exact replica of a town in the interior of China. This is being sponsored by a group of Chinese in San Francisco's own Chinatown, and is costing more than a million dollars to build. An elaborate exhibit is also being shown by the Japanese Government, built on Treasure Island by Japanese craftsmen, and many other na-



tions will tell in accents of glamour their own particular stories. Treasure Island on opening day will give you a trip around the world!

"The grand climax to this symphony of Pacific romance is supplied by the most unusual exhibit ever displayed at any World's Fair at any time. Pan-American Airways will actually operate their famous China Clippers from Treasure Island—in full view of Fair spectators—throughout the Exposition. After the Fair, Treasure Island will be Pan-American's permanent Pacific base.

"Behind the glamour of this Exposition are a set of hard facts.

"The Fair represents a \$50,000,000 investment.

"An attendance of 20,000,000 is expected.

"Four million visitors will come from out of state.

"The site was built for, and will be

NOTICE

A BANQUET has been planned in honor of RETIRED EMPLOYEES, to be held at the Walker Apartments, 405-6 Sixth Avenue, Tacoma, 6:30 p. m., Saturday, January 7, 1939, for MILWAUKEE men.

This promises to be an interesting party, the first get-together in many years.

A number of General and Division Officers have already accepted the invitation.

A cover charge of \$1.00 each is being made. Reservations must be made in advance not later than January 6th, and may be mailed to Mr. F. E. Devlin, Superintendent, Tacoma.

The Changing Years

The man who sighs for the bygone day,
When a barefoot boy he ran,
Is the same old boy who used to say:
"Gee, I wish I was a man."

Milwaukee Road Service Clubs

SINCE last report three clubs have been formed, as listed below. Two more will be formed later on the Trans-Missouri Division, completing the organization on lines west of the Missouri River. There will then remain the lines east of the Mississippi, the Iowa Division and the Kansas City Division.

From now on until Spring activities will be confined to the formation of clubs in the larger towns only, due to the difficulty members of clubs covering long sections of our line would have in getting together during winter weather for the important preliminary meetings.

Minutes of meetings of many clubs show a lot of enthusiasm for this new movement. Helpful suggestions are made and the groups evidently are having interesting sessions. One club is trying out Sunday afternoon meetings

to avoid night travel to and from outlying towns.

Women's clubs are offering the use of their club rooms, are taking part in the meetings, and are assisting with entertainment and refreshments. Their fine cooperation is appreciated.

The Traffic Tip tabulation on another page shows a substantial increase in the number of tips submitted and it is noticeable that the best results are being obtained by those divisions where there are active Service Clubs. This speaks well for the clubs and promises a greater increase in the volume of tips when all clubs get under way.

It has been demonstrated that Milwaukee Road people are glad to avail themselves of the social and business opportunities offered by Service Clubs and we look forward to further interesting developments in this field.

THE SERVICE CLUBS

Miles City Club.....Nov. 21, 1938..	Chairman—Pat Gallagher, boilermaker, Miles City Shops, Mont.
Territory Line, Ryegate to Terry	Vice-Chairman—Malcolm B. Spurling, supt.'s stenographer, Miles City
	Secretary—Richard H. Jensen, chief carpenter's clerk and stenographer, Miles City
Marmarth Service Club..Nov. 22, 1938..	Chairman—M. A. Tripp, agent, Marmarth Territory, Terry to S. D. Line
	Vice-Chairman—S. L. Richey, engineer, Marmarth
	Secretary—Mrs. H. E. Wood, wife Roundhouse foreman, Marmarth
Faith-Isabel ClubDec. 13, 1938..	Chairman—Frank Bednar, agent, Dupree, S. D.
Territory, Faith-Isabel line branch	Vice-Chairman—Elmer Porter, section foreman, Ridgeview, S. D.
	Secretary—W. C. Boyle, agent, Eagle Butte, S. D.

Notice

THE Milwaukee Road basketball team, consisting of employees from Fullerton Avenue, Western Avenue and the Union Station, would like to arrange for games with teams located along the line within a few hours run from Chicago. Any teams interested may write to John J. Cassin, Athletic Director, 2423 Southport Avenue, Chicago, for further information regarding dates.

Appointed Division Freight Agent

THE appointment of J. F. Lahey as division freight agent for the Milwaukee Road with headquarters in Chicago was announced by S. G. Grace, general freight agent of the railroad. The appointment was effective December 1st.

Mr. Lahey succeeds James T. Armstrong who retired at his own request on December 1, after 46 years' of railroad service.

A native of Green Bay, Wisconsin, Mr. Armstrong started with the railroad there in 1892. He served as agent at Plymouth, Wisconsin, at Fond du Lac, and at Oshkosh, and in 1920 was promoted to traveling freight agent in Milwaukee. Since 1925 he has been division freight agent.

Mr. Lahey entered the employ of the Milwaukee Road in Chicago in 1912. Since 1924 he has been traveling freight agent with headquarters in Chicago.

Mr. R. T. White was appointed traveling freight agent, succeeding Mr. J. F. Lahey.



Testimonial Dinner to Mr. Pierpont

On October 31st, a dinner was given at the Union League Club, Chicago, to honor Mr. H. E. Pierpont on the occasion of his retirement from active service as Chief Traffic Officer of The Milwaukee Road.

Numbered on the above picture, and listed below were the guests:
 1, G. W. Myers; 2, C. E. Oliphant; 3, W. A. Dietze; 4, H. S. Zane; 5, E. A. Lalk; 6, E. W. Soergel; 7, M. L. Bluhm; 8, R. W. Reynolds; 9, J. L. Brown; 10, H. E. Pierpont; 11, W. W. K. Sparrow; 12, H. H. Field; 13, H. A. Scandrett; 14, G. I. Haight; 15, O. W. Dynes; 16, G. H. Walder; 17, W. E. Tyler; 18, E. B. Finegan; 19, J. C. Ellington; 20, A. A. Wilson; 21, R. J. Walker; 22, W. J. Cannon; 23, G. B. Haynes; 24, J. J. Oslie; 25, C. F. Rank; 26, K. F. Nystrom; 27, A. R. Metz; 28, F. H. Johnson; 29, H. Songstacken; 30, R. T. McSweeney; 31, R. E. Hibbard; 32, J. T. McSweeney; 33, G. A. Moller; 34, G. M. Ryan; 35, J. H. Skillen; 36, W. Dolphin; 37, W. A. Linn; 38, G. W. Loderhose; 39, J. N. Davis; 40, W. L. Hunter; 41, E. J. Hyett; 42, F. J. Newell; 43, O. G. Edwards; 44, E. A. Meyer; 45, J. Caldwell; 46, L. J. Benson; 47, F. N. Hicks; 48, C. L. Taylor; 49, R. J. Middleton; 50, Ray Webb; 51, C. R. Sutherland; 52, C. S. Jefferson; 53, John Dickie; 54, R. P. Rockefeller; 55, O. T. Cull; 56, T. W. Proctor; 57, T. W. Burtness; 58, S. G. Grace; 59, M. F. Edbrooke; 60, W. V. Wilson.

The New York World's Fair

The Eastern Exhibition to Open April 30th, 1939

IT'S a busy season ahead, for vacation bound people, what with a big exposition on Pacific shores and the mammoth fair in New York City. Talking points aplenty for Traffic Tipsters.

Commemorating the inauguration of George Washington as the first president of the United States, New York City will open on April 30th, one of the most imposing and most impressive of all world's fairs. New York City witnessed on April 30th, 1789, one of the great epochal events in the political history of this coun-

The dominant note of this Center is the monster Perisphere and its companion structure, the Trylon. These two structures are the outstanding architectural effects on the landscape and cleaving the sky. The great white sphere built on a foundation of concrete pillars towers to a height of 200 feet. Beneath it, and concealing the concrete are a series of gushing fountains which gives to the eye the appearance of the perisphere itself poised and springing full panoplied from the water. Beside it is the tall, graceful three-sided obelisk 700 feet high, and Perisphere and Trylon are entered by means of enclosed escalators, with a bridge connecting the two structures. A 900-foot ramp slopes gently to the ground, curving around the fountain basin in a huge three-quarter circle.

The interior of the Perisphere will house a vast panorama destined to depict the Ideal toward which the fair

strives to point the way—"the interdependence of man on man, of city on country, of nation on nation."

It will be an exciting and thrilling show which the visitor will see as he gazes down from revolving platforms on the dramatization of the all-important role of

cooperation in modern civilized life, showing all the elements of society coordinated into a "Better World of Tomorrow."

The Life of a Tariff Man

Eight thousand tariffs in our files,
Some have rates and some have miles,
Water, rail, express and truck,
Local, joint, and try your luck.

You must know them all by name,
All are different, none the same,
There are moments when there's quiet,
Most of the time there is a riot.

Beware of the fellow in the cage,
Rearin' round all in a rage,
He's the chief of all our crew,
Like a keeper in the zoo.

Now that guy gazing at the maps,
He's another of our saps,
Look not on him with derision,
He's wrestling with a new decision.

The puny shrimp, so pale and wan,
Looks as though he had the Con.
He was a big strong healthy brute,
Before our freight he tried to route.

In that corner another sits,
Cutting paper all to bits,
The reason he is in that state,
He's checking out a Speiden rate.

By the window there's a lad,
Using language that is bad,

The thing that causes him to rant,
Is Kipp's Exceptions says he can't.

The fat one slumped down in his seat,
Once was slender, trim and neat,
Sadly he bemoans his fate,
Because he seeks a Sedgman rate.

That humped-back one with the haunted look,
Staring blankly in a book,
You can safely make a bet,
He's reading a tariff by Curlett.

In the rear, upon a stool,
Squats another poor old fool,
Madly chewing all his pens,
While he checks a rate in Glenn's.

The gink with chin upon his chest,
Is batty, just like all the rest,
Notice how his eyes do roll,
He's doping one made out by Toll.

Paradin' round the room you note,
Wearing an old ragged coat,
A gent whose life has all been spent,
Wonderin' what Johanson meant.

Do not mind the lad who sings,
Cares not when the phone it rings,
It helps relieve some of his pain,
For Cummins' rates made him insane.

Galligan, Jones and Goodwin too,
Increase our troubles quite a few,
Milholland, Byrnes and Gomph, my lad,
All help to make the rate men mad.

Emerson Henry and Wild are some,
Who help to keep all of us dumb,
Weisiger, Van Ummersen,
Leave us goofy when they've done.

Now if you care to join our staff,
Don't look at me that way and laugh,
For I am daffy, too, you see,
From fussin' with the I. C. C.

In this list of Agents' names,
The writer's left out one that shames,
All the rest, both sane and mad,
Fred A. Leland is the lad.

—Selected

"The Good Old Days"

A LARGE department store in Chicago, in presenting interesting highlights of its eighty-year history disclosed the rules which governed the employes of the store in its beginnings. They are as follows:

"Store must be open from 6 a. m. to 9 p. m. the year round.

"Store must be swept; counters, base shelves and showcases dusted. Lamps filled and chimneys cleaned; pens made; doors and windows opened; a pail of water, also a bucket of coal brought in before breakfast (if there is time to do so) and attend to the customers who call.

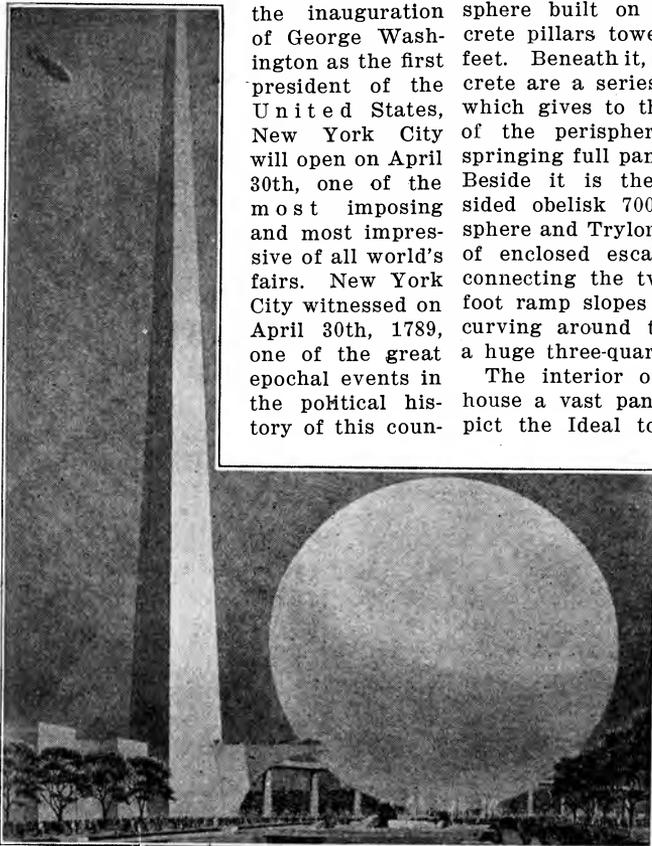
"Stores must not be opened on the Sabbath unless necessary, and then only for a few minutes.

"The employe who is in the habit of smoking Spanish cigars, being shaved at the barber's, going to dances and other places of amusement, will surely give his employer reason to be suspicious of his integrity and honesty.

"Each employe must not pay less than \$5.00 per year to the church, and must attend Sunday School regularly.

"Men employes are given one evening a week for courting, and two if they go to prayer meeting.

"After 14 hours of work in the store, the leisure time should be spent most in reading."



© N. Y. W. F. The Perisphere and Trylon

try; and New York City likewise enjoyed the honor of being for a period the Federal Capital.

So now with all the pomp and grandeur of which this stately American city is capable, it is going to celebrate the anniversary with a magnificent display of the achievements of mankind, spiritual and material, through the years; and to present a modern day picture of civilization's advancement toward a brighter and better tomorrow.

The New York World's Fair site is a grand transformation of the meadows of Flushing on Long Island into a spectacular city of color and beauty, of high art in its most modern expression as well as in the beauty and glamor of its past. Concept, erection, decoration, landscaping and all other details are the work of master minds, each in his own field, the result of which is a remarkable composite of genius, intellect, culture and initiative, with much of its display and arrangement a departure from the ordinary and expected. The striking feature is the arrangement of all the significant phases of modern life into "zones," all radiating from a common center that receives the name "Theme Center."

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UNION STATION BUILDING, CHICAGO

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CARPENTER KENDALL, Editor

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

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Traffic Tips Reported by Traffic Tip Supervisors

QUITE an encouraging increase in number of tips is shown by the following table. Passenger tips in November were greater in number than in any month since June and the number of Freight tips was the largest since May. All but three of the groups show an increase over the previous month in number of tips per 100 employees. The Iowa and Dakota Division again heads the list making the fourth consecutive month it has been at the top.

NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC TIP SUPERVISORS ON THE DIVISIONS SHOWN BELOW DURING THE MONTH OF NOVEMBER, 1938

Division:	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees	Division:	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees
Iowa and Dakota Div....	421	70	32.1	Madison Division	36	5	6.1
Dubuque & Illinois Div... 40	127	12.9		La Crosse & River Div... 91	22	5.9	
Seattle General Office ... 24	15	11.1		Superior Division	20	5.6	
Iowa & S. Minnesota Div. 42	39	10.8		Rocky Mountain Div. ... 35	7	5.4	
Coast Division	103	52	10.2	Twin City Terminals ... 65	12	4.1	
Chicago General Office				Iowa Division	30	26	3.8
and Off Line Offices ... 108	99	9.0		Milwaukee Terminals ... 82	24	2.6	
Hastings & Dakota Div... 88	27	8.5		Milwaukee Division	17	11	2.2
Trans-Missouri Div. 66	7	8.0		Terre Haute Division ... 3	10	1.6	
Kansas City Division.... 12	44	7.3					
Chicago Terminals	72	124	6.5	TOTALS	1355	737	7.77

James S. Gillick

AT THE Washington Boulevard Hospital, Chicago, on December 21st, occurred the death of Mr. James Scott Gillick, elder son of Mr. J. T. Gillick, at the age of forty-one. Mr. Gillick was stricken with pneumonia and passed away after two days of illness. He is survived by his widow, three young daughters, his father, one brother and one sister. Mr. Gillick's mother passed away in 1923.

The sympathy of all Milwaukee Road friends is extended to the bereaved family.

Mary E. Dousman

ON DECEMBER 13th, in Milwaukee, occurred the sudden passing of Miss Mary E. Dousman, sister of Mr. B. A. Dousman of The Milwaukee Road's Accounting Department. Miss Dousman was seventy-eight years of age, and for more than forty years, until her retirement last February, had been the head, as she was the organizer of the young people's room at the Milwaukee Public Library. She was nationally known as a pioneer children's librarian, and an authority on children's literature. She gave a great service to life and her going is widely mourned.

Talking Points for Railroad People

TAXES and fees paid in Illinois by heavy trucks are insufficient to compensate the state for the portion of the cost of providing highway facilities properly chargeable to truck use of the highways, according to a recent decision in the United States court at Springfield. The court's decision was in connection with dismissal of a suit brought by trucking companies to enjoin collection by the state of a graduated scale of truck licenses from intrastate and interstate haulers, in competition with the railroads. The decision completely confirms the conclusion of the Illinois Highway Department, announced several weeks ago, that heavy vehicles are responsible for a larger proportion of highway costs than they now pay in taxes and fees. These findings showed that the present truck license and tax fees fall short of covering the proportion of the state's costs, for which heavy trucks are responsible, by almost \$200 a year each on trucks of 12,000 pounds weight, by over \$400 a year each on trucks of 20,000 pounds weight, and by almost \$1,000 a year each on trucks of 24,000 pounds or more weight. In passing on the case the federal court made the following findings: "The methods used by the state in the

preparation of its cost study, are fair and just and produce conclusions which are reasonably accurate and furnish support for the legislative judgment in fixing the amount of fees. The highway system owned by the state and its subdivisions is a public utility supplying facilities which constitute an actual monopoly which is subject to governmental regulation and control. The annual cost of operating such utility should be determined in the same manner as for a privately owned public utility. Not less than 50 per cent of the annual cost of city streets, not less than 60 per cent of the road system, and not less than 90 per cent of the primary road system (consisting of the 10,000 miles of hard pavement roads) should be charged to motor vehicles as a class. The motor vehicle fees and taxes collected from motor vehicle owners are insufficient to compensate the state for that portion of the cost of providing highway facilities which is properly chargeable to motor vehicles. And the heavier the vehicle the greater is its potentiality for wear and tear on the public highways."

"The government clearly has other duties now than merely to promote additional transportation," declared Chairman Splawn of the Interstate Commerce

COURTESY

(Condensed from paper read by Helen Holden, Operator at Fairmont, at meeting of Mid-Southern Minn. Service Club)

"If you are on the wire or telephone at the ticket or freight office when a customer comes in, it is nice to say politely 'I will be with you shortly.' Make him feel that his business is more important than your work and that you are anxious to fill his wants as quickly as possible, then later when talking with your prospective customer do not answer him in monosyllables, but give him the impression you have his interest at heart.

Let COURTESY be your WATCHWORD. It will surprise you how much better your public will like the railroad you are working for - and we do need friends."

Needless to say such an attitude and watchword should be adopted by any office dealing with the public.



Chief Operating Officer

Commission in an address before the recent annual meeting of the National Association of Railroad and Utility Commissioners. "The railroads," he said, "still are the backbone of our transportation system, but we have been so successful in multiplying facilities that we now are far ahead of traffic, and competition is so keen as to threaten financial ruin to many operators of superfluous trucks, barges, ships and airplanes, and disaster to the railroads. The fact that the railroads are doing as well as they are is evidence of the sustained demand for their service. Trucks now swarm over thousands of miles of new highways. The state and local governments are heavily in debt for these highways. They are not getting in taxes from the vehicles operating on them anything like enough to keep up the roads and retire the bonds issued in building the highways. Moreover, these governments are now reaching out for federal funds in aid of all sorts of activities. In building the highways the state and local governments have contributed five dollars for every one obtained from the federal government. The larger part of these huge sums was borrowed. With similar borrowings to match federal aid for old age pensions and other popular expenditures it is inevitable that the credit of many local governments will be over-extended. With such over extension of state and municipal credit may it not become increasingly difficult, and in many in-

stances impossible, to borrow for highway construction? In the meantime the unforeseen heavy traffic on the highways, with the aid of wind and rain and cold, are rapidly destroying the new hard-surfaced roads. In a few years many roads now taken for granted may become unusable for commercial vehicles. While this is going on many railroads may abandon considerable portions of their lines."

Trucking companies are continuing their effort to secure modification of the Interstate Commerce Commission's regulation of the hours of truck drivers. The regulations, effective date of which has been postponed until the first of the year, limit the drivers to 10 hours continuous driving time. In a recent hearing before a Commission examiner, spokesmen for the trucking interests represented that establishment of the 10 hour driving day will require them to set up faster schedules between important centers, between which they handle heavy traffic, unless they disregard additional cost factors. "If we are forced to adopt this prescribed rule," one of them stated, we will be compelled to speed up our operations to comply with it." Asked if it wasn't possible to comply with the 10 hour day work rule, he replied; "Yes, if we disregard costs, and we can't afford to disregard costs and remain in business." This witness also stated that the 10 hour rule would adversely affect 75 per

cent of his company's whole operations. Other witnesses testified to the necessity of shortening the time on specific runs between important centers, or increase operating costs. Charles Ray, director of safety engineering for the Market Service, stated that speed is the main cause of highway accidents in discussing the effects of faster truck schedules. The whole record in connection with the hearing is significant because of its bearing on the relation of restriction of hours of service to the cost of furnishing service. Of course, everybody knows that the eight hour day, prescribed for all railroad employes, increases the cost of furnishing railroad service. The testimony of the representatives of the trucking companies therefore emphasizes another of the advantages highway transport enjoys over rail transport, under present public policies.

Something to Wonder About

A police surgeon in Philadelphia says one is sober if he is able to say "Susie sat in the soup." The one we wonder about is Susie.

And He Is Making Money

Notice outside of London suburban dance hall:

"The management reserves the right to refuse admission to anyone they think proper." So this is London.

Sign in a Western town: "167 persons died here last year from gas—11 inhaled it, nine put a lighted match to it, and 147 stepped on ti."

A South Dakota Station Park Grounds at Presho a Model Garden

TRAVELERS on the west I. & D. Division recall with pleasure the lovely green and colorful flower garden which surrounds the Milwaukee's railroad station at Presho, S. D. The garden, the shrubs, the flowers and the trees all owe their presence and their flourishing condition to the tireless work of Mrs. Fred Burke, wife of the agent at Presho. The agency started in 1923, the grounds about the building were bare and desolate, but this energetic lady started in at once to make her surroundings bloom. The soil was built up

station, for in addition to this cozy "Nook" they have a large vegetable garden for all of which they do their own propagating.

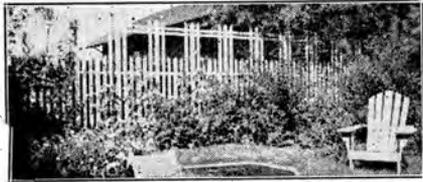
Mrs. Burke writes that in 1932 the



Another View of the "Nook."

grasshoppers cleaned out everything and she "started from scratch" again. It is always a continuous fight with pests, however—beetles, grasshoppers and other bugs—in order to keep the garden going.

Mrs. Burke is a member of the Milwaukee Road Women's Club, and she also finds time to be a school teacher, a professional nurse, telegraph operator, a wonderful cook, as many of the railroad men of that division will enthusiastically testify; a busy needlewoman and takes an active part in the community life of Presho. She is past matron of the Eastern Star, past president of the Presho Women's Civic Club, belongs to the Legion Auxiliary and is a delightful hostess so there is seldom a day when there are no guests at her dinner table.



Tamarisk Nook

with fertilizers and irrigated with warm artesian water from the company's tank. Tree, shrubs and vines native to the country were planted and other growing things adaptable to that climate followed.

Mrs. Burke calls her little green park, "Tamarisk Nook" because there are over five hundred shrubs of that variety growing there. There are also over fifty species of other trees, shrubs and plants.

They are busy people at the Presho

Annual Christmas Party

THE Milwaukee Road Booster Club of Chicago, according to its annual custom, entertained the children of Milwaukee employees in Chicago at a grand party held in Union Station, October 17th. More than eighteen hundred children attended and

Santa Claus in the person of William Denny, retired veteran of the Accounting Department, distributed gifts to the youngsters, while the Bensenville Band provided the music.



Left to right: Tom, Jim and Dan

Cast Your Bread Upon the Waters

HERE is a little story on the value of friendliness, and it is a true one:

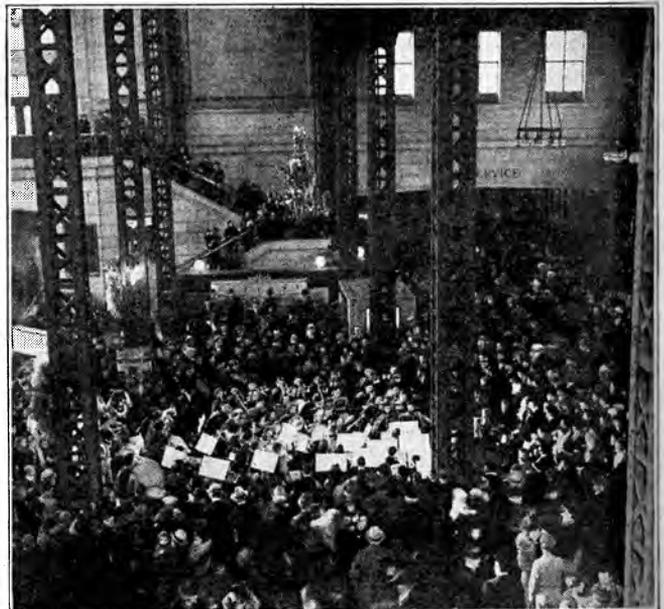
About four years ago a lady traveler from the East spent a few days at Galatin Gateway Inn. She was served with all due respect and treated as nicely as all other guests of manager Dan Young. Then she went her way and only the memory of a very pleasant guest remained, as nothing was heard of her thereafter.

During her stay the lady made great friends with Mr. Young's three little sons, Danny, Tommy and Jimmy, and one November day of this year an important document turned up in the mail at the inn. It turned out to be a letter from a Chicago law firm advising Mr. Young's boys that they had been bequeathed one hundred dollars each by this very same lady, whose death had occurred recently.

Now, of course, courtesy and friendliness do not *expect* material awards, for those qualities are in themselves their own reward. But duty well done does bring its own sense of satisfaction, and we can all share with Danny, Tommy and Jimmy the pleasure of such a beautiful acknowledgement of friendliness and courtesy to the stranger within the gates.



Santa Claus Bestowing Gifts on H. A. Scandrett



The Party in Union Station Concourse

The Agricultural and Colonization Department

Spokane Valley Soy Beans

FARMERS, seedsmen and others interested in extending the possible sources of agricultural income in the Spokane Valley, Washington, have conducted extensive soy bean production trials this past crop year. The results of the trial acreages are most encouraging.

Both kinds of soy beans were tried out. The oil producing varieties produced well and indicate that they can be successfully grown for commercial uses. Edible soy beans were grown to determine their adaptability for canning purposes. They, too, did well and offer a possibility of further diversification of an already wide canning factory output.

Surveying Moreau River

A GOVERNMENT survey of the Moreau River in South Dakota has been authorized and begun. The purpose of the survey is to determine to what extent adjoining land may be irrigable and how adequately water from the stream will supply irrigation needs.

It is expected that the better part of a year will be consumed in making the survey, after which a report will be issued. The definite means and extent of irrigation in the valley will not be known until the surveyors' reports are made public.

Water Conservation Surveys

UNDER the provisions in the Water Facilities Act, two Montana water shed areas recommended for surveys are the Little Beaver Creek and the Little Powder River in Powder River County. The survey will progress as far as weather permits this Fall and be completed next Spring.

These surveys will determine how the water resources of the two water sheds can be most economically conserved. It is expected that they will show the feasibility of flood water irrigation of irrigable lands lying along each stream. Irrigation water will be distributed by means of dykes and contour furrows from supplies available during flood water periods.

The lands irrigated will be very largely used to produce alfalfa and other feed crops which will help stabilize the live-stock industry of the extensive adjacent range lands.

Good Potato Yields

IN UPPER Michigan 47 farmers participated in a table stock potato production contest. All but two grew over 300 bushels per acre. The winner produced 453 bushels per acre or, as the western potato growers would say, 16.5 tons.

The contest growers were not able to produce as large yields as were grown in 1937 because of unfavorable weather

conditions. Too much rain at critical growth periods of the crop caused blight development which reduced yields.

The freight bills of one Upper Michigan potato grower for the present crop year exceeded \$10,000.

Sugar Beets

THE sugar beet harvest on the Sun River Irrigation Project, Fairfield, Montana, resulted in about 200 carloads moving to the refinery via our road. This is the largest tonnage ever moved from the project and is indication of what may be expected when the project is fully completed and a new processing plant is available for handling beets grown in Fairfield, Great Falls, Lewiston areas.

Local growers and others interested in sugar beet production are actively seeking a 1939 acreage quota of not less than 20,000 acres. Producers seem to be ready and willing to grow that acreage and hope they will be permitted to do so.

Further evidence of the extent to which Montana uses sugar beets as a cash crop is that furnished by our agent at Carterville. In 1937 farmers in the vicinity of Carterville shipped 831 carloads of beets via our Road to refineries.

4-H Clubs Close Year's Work With Trip to National Club Congress

MORE than 225 4-H Club boys and girls used Milwaukee service in traveling to and from the National 4-H Club Congress. There were eleven delegations from as many Milwaukee served states. The largest number came from the West. Montana led with 46, Minnesota had a delegation of 40, Washington followed with 38. The other groups ranged down to seven from Upper Michigan, to two from Illinois.

Our road has, for a number of years, cooperated with the state 4-H Club Leaders by giving them financial assistance and in other ways aiding them in this largest of all rural youth movements.

The 4-H Club Congress is held each year in conjunction with the International Livestock Exposition in Chicago, Illinois. Each club boy or girl who makes the trip to the Congress does so as a reward for having been an outstanding club member and a leader in one or more projects. They are selected after competitive trials with all other club members in their respective states. Almost without exception the winners have been club members for several years and are selected because of an accumulation of meritorious accomplishments.

The trip is a new experience to most of the delegates. Though most of them are between the ages of 15 and 19, few

were ever in a city as large as Chicago. Most of them have never previously been beyond the borders of their home state. Very few have heretofore had the thrill of riding on a train, occupying a sleeper, or patronizing a dining car. Many of them have written most interesting letters describing their trips; letters filled with the enthusiasm of youth and promises to use their new experience when they become community leaders.

The trip is planned by the state club leaders and officials of the Club Congress. It is so conducted that it gives the boys and girls new experiences, new viewpoints on inter-rural-urban problems, new types of entertainment and new horizons to be reached. To most of the delegates the trip and Congress is a fitting close to several years of work well done.

It is an honor to be selected, by such a large number of 4-H Club delegates, as the route of travel. We appreciate their selection and congratulate the 4-H Club winners and their leaders for the great work they are doing in making rural America a better place in which to live.

1939 Grasshopper Threat

AT MINNEAPOLIS on December 21st, a conference, attended by representatives of various business interests, together with State and Federal Entomologists, considered plans by which grasshoppers and mormon crickets might be controlled and crops preserved from their ravages during the coming year.

Recently released Federal reports on egg surveys made in the fall of 1938 indicate that we again face a very serious menace in parts of our Minnesota, Dakota, Montana and Washington territory.

Past control campaigns have conclusively demonstrated that farmers can control grasshoppers originating on their own property, but that they cannot protect their crops against grasshoppers bred on unused lands adjacent or within flying distance from their farms.

1939 control plans include the poisoning of hoppers and crickets on idle and range lands in areas of scant population, such a program to be cooperative as between the Federal, State or County governments.

It has been estimated that \$5,000,000 will be needed to carry out the program of the Bureau of Entomology and approved by the Department of Agriculture. A Legislative Committee of 25 was selected which in turn named an Executive Committee of 9 to render every possible aid in furthering the 1939 program as to its educational, organization and financial features.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Fullerton Avenue Chapter

Margaret McCarthy, Historian.

FULLERTON AVENUE CHAPTER held its regular monthly meeting on Nov. 15. Supper was served in the cafeteria to 115 members. This was our Thanksgiving party and the door prize, a 15-pound turkey, was awarded to Miss Mayer of the freight auditor's office. Mrs. Heyn called the meeting to order and asked the various members of her board to read their reports.

Miss Neuman, chairman of the committee for the card party held at the Kungsholm, reported a pleasant afternoon at which 100 members and their friends were in attendance.

Mrs. Frandsen reported the sale of cookbooks, kitchen knife sets and Ward's fruit cakes in the lunchroom. Mrs. Frandsen is tireless in her ideas and efforts to help our welfare fund, and we can show our appreciation for these splendid efforts by purchasing any of the above articles. They make lovely Christmas gifts at very reasonable prices and at the same time the small amount realized on the sale of these articles goes towards helping some less fortunate friend. Remember the Christmas checks given at Christmas time drains on our welfare fund, so let us help Mrs. Frandsen.

The following members were elected to take over the activities of our chapter for the coming year and they will be installed in their respective offices by Mrs. Loderhose: Mrs. Henry Kraebber, president; Mrs. Barbour, first vice-president; Mrs. Bishop, second vice-president; Miss Lorraine Fortier, recording secretary; Miss Marion Heyn, assistant recording secretary; Mrs. Wm. Slodowy, corresponding secretary; Mrs. M. Horatt, assistant corresponding secretary; Mrs. Mildred Rezag Kolstedt, treasurer; Miss Margaret McCarthy, historian.

Mrs. Heyn and her board extend to all the members and friends of Fullerton Avenue Chapter the season's greetings, and may good health and happiness be yours through the new year.

Oh yes, don't forget to remind Santa about those traffic tips for both freight and passenger service.

La Crosse Chapter

Mrs. John Vincent Tuomey, Historian.

AT THE annual election of officers those chosen for the coming year are: President, Mrs. H. Troger; first vice-president, Mrs. Wayne Betts; second vice-president, Mrs. Hiram Wells; secretary, Mrs. Wayne Goudy; treasurer, Mrs. Victor Hanson; corresponding secretary, Mrs. Fred Kruger; historian, Mrs. J. V. Tuomey.

On Nov. 9 a dinner was given for eighty-one veterans and their wives at Pythian Hall. Mrs. Joe Burns, retiring president, was the chairman, assisted by Mrs. A. M. Martinson and Mrs. J. V. Tuomey, decorations; and Mrs. V. Hanson, program, who presented for entertainment Mrs. N. McGaughey, Mrs. Marion Peck, David Hienke, Phyllis Ann Carrier, Colleen Clark, Mae Miller and Ruth Ann Korpala. Miss Marian Cargan led the community singing. Mrs. Burns introduced the speaker, supt. Loyd Donald, who gave an interesting talk. About two hundred attended.

Mrs. Bert Bullock, the first president of the La Cross Chapter and a diligent worker, passed away at a local hospital after a long illness.

Mrs. Arthur Sundet and daughter Ruth are greatly improved after a motor accident.

Mrs. Ralph Lapham is also recovering at a local hospital.

Twelve

Savanna Chapter

Marie J. Clifford, Historian.

MRS. ALBERT LAHEY was elected president of the Savanna Chapter for the ensuing year at the first get-together meeting of the season, held in the Lydia T. Byram clubhouse. She succeeds Mrs. H. P. Buswell.

Other officers for the next year are: Mrs. Lloyd Hinsch, re-elected first vice-president; Mrs. Milburn K. Lynn, second vice-president to succeed Mrs. Wm. Sheetz; Mrs. J. J. Van Bockern, recording secretary, to succeed Mrs. Milburn K. Lynn; Mrs. Harold Hersey, corresponding secretary, to succeed Miss Mildred Eaton; Mrs. Warren Johnson, treasurer, to succeed Mrs. Albert Lahey, and Mrs. Glenn Rowley, historian, to succeed Miss Marie Clifford.

A sumptuous dinner was followed by the business meeting and election of officers. A patriotic playlet, "And What of Us?", was presented by seven Savanna high school students, including Miss Carolyn Ballas, Miss Cleo Bowman, Miss Janet Ervin, Robert Kelsey, Orville Cook, William Sikema and Howard Zigler.

The attendance prize was drawn by Mrs. Jack Mulder.

Dancing followed the program to music furnished by Harry Grissinger and his orchestra.

October—Reports from chairman of the various committees show: Membership, 136 voting and 303 contributing; ways and means—penny march, 1.02; clubhouse rent, \$22; good cheer—4 bouquets for sick, 1 spray at time of death, 12 personal calls made, 22 families reached. There was no welfare work reported for the month of October.

Miles City Chapter

Mrs. A. S. Caudel, Historian.

ON NOV. 7 the chapter was host to approximately 150 Milwaukee employes and their families. All retired veterans were guests.

President Mrs. Kohlhasse asked for speeches from the veterans. Fred Reynolds and Wm. Kelly gave short talks. Wm. Shine sang two solos without music and wanted to sing more, but his wife said: "That's enough!"

"Slim" Moss, although not a veteran, also gave a talk and recited a poem.

A short meeting was held at which the various committees reported. Treasury balance, \$162.80; membership, 479; good cheer, 179 personal, 54 telephone calls, 31 messages of cheer, 47 families reached, \$12.85 spent. Welfare—2 personal calls, \$7.75 spent, 1 request for groceries sent in.

Mrs. Spear, chairman of the nominating committee, gave a list of the officers for the coming year: President, Mrs. Dave Haggerty; first vice-president, Mrs. Moss; second vice-president, Mrs. Kohlhasse; recording secretary, Mrs. Davis; corresponding secretary, Mrs. Gilmore; treasurer, Mrs. Helm; historian, Mrs. Greer.

Mr. Corbett gave an interesting talk on "Traffic Tips—What It Means to All of Us."

Mrs. Geo. Carr was in charge of the program, which was very much enjoyed.

Piano solo, Mrs. Joe Elza; two vocal solos by Mrs. John Lenertz, accompanied by Mrs. Elzea; two readings by Mrs. Glenn Denton.

The "pot of gold" was given to Mrs. Kohlhasse. Those in charge of the dinner were Mesdames Carefel, Fellows, Brisbine, Gilmore, Mulloy, Stangland, Corbett, Homre and Spear. Mrs. Lawrence Wylie and Mrs. Caudel had charge of the table decorations.

After the meeting contract, auction, bingo and chinker chex were enjoyed until a

late hour. Prizes were given to the winners in the various games.

Sioux City Chapter

Mrs. Ben Rose, Historian.

ANOTHER year ends in the history of the Sioux City Chapter of the Milwaukee Women's Club. We have had an interesting and a good year. It has been a delight to work with our president, Mrs. Tom Snyder, and she leaves the leadership of a vigorous group of workers in the able hands of Mrs. John Carney, our incoming president for 1939. Orchids to both of them.

Our board meetings and our general meetings have throughout the year been full of pertinent information, splendid inspiration and most enjoyable programs of entertainment.

Our president has only been absent two meetings. At one, Mrs. Earle Murphey presided. At the other, Mrs. R. F. Doud substituted for our second vice-president, Mrs. John McGrane.

Mrs. W. L. Eckert had the misfortune to lose some of our records. The available ones are accurate and have been duly approved.

Mrs. N. E. Capwell, treasurer, reports receipts of \$392.90. Disbursements, \$309.03. The books have been audited and approved.

Mrs. R. L. Robson, corresponding secretary, has sent out, by cards and bulletins, the necessary information.

Mrs. Jesse Jamison, telephone, has promptly reminded us of each meeting, thus all our meetings have been well attended.

Publicity chairman, Mrs. Murray Burrell has co-operated nicely with both our local papers. Thus our chapter's activities have been well advertised.

The Ways and Means, Mrs. A. H. Nelson and Mrs. Harvey Hoffman, raised \$130.12 through parties and "contests." They were commended for their diligence and perseverance.

Mrs. C. H. Embick, welfare reports an expenditure of \$87.99 for coal, groceries and medicine.

Auditing, program, sunshine, social, safety-first and membership, have been duly reported from time to time and it needs only to be added that they and all of the other chairmen and officers finished the year with "banners flying."

Officers for 1939: President, Mrs. J. W. Carney; 1st vice-president, Mrs. E. A. Murphey; 2nd vice-president, Mrs. C. H. Embick; secretary, Mrs. B. M. Gallas; corresponding secretary, Mrs. R. L. Robson; treasurer, Mrs. R. F. Doud; historian, Mrs. Ben Rose.

Chairmen appointed for 1939: Membership, Mrs. J. Hansen; sunshine, Mrs. Tom Snyder; telephone, Mrs. Jesse Jamison; dining room, Mrs. Claire Bushnell; publicity, Mrs. Murray Burrell; entertainment, Mrs. A. G. Class; ways and means, Mmes. H. Hoffman and A. Nelson; purchasing, Mrs. Burt Brashear; safety-first, Mrs. John McGrane; welfare, Mrs. A. G. Elder; hostess, Mrs. Homer Snow; auditing, Mrs. W. L. Eckert; by-laws, Mrs. Harry Hopkinson.

Browsing through the 1938 numbers of our magazine and studying the monthly reports, by the chapters' historians, tends to reaffirm our faith in the place which the women of the Milwaukee have made for this organization in our railroad circles. This record of the events of ALL our chapters is instructive and valuable to EACH chapter, giving us friendly competitive impetus to carry on. Thus Sioux City chapter sends seasonal greetings to every chapter and asks that we in faith all join hands at this happy time and sing:

"Adeste fideles, laeti triumphantes, venite, venite in Bethlehem.

"Natum vidette, regem angelorum, venite adoremus, venite adoremus, venite adoremus, Dominum."

Mason City Chapter

Mrs. H. S., Historian.

MASON CITY Chapter met Oct. 26 at one o'clock for a luncheon in honor of Mrs. Carpenter Kendall, Miss Etta N.

Lindskog and Mrs. Kent Hamilton, all of the General Governing Board.

"How do you do" was sung to the honor guests and was led by Mrs. R. E. Sizer with Mrs. Etta Fowler at the piano.

A delicious luncheon was served by a very efficient committee headed by Mrs. Karen Anderson. Between the courses Miss Sylvia Booth, accompanied by Mrs. Fowler, sang three numbers. Mrs. R. G. Grobraty gave two fine readings.

Mrs. R. E. Sizer called the meeting to order and all repeated the club motto in unison. Mrs. Sizer introduced Mrs. Kendall, who spoke of her pleasure in being able to come to Mason City. She said "Mason City Chapter has everything we hope for—energy, pep, sisterly kindness and interest." Mrs. Sizer also introduced Miss Lindskog, who commended the chapter for its remarkable membership. Mrs. Kent Hamilton of Des Moines also spoke of the enjoyable time she had enjoyed with the Mason City Chapter.

The various chairmen gave their very interesting reports.

Miss Lindskog gave some interesting ideas on ways to make money, also spoke of the Traffic Tip, admonishing all to keep "eyes and ears open for business." She also said that as it was near election time, she would like to ask that all be willing to take office when asked.

Meeting was adjourned by singing "Just a Song at Parting."

On Nov. 10th a board meeting was held at the home of Mrs. R. L. Goltz, at which time arrangements were made for a dance to be given at the Hanford Hotel; Mrs. Goltz to be cashier at the dance, assisted by Mrs. Van Maren.

These board meetings throughout the year have been partly social affairs and at this meeting refreshments were served by the hostess, assisted by Mrs. J. L. Burns and Mrs. P. A. Gallagher.

The club also met in regular session on Nov. 29th at the club rooms at 2:30 p. m. The club song was sung, led by Mrs. Sizer. The treasurer, Mrs. C. S. Pack reported \$471.83 balance in treasury.

Mrs. C. H. Kirsch, membership chairman, reported 170 voting members and 266 contributing members. She thanked all who had helped her and said she was sure the club had gained many friends and expressed herself as being glad to be a member of this club.

The pleasing appearance of our freshly decorated and beautifully clean rooms are all the report needed from our house and purchasing chairman, Mrs. P. A. Gallagher.

In giving her report, Mrs. C. H. Tusler, good cheer chairman, thanked a number of the ladies who had so generously helped in her work.

Other reports were given, after which Mrs. Sizer called on the chairman of the nominating committee to give her report, which follows:

President, Mrs. John Balfanz; 1st vice-president, Mrs. Guy Davis; 2nd vice-president, Mrs. Oscar Larson; treasurer, Mrs. R. L. Goltz; recording secretary, Mrs. John A. Nelson; asst. secretary, Mrs. R. I. McGregor; corresponding secretary, Mrs. C. S. Pack; historian, Mrs. Henry Smith. These candidates were elected and duly presented to the membership.

Mrs. Sizer spoke of the pleasure she had experienced as president during the past two years and asked all to support the new president as generously as she had been supported. Mrs. Francis McDonald gave a pleasing talk and asked the ladies present for a vote of thanks to our retiring president, Mrs. Sizer, who has always been a faithful friend to all. A social hour followed with refreshments, and cards for diversion.

Except for the Christmas party for the children there will be no meetings until January, when the new officers will take charge.

St. Paul Chapter

Mrs. J. S. Walker, Historian

HAM dinner was served to one hundred and fifteen persons at the regular meet-

The Retirement List

Name	Occupation	Location
Einfeldt, Henry Frederick	Helper	St. Paul, Minn.
Mintz, Conrad	Boilermaker	Milwaukee, Wis.
Hill, Benson Wheeler	Laborer	Miles City, Mont.
Tonn, Herman August	Section Foreman	Berlin, Wis.
Heffron, John Edmond	Loco. Engineer	Cedar Rapids, Ia.
Jensen, George	Yard Conductor	Merrill, Wis.
Shenk, Harry Klingyoung	B&B Carpenter	Seattle, Wash.
Bergstrom, Aron	Laborer	Minneapolis, Minn.
Partington, John William	R. H. Laborer	Ottumwa, Ia.
Loftus, John Thomas	Roadmaster	La Crosse, Wis.
Howard, Joseph	Engineer	Elgin, Ill.
Mason, Frank William	Clerk	Milwaukee, Wis.
Detinne, Albert Leopold	Engineer	Albert Lea, Minn.
Lobstein, Valentine Jacob	Laborer	Dubuque, Ia.
Miller, Albert Charles	Yard Conductor	Tacoma, Wash.
Barber, Daniel	Section Laborer	Leaf River, Ill.
Hart, Dan	Blacksmith Helper	Chicago, Ill.
Keatley, John Joseph	Laborer	Dubuque, Ia.
Stangl, Hubert Frank	Machinist	Chicago, Ill.
Dyrnes, Thomas	Switchman	Milwaukee, Wis.
Satek, Joseph	Machinist	Chicago, Ill.
Heuel, Peter Frank	Molder	Milwaukee, Wis.
Prideaux, Edwin	Conductor	Platteville, Wis.
Vines, Thomas Wilson	Engineer	Chicago, Ill.
Kelsey, Sr., George	Machinist Helper	Jackson, Minn.
Crawford, William Smith	Machinist Helper	Kansas City, Mo.
Heim, Valentine	Crossing Flagman	Elkhart Lake, Wis.
Mazurkiewicz, Ignatz Waclaw	Laborer	Milwaukee, Wis.
Karch, Walter Scott	Engineer	Chicago, Ill.
Posh, George	Box Packer	Bensenville, Ill.
Smith, Edwin Dalton	Section Foreman	Worthing, S. D.
Bovier, William	Section Laborer	Willapa, Wash.
Lillyroot, August Ferdinand	Laborer	Tacoma, Wash.
Donley, Patrick Henry	Conductor	Milwaukee, Wis.
Geisler, William George	Painter	Milwaukee, Wis.
Peterson, Net	Carpenter Foreman	Tomah, Wis.
Seymour, Lizzie Victoria	Car Cleaner	Chicago, Ill.
Priebe, Gustav Charies	Receiving Clerk	Chicago, Ill.
McMillan, Frank	Watchman	Tacoma, Wash.
Kendrick, Joseph Bradshaw	Boiler Helper	Deer Lodge, Mont.
Hammes, Peter Paul	Flagman	Random Lake, Wis.
Wisch, Ernest	Machinist	Milwaukee, Wis.
Rau, Gustav Edward	Carman	Milwaukee, Wis.
Hart, Charles Ernest	Laborer	Tacoma, Wash.
DeLaurelle, George	Conductor	Green Bay, Wis.
Watson, David	Loco. Engineer	Kansas City, Mo.
Fritz, William	Brakeman	Chicago, Ill.
Boushard, Charles	Carpenter	Green Bay, Wis.
Blume, Robert	Boilermaker	Milwaukee, Wis.
Johnson, John Edward	Storekeeper	Tacoma, Wash.
Stahl, William Walton	Agent and Operator	Manning, Ia.
Marshall, Thomas Edward	Agent and Operator	Osterdock, Ia.
Johnson, Halvor	Section Foreman	Sacred Heart, Minn.
Reed, William Ellsworth	Bridge Carpenter	Wabasha, Minn.
Almanrode, Alfred Allen	Boilermaker Hlpr.	Milwaukee, Wis.
Frederick, August	Crossing Flagman	Itasca, Ill.
Hickey, Michael John	Car Inspector	Milwaukee, Wis.
Lunsman, Henry John	Section Laborer	Mason City, Ia.
Edgman, James Edward	Section Foreman	Monroe, Wash.
Adams, Charles	Conductor	West Clinton, Ind.
Beck, Fred James	Scrap Sorter	Milwaukee, Wis.
Ashenbrucker, John Joseph	Div. Lineman	Madison, S. D.
Swearingen, Glen Carlton	Agent	Milwaukee, Wis.
Houlihan, Frank Emmett	Engineer	Green Bay, Wis.
Brewington, Thomas LeRoy	Switchman	Minneapolis, Minn.
Erickson, John	Crossing Flagman	Red Wing, Minn.
Kanter, August	Custodian	Greenleaf, Wis.
Schrank, Carl Edward	Coal Shed Laborer	Portage, Wis.
Schwartz, John	Section Foreman	Bridgeport, Wis.
Flynn, Thomas	Section Laborer	Roundup, Mont.
Scott, Robert Needham	Engineer	Milwaukee, Wis.
Smith, Edward Everett	Operator	Winona, Minn.
Smith, William Edward	Engineer	Racine, Wis.
Cavanagh, Frank Charles	Store Helper	Tacoma, Wash.
Wagner, John Stanley	Section Foreman	Red Wing, Minn.
Wells, William	Section Foreman	Shullsburg, Wis.
Brandt, Fred William	Check Clerk	Milwaukee, Wis.
Rupert, Amos Souder	Flagman	Spencer, Ia.
Elliott, William Yancey	Laborer	Deer Lodge, Mont.
Crane, Alvin Alonzo	Loco. Engineer	Tacoma, Wash.
Simpson, Thomas	Pipe Fitter	Tacoma, Wash.
Pearce, John Wesley	Engineer Computer	Seattle, Wash.
Decker, Arthur Wesley	Laborer	Tacoma, Wash.
Root, Henry Charles	Crossing Flagman	Freeport, Ill.
Wright, Fred Arthur	Conductor	Tomah, Wis.

ing of St. Paul Chapter, which was held on October 11th in the Degree of Honor club rooms. A color scheme suitable for Hallowe'en was used. Pumpkins were used as vases for the beautiful fall flowers donated by several members of the chapter.

A floor show was presented for the entertainment of those present. Among the performers were a number of children from Michel's School of Dancing and several children of members of the club. Solos and selections were rendered by Harold Warren, John Snippen, Vincent and Aurelia Arceo, and others. Dorothy Wolke, daughter of our president, proved herself an artiste when she gave several excellent impersonations.

We were happy to have with us as guests, Miss Etta Lindskog of Chicago, and several members of the Minneapolis chapter. Also, Mr. and Mrs. S. F. Philpott, charter members, who had moved to Aberdeen, but are now back in Minneapolis.

There were thirty-six members present at the business meeting which followed the dinner. The meeting was called to order by Mrs. O. D. Wolke, president. Committee chairmen gave their monthly reports. Mrs. J. H. Pothen, treasurer, read a balance of \$367.34. Welfare chairman, Mrs. E. A. Blechler, aided two families, \$2.00 expended.

The St. Paul Chapter is presenting honorary cards to those men who are retiring from service. Mrs. George Brew read the names of those who had received these tokens of appreciation for long years of service.

Three members were appointed to serve as a nominating committee for the annual election: Mrs. H. L. Tabor, chairman, assisted by Mrs. O. H. Lundquist and Mrs. M. L. Medinger.

We enjoyed a talk by Miss Lindskog, who gave several suggestions on ways and means, and much interesting news of other chapters.

The board members met for luncheon on October 25th. Nine members were present. Safety chairman, Mrs. J. E. Crotty, reported that she had been promised a safety motion picture reel, and the board members decided that it would be well to show this film at the Christmas party for the benefit of the children present.

The next monthly meeting was held on November 8th in the Degree of Honor club rooms. It was suggested that Mrs. Brew purchase a book in which to register the names of the retired employes, twenty-five of whom have received cards thus far.

Good cheer chairman, Mrs. Brew, reported six families reached. Welfare chairman, Mrs. Blechler, reported aid to two families, amounting to \$33.00.

Mrs. E. Chamberlain, ways and means chairman, asked the co-operation of all members in a contest, the prize of which is to be \$5.00 in cash.

The result of the nominating committee report, which was given by Mrs. Tabor, was as follows: Mrs. O. D. Wolke, president; Mrs. E. Chamberlain, first vice-president; Mrs. F. M. Washburn, second vice-president; Mrs. O. C. Martin, recording secretary; Mrs. J. M. Maher, corresponding secretary; Mrs. W. C. Allen, treasurer; Mrs. J. S. Walker, historian. These women will fill their respective positions for the coming year.

At the close of the meeting, members played cards for the remainder of the evening. Prizes were awarded.

The St. Paul Chapter wishes to extend best wishes to all for a prosperous and happy New Year.

Avery Chapter

Mrs. E. H. Shook, Historian

THE meeting Nov. 4, 1938, was called to order by the president, Mrs. Prentice Price. Roll call was answered by "your favorite possession." A card was read from Clark Nordquist, who lost his wife after a very serious operation in Missoula, Montana, Oct. 20th.

Treasurer reported \$104.36 in treasury. Ways and means, social good cheer and

Name	Occupation	Location
Rogge, Fred Welhelm	Crossingman	Janesville, Wis.
Gerlich, Michael John	B&B Carpenter	Bellevue, Ia.
Tudeen, Frank	Frt. Car Cleaner	Cedar Rapids, Ia.
Elliott, Thomas Irven	Laborer	Avery, Idaho
Stone, Frank Fayette	Boilermaker	Tacoma, Wash.
Bork, John	Section Foreman	Plymouth, Ia.
Downs, Roy	R. H. Foreman	Green Bay, Wis.
Cram, Harry Earl	Section Foreman	Randville, Mich.
Homrighausen, John	Section Foreman	Big Rock, Ia.
Anderson, Ole	Blacksmith	Mitchell, S. D.
Juley, John Paul	Machinist Helper	Tacoma, Wash.
Loring, Samuel Hudson	Switchman	Ottumwa, Ia.
Kempley, Charles Benjamin	Conductor	Green Bay, Wis.
Selig, Charles Albert	Agent	Deerfield, Ill.
Pierce, Frank LeRoy	Baggageman	Marion, Ia.
Gable, Benjamin Franklin	Conductor	Ferguson, Ia.
Noonan, Thomas John	Dining Car Steward	Chicago, Ill.
Hubley, Henry W.	Section Foreman	Eau Claire, Wis.
Kuechenmeister, Robert	Moulder	Elm Grove, Wis.
Bodger, Herbert Henry	R. H. Laborer	Wabasha, Minn.
Myers, Frank	Carman	Savanna, Ill.
Crane, Donald LeRoy	Blacksmith	Tacoma, Wash.
Creamer, Frank King	Brakeman	Chillicothe, Mo.
Fox, Fred Roswell	Engineer	Ottumwa, Ia.
Kerwin, Thomas L.	Conductor	Ladd, Ill.
Monahan, Patrick Stephen	Bridge Foreman	Marquette, Ill.
LeMoire, George Napoleon	Laborer	Tacoma, Wash.
Roan, Edward Lewis	Engine Watchman	Murdo, S. D.
McDonnell, Clement Leo	Boilermaker Helper	Cedar Rapids, Ia.
Brown, Ferdinand	Upholsterer	Milwaukee, Wis.
Henning, Robert Fred	Machinist Helper	Milwaukee, Wis.
King, Carl Clyde	Agent-Operator	Jasonville, Ind.
Wheeler, Maurice Max	Engineer	Wabasha, Minn.
Norstadt, John	Section Laborer	Dalkena, Wash.

librarian gave their reports; no old business. New business consisting of a candy sale at the show recently and a Christmas party for the Milwaukee family, etc., also election of new officers for the coming year. Those elected were as follows:

President, Mrs. John Hillsdon; 1st vice-president, Mrs. Prentice Price; 2nd vice-president, Mrs. E. H. Shook; secretary, Mrs. Ralph Townsend; historian, Mrs. Randall.

A nice luncheon was served and cards finished the evening.

The December meeting was held the 7th with 26 present, 20 of whom were voting members. Treasurer reported \$93.94. Ways and means reported \$4.85 cleared on the candy sale, with a small amount of candy left over which was sold at the club meeting that evening to club members.

No Thanksgiving baskets were donated this year as everyone has been working all summer and fall. In fact, no benefit work is needed here at the present time except for giving the Sunday school \$5.00 for Christmas candy for the children, which is given every year here by the Chapter.

Perry Chapter

Mrs. Carl Shannon, Historian

THIS report means the last for the year 1938. Much has happened in various ways, but Perry seems to be forging ahead. Our October meeting was for the families—6:30 dinner—large crowd—good dinner—a dance solo—dance duet—and vocal numbers by the children.

The November meeting failed to be the birthday party anticipated due to the illness of our president, Mrs. Heizeleman. She has recovered now, I am happy to say. All of the 1938 officers were re-elected for the coming year. Mrs. Mae Hartman, who was our program chairman for so many years—favored us with several vocal solos.

The final meeting for the year was held Dec. 3 with a pot luck dinner and Christmas gift exchange. There was a nice attendance and plenty of food with creamed chicken and biscuits. Mrs. A. A. Brown resigned as treasurer for 1939 and Mrs. George Slater was elected to fill the vacancy. Mrs. Springer reported 100 cards sent from the sunshine committee this year.

Plans were made to give a number of Christmas baskets for those not steadily employed. A donation of ten dollars was voted for the Perry Community Welfare Chest. So far this season only one family has been aided financially by the chapter. The program consisted of piano numbers by Madonna and Mary Margaret Ryan; two readings, Katherine Aspinwall. December 20 was set as the date for the members to make their contributions towards the Christmas baskets.

Best wishes to all the "Milwaukee family" for a happy and prosperous New Year.

Minneapolis Chapter

Mrs. A. A. Kurzeka, Historian

THE November meeting, preceded by a pot-luck supper, was held on Monday, Nov. 7. Mrs. F. E. Arnold was chairman of the supper. The meeting was called to order by Mrs. O. H. Berg, reports were read, and election of officers took place. Present officers were re-elected for another term.

Our December dance was a success, both socially and financially. After all expenses were paid, \$75.00 was turned into the treasury, to be used for welfare work. Mrs. D. T. Bagnall and her committee worked hard to attain this success.

The annual Christmas dinner was given at the December meeting. Mrs. A. G. Neese was chairman, assisted by the entire board. A delicious menu was prepared, consisting of turkey and all the trimmings, and was enjoyed by all—195 members were served.

After a short recess, who should come jingling in, but Santa Claus, with a gift for everyone. Many a face beamed when the gifts were opened.

Regardless of our social activities, welfare work was not forgotten. Mrs. R. C. Donahower donated a box of her delicious candies, chances were sold, amounting to \$14.00. A penny collection was also taken, which amounted to \$5.00. This money is used by the sunshine committee to purchase flowers for sick members.

Mrs. A. W. Peterson, welfare chairman, reported an expenditure of \$41.10 for Oct. and Nov., making eight personal calls and six telephone calls. Plans were made to distribute Christmas baskets to the needy.

Minneapolis Chapter wishes its members and friends a Happy New Year.

Something to Think About

H. L.

"ALWAYS remember that accidents don't HAPPEN. They are CAUSED."

What a great sermon there is in the nine words quoted above! Did you ever stop to think what a wonderful world this would be to live in if everyone abided by this simple safety rule? Let's take this little statement apart and find out just what it means. Following is a very good example.

An employe at a firehouse came to work one morning without his gloves. In the pursuit of his regular work he was called upon to handle some steel and without his gloves it was necessary for him to do this work with his bare hands. Before he had completed the handling of this steel he received a slight cut in the palm of his hand. He thought nothing of this after it happened until he was awakened in the middle of the night with a terrible pain in his injured hand. He rendered what first aid he could at home, but before he could get to a doctor the next morning his hand and arm were so badly inflamed that amputation was necessary. The loss of this man's hand made him a burden to his family, his community, his state and, finally, his nation.

This man would not have come to work without his lunch or his shoes, but he did come to work without his gloves—an integral part of his working equipment—and see what the result was. This accident didn't HAPPEN. It was CAUSED.

This same analysis could be applied to any accident that you know of. A little straight thinking and foresight on the part of someone could prevent any accident.

From 1930 to 1937 one of the competing Class "A" railroads has received one of the highest safety awards possible. Just think what a record that is from the standpoint of safety! It is something that every employe on that railroad can well be proud of, yet there is no reason why the Milwaukee cannot do as well. There are no better employes on any railroad than our own, yet some other railroad has beaten us to the top honors with the exception of 1935 when we were awarded the National Safety Council Award.

You all know by this time that a very intensive safety campaign is in progress on our entire system, but such a campaign as we are waging is not worth one good whoop without the whole-hearted co-operation of every employe from the highest to the lowest. So let's all make up our minds to be SAFETY MINDED at all times and see if, through our united efforts, we cannot win for the Milwaukee Railroad the National Safety Council Award for 1939 the same as we did in 1935. It's worth working hard for and aside from the glory that goes with the winning it will mean that YOU did not invoke any hardship on anybody through a personal injury that was CAUSED and did not HAPPEN.

Safety First and Forty Years

While looking through an album old,
With covers full of moths and mold,
I found my picture there;
And on that alabaster brow,
The same that's bald and shiny now,
There is a wealth of hair.

The hair that was my joy and pride
Clear down into its roots has died
And left me bald on top.
I oft did fret and sometimes sigh,
And sometimes from my good right eye
A tear or two would drop.

The hair that's gone will ne'er return,
No more I'll sigh, no more I'll mourn,
Or e'er again feel blue;
But when I see a damsel fair
Caress her lover on his hair
By running fingers through,

In decades gone, some five or four,
Back in those reckless days of yore
'Round which my mem'ry lingers,
The brakemen who the trains would stop,
And stick, through frost and sleet on top,
Were often minus fingers.

The days of handbrake, pin and link,
Ere Safety First we 'gan to think,
Were days of awful slaughter;
Box-car roofs were steep,
Few men could all their fingers keep
With draw-bars made by Potter.

Now, when I go to switch a train,
In weather fair, or sleet, or rain,
I think and watch my step;
Not in the way we used to do,
When we would run and hurry through,
With movements full of pep.

I walk along with stately stride,
With all my actions dignified
To fend off dire disasters;
The dignity that I assume
Would fill a depot waiting room.
With some left for Train Masters.

I walk along with stately stride,
(My actions still are dignified)
Try old rules NOT to mix,
Although I sometimes find it hard
To give new rules their due regard
As teaching old dogs new tricks.

If e'er I chance again to take
A young man out, to teach to brake,
While yet his mind is plastic,
And he doesn't pay attention due
To what I tell him to eschew,
He'll meet with something drastic.

I'll tell him at the very start
To NEVER pull the hose apart,
Such practice is taboo;
With ninety pounds of air compressed
You're apt to feel a bit distressed
If on your shin it strikes you.

I'll pass along all Safety lore
That I have learned in years two score,
To a mind that's blank as putty,
Then, when I turn and walk away,
He'll to some depot loafer say:
"I think the Captain's nutty."

By time he's had two raps or three
Between his ankle and his knee
By air hose flying wildly,
He'll then begin to realize
That Safety talks are really wise
And make his comments mildly.

Tom Edison, the Menlo sage,
Has said: "The youth of present age
Are loath to take advice,"
They simply can not understand
How anyone in all this land
Could be, as they are—so wise.

I'll warn of his impending fate,
And try to save him, 'ere too late,
And have him heed my warning;
He'll do the same as I have done,
He'll let her pet and have her fun,
My past experience, scorning.

The Superintendent asked one day:
"What makes your head so bald and gray,
You otherwise, seem right?"
I told him 'twas the Safety rules
Adopted by the modern schools,
That made me such a, sight.

The Bard of Avon also told
That counsel "Best becomes the old"
We still must preach and prate;
And it will take years, five or ten,
Before some of these rash young men
Will get it through their pate.

For about the time that You and I
Learn how to live, we start to die,
And others take our place;
The same as we did, long ago
With those old boys we used to know
Who long have quit the race.

And rising from my reverie
I look into a glass and see
A dome no hair is on;
Betwixt the methods of today
And old haphazard reckless way,
There's no com-par-i-son.

Though I would not accept as pay
The wealth of Henry Ford today
For thrills of old position,
A shadowy specter seems to haunt
The way Old Safety First I'd flaunt
Since I've seen the transition.

Again I scan my looking glass
And view my ivory dome, alas!
And think what used to be;
I see the ruin and the wrack
That night and day upon the track,
The forty years have made me.
—Jeremy Twigg.

My Own Home Town

HOW I thrill with expectation when I
Near my own home town
And with happy satisfaction I peer out and
up and down.

Tho 'tis night and lights that twinkle are
the only things I see,
There's a sudden charm in living comes a
stealing over me,
But it isn't just the beauty of the city
where I live
That awakens recollections and such sweet
emotions give,
But that there await me many, who have
shared my hopes and fears
And to me have grown endearing through
the lapse of many years.

Oh, in politics and ethics we don't always
quite agree
And quite frequently we differ in the things
which ought to be.
But we have so many problems that we
share from day to day,
And we have so much in common as we
pass along life's way.
Common sorrows, common blessings, which
we one and all must share,
And the weight of many burdens which we
one and all must bear,
And though none could claim our city is
the richest in the land
It's the one that holds the keeping of our
treasure in its hand.

Just out yonder on the hillside—sheltered
by the tow'ring trees
Where in summer at the daybreak, bird
songs quiver on the breeze,
Lie our silent, sacred acres, where amidst
the fragrant flowers,
Forms of loved ones now are sleeping,
through the long and peaceful hours.
No, it isn't that our city is the fairest of
them all,
'Tis the tourist and the stranger who have
nothing to recall,
But to us it's filled with mem'ries gathered
through the flight of years,
Brightened by the smiles of gladness, hal-
lowed by our sacred tears.

Time marches on making constant
changes, but the friends of years gone by
still live within our memory.

The above was written by Mrs. Frank
H. Hahn, widow of deceased conductor
Frank H. Hahn, who passed away on Feb.
4, 1934. In year 1926 when Mrs. Hahn
was returning from a visit in Cedar Rapids
and was riding train No. 125 she wrote the
above. For many years they lived in
Ottumwa and she has continued her resi-
dence there since the death of Mr. Hahn.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....Care Chief Dispatcher, Perry, Iowa
 John T. Raymond.....Care Superintendent, Marion, Iowa
 Miss E. L. Sacks.....Care Asst. Superintendent, Dubuque, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 Miss N. A. Hiddleson.....Care Mechanical Department, Minneapolis, Minn.
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
 Ira G. Wallace.....Clerk, Red Wing, Minn.
 E. J. Swank.....Care Superintendent, Austin, Minn.
 Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
 E. L. Wopat.....Care Superintendent, Austin, Minn.
 G. B. Phillips.....Care Superintendent, Green Bay, Wis.

Lucille Millar.....Care Store Department, Dubuque, Iowa
 Mrs. Dora M. Anderson.....Care Local Agent, Moberly, Mo.
 A. M. Maxeiner.....Local Agent, Lewiston, Montana
 F. B. Griller.....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
 J. J. Steele.....Care Davis Yard, Milwaukee, Wis.
 V. O. Williams.....Care Agent, Council Bluffs, Ia.
 C. R. Taylor.....Care General Agent, Cedar Rapids, Iowa

The New Hub of the I&D

F. B. G.

PAUL GRUBER, formerly state agent at Des Moines, has accepted position with the police department at Sioux City under captain of police Roy Worthington and took over his new duties Dec. 1. Mr. Gruber takes position vacated by Jack Sheridan, who was transferred to Tacoma, Wash. We all welcome Mr. Gruber into The Milwaukee family and wish him all success in his new undertaking.

On Nov. 26 The Arrow from Sioux Falls handled extra sleeper to Chicago for the 4-H Club group from the surrounding territory to attend the International Live Stock Exposition. This group was under the direction of state club leader H. M. Jones, Brookings, S. D.

Passenger brakeman Ted Stevens and family vacationed in the West, traveling via the Olympian to Seattle, thence visiting at Portland, San Francisco, Los Angeles, and making a trip to Catalina Island, returning via Denver.

Now qualified to enter the mechanical department are agent F. L. Harvey at Harrisburg and operator Gene Deveney, Sioux Falls. They recently purchased a "Model A" together and now report that after a few adjustments were made the trip between Harrisburg and Sioux Falls can be made on schedule.

Division freight and passenger agent M. M. Wolverton and his force are now located in their new quarters in the east part of the Sioux City passenger station. The move was completed on Monday, Dec. 5. The new setup provides a better service for the consolidated ticket offices and should prove very satisfactory.

Moving to Louisville, Ky., 34 years ago, Mrs. Sarah Smith, 79 years old, reported through conductor Tim Calligan that 33 yearly trips had been made to Sioux Falls via our line, which is quite a consistent record of patronage.

Blair Hershberger, formerly agent at Charter Oak, drew Elk Point agency on assignment after the retirement of C. R. Fletcher, who will move to the vicinity of Seattle on a small fruit farm. Relief agent Paul Bridenstine was at Elk Point until regular assignee, agent Hershberger, arrived to take over duties. Charter Oak now being open for bid.

After an enforced absence of several days due to illness, Fred Costello, stenographer in office of assistant superintendent, Sioux City, is back on the job.

Martin Noonan of the police department, Sioux City, who has been an ardent booster for the Notre Dame football team all season, suffered a severe relapse Saturday, Dec. 3, at 6:30 p. m. when the final score of the Southern California-Notre Dame game at Los Angeles came in. We all hope for Martin's quick recovery.

Conductor Bert Small, who has been confined to the Methodist Hospital for several weeks, is now at home and we all hope that his condition will rapidly improve, enabling him to resume service before many weeks

pass. He underwent a very serious operation and his many friends are glad to know that he again is on the road to recovery.

Taking a few days of vacation, Miss Laura Sievert, Sioux Falls, visited relatives at Mountain Lake, Minn., also to the Twin Cities for a special theater attraction.

Conductor Roy Wright has moved to Sioux Falls and is on the mixed run between Sioux Falls and Egan.

Here is a suggestion for a New Year's resolution: "Be tip card minded," and help 1939 on its way for a banner year.

Nick L. Wilmes, age 50, agent at Jefferson, passed away Dec. 2 after a period of ill health. Mr. Wilmes' seniority date was 1918, although he worked there for a time between 1913 and 1915, and all of his service since 1918 was at Jefferson. He is survived by his wife and three married daughters.

A. R. Diede has the temporary assignment of agent at Jefferson.

Plans are under way to erect a chalkrock plant near Menno in the spring at the approximate cost of \$100,000, consisting of crushing and refining plant, where they expect to manufacture certain articles in addition to the manufacture of whitening for the trade. This chalkrock is used in the manufacture of paints and putty, rubber goods, toothpaste, cosmetics, etc. The employment capacity may reach several hundred men and women. The site near Menno was selected account of the chalkrock being of the best quality and near rail facilities.

The Milwaukee Road at Sioux Falls is represented with two bowling teams known as "SFSX" and "Arrow," and at the present time they are holding fourth and fifth place, respectively, in the Minnehaha and Queen City leagues. The boys are going to open the throttle a little wider for an advanced position.

H. B. Olsen, agent at Fairview, is sporting a new Plymouth car.

The regular monthly meeting of the Sioux Valley Service Club was held at Canton Nov. 21. Members and their wives had a chicken dinner at Lena's Cafe, and M. L. Marshall, agent, Bridgewater, acted as toastmaster, which he really put over in great shape. The ladies attended a theater party while the regular business session was in progress at the passenger station.

Roadmaster A. W. Bahr held a safety first meeting with all his men on the Platte line Thursday afternoon, Dec. 1, at Tyn-dall.

Looks like we are going to have a very tough winter as section foreman Steve Sopoci at Tripp is letting his whiskers grow—a good indication, we know from three years ago.

Cashier W. Hunt at Yankton didn't believe there was a Santa Claus. Ask him now since he got the new car. Oh yes, there is still a Santa!

The grandson of Mrs. A. W. Bahr at Tripp will be able to take over the station helper's job at that point before many years, according to reports from Mrs. Bahr.

"News from Council Bluffs Terminal"

Vernon C. Williams

THE checker's job at the freight house left vacant by the death of Frank Benton, has been assigned to Lowell Bryant, more often called the Manilla Kid. Well, glad to have you among us, Lowell, but keep your weather eye peeled on old man Nugent. He's still full of the old Irish tricks. Ask Cy Duggan.

Among our various over-holiday sightseers was engine foreman Orby Kensingner and his wife, going to the Windy City for a prolonged vacation. The Palmer House, one of the best in that city, was none too good for our man Orby. The new zoo also was quite frequented, and what with the striped monkeys and the various other missing links in evidence, we hear he was lucky to get home at all.

"Observations of a Midnighter," with apologies to Winchell.

2 a. m. on lead: Red Underwood: "Boy, its colder than a well-digger's hind foot."

Valley Hilburn: "Come on, kick 'em in there. What are you playing, Ping-Pong?"

Ossy Henderson: "Shucks."

Car Toad shanty at 4 a. m. Absolute silence.

East yard anywhere from 1 to 6 a. m. Bill Agnew nonchalantly striding in and seeing by the papers where so and so did this and that.

The GYM in a 45 degree horizontal position with one ear glued to a telephone and the other one on the lead.

The third trick "OP" diligently pounding away to "CG" and with a story or two mixed up with the wires.

Tommy Smith: How's the toasting fire, boy?

The city phone madly ringing and our chief clerk, at 5:30 a. m. inquiring about the weather, the time and everything else in general. A cracked engine block will not hold alcohol, eh Freddie?

At Midway, 4 A. M.: EES barging in with a cloud of steam: "Man, it's frosty! Off comes the shorts. It's O.K. for the kids, but I can't take it." Frank "V-3" Colburn: "Now, take that old bus of mine. Why, only last night she went up north, second, etc., etc."

The last day of the month saw our yard changed over to the new switch lamp lights, and, so far, not a switch has been run through, giving evidence of the observing nature of the yard switch force.

Lawrence E. Underwood, switchman, is having his share of hard luck this early in the winter. With his oldest boy recuperating from a month's illness of pneumonia, his wife and the other four children all have bad colds. Keep bearing down on that cod liver oil, Red, and we wish you all a speedy recovery.

On Dec. 13th, W. J. Hotchkiss, assistant superintendent, held a safety meeting and was offered some good suggestions on that subject. We may well all be proud of the record established here, not having a major injury of any sort for two years, and this

terminal enjoying the distinction of not one serious injury in the last fifteen years.

With the pro and con of married life going the rounds quite often since two newlyweds joined the various sour dough conversations, our own Hank Jensen has been seen donning his best bib and tucker to push his arguments. With new sheep-lined jackets, fur-lined gloves and what not, he is one boy who wishes to prove he is certain of his fatal step, and wishes to conclude his side of the debate with evidence. And we notice he is still smoking tailor-mades, too. Keep it up, Hank. We are all with you.

H & D Division

Freda Taylor

MR. KENNETH CLARK, who was sent to Aberdeen as ass't divn. engineer early last spring, was transferred to Savanna, Ill., in the same capacity on Nov. 16th, and Mr. C. E. Peterson and family, formerly of Miles City, came to Aberdeen to fill the vacancy here. We hope the Clarks like their new home and work, and we welcome the Petersons to our circle here.

We are very pleased to report that Mrs. Wm. H. Berg is recovering from a recent illness.

Mr. Evan W. Hall, agricultural agent, Aberdeen, and his wife left Dec. 18th for New Orleans, La., where they will enjoy a two-weeks' vacation, as well as visiting other southern points of interest. We all join in wishing the Halls a very Merry Christmas in this southern clime and wish that we could be there with them.

Mrs. Emmett Burke and grandson, Jerry Maas, spent Thanksgiving in Chicago, visiting her three daughters. They returned to Aberdeen on the 28th.

Mrs. Harry Gibson, who recently underwent an operation at La Crosse, is now at home and getting along as well as can be expected. We extend her our best wishes.

Our deepest sympathy is extended to R. I. Bacon, agent at Warner, whose mother passed away Dec. 1st.

The W. E. Kramer family spent the Christmas holidays with relatives at St. Paul.

It has been rumored that Santa Claus has received an order from "a certain official" at the Aberdeen freight house for a "reducing girdle." What a reversion to the "gay nineties," only in those days the women wore the corsets.

Engr. Lloyd Cable of the West H&D Div. is to spend the holidays in the South—Houston, San Antonio, New Orleans, etc.

Boiler foreman James L. Morley recently returned to work after recovering from an attack of pneumonia.

Former employes Sam Eide, Peter Zane and James Lawson hope Santa Claus (in the way of the Retirement Pension*) will appear by Christmas.

Engr. O. E. Wolner of the East H&D Div. is now firing a switch engine in Minneapolis Yard, instead of on the Fargo Line.

Engr. Clarence Schmitz of the Andover Line is laying off for the winter months.

Night roundhouse foreman J. C. Sheron, at Montevideo, Minn., will spend the holidays in Cleveland, Ohio. Machinist Emil J. Rhoades is acting as Night Foreman in his place.

Engr. Glenn Smith and wife of the West H&D Div. plan on spending the holidays in Kansas City with their daughter and family.

Engr. A. W. Becker is contemplating a trip to St. Louis, Mo.

West H&D Div. engr. C. B. Davis and family will spend the holidays with Mrs. Davis' folks at Plevna, Mont.

West H&D Div. engr. F. S. Hitchcock and wife aim to miss the severe weather in South Dakota by spending the winter in Long Beach, Calif., Los Angeles, and points on the west coast.

Hostler J. R. Konantz recently returned from Salem, Ore., where he was called due to the death of his son. The sympathies of all employes are extended to Mr. Konantz and family.

Carpenter Louis Louzen and son, George,

plan on spending the holidays in Spokane, Wash.

Victor L. Nelson and family will spend the holidays with their folks at Pierre, S. D.

The family of John Paar, machinist helper at Aberdeen, will make a trip to Spokane, Portland and Oakland, Calif., during the Christmas holidays.

Engr. Lloyd Cable of the West H&D Div. recently had the misfortune to lose his pocket book, containing his card pass, seventy dollars in cash, and other papers, and, up to date, it has not been reported as found.

Bud Ewald has been able to obtain some nice business, for which tip cards have already been turned in to Mr. Burns, our Div. freight passenger agent at Aberdeen. Bud is now employed as stenographer in the division master mechanic's office at Aberdeen.

Mr. Joe Bodenberger, gen'l road foreman of engines from Milwaukee, was a recent visitor at Aberdeen with the dynamometer car. Always glad to see "Joe."

C. O. Brown, now retired, recently paid us a visit, and glad indeed to have Charles drop down and see us at the roundhouse.

As correspondent for the H&D Div., I personally wish my many railroad friends and fellow workers a very Happy Christmas and a Prosperous New Year; may it be the fulfillment of all your plans and hopes of the past.

Fullerton Avenue Offices— Chicago

L. G. J.

THE first of the year brings a new deal in everything and so it is with the Fullerton Avenue Building. We have been silent too long and therefore have decided to be heard once more.

Christmas has dawned on us once again and we suppose most of you are still suffering the pangs of too much celebration on New Year's Eve. However, we all intend to keep our resolutions for the remainder of the year and even if we do break most of them, no one can say we weren't trying.

Local news from here is very scarce right now but there are a few items of interest.

John Hogan of the Station Accounting office has just returned from a brief trip to Seattle and the State of Washington in general. J. F. used to live up there and we venture the guess that he looked up all his old friends.

Ed Wilwers, our gift to the Photo Club, has been exhibiting some portraits of one of his "flames" and we really believe that they are as fine a candid camera collection as you will find in the works of an amateur photographer.

Luke Lindly, prominent hunter, recently returned from a hunting trip and according to him he bagged plenty of game but so far we have seen no pictures or verification, so we will keep mum.

The 108th Engineers, Milwaukee Road, sponsored company of the National Guard, recently had the pleasure of a visit from Messrs. Scandrett, Gillick, Curtis, Sparrow, Penfield, Finnegan and Ryan. Captain Tornes introduced them to the lads and the visit was greatly enjoyed.

On the sports side we note that the basketball team under their new coach, M. Jaqwith, is rapidly rounding into shape, winning from the 108th Engineers 21 to 17 and improving every time out.

The Arrows still have the bowling league sewed up, having first place by two games, high team game and high series, as well as men near the top of both prize groups. Looks like Messrs. Tobin, Jensen, Lundgren, et al., are really out to win.

Iowa (East) Division

John T. Raymond

AGENT HENRY SEEGER of Morley A. G. stumbled over an obstruction at his farm near Morley Wednesday, Nov. 23, and was taken to a hospital at Anamosa, where

he was treated and his leg put in a cast, after which he was returned home and his injury is slowly recovering.

Dale Miller acted as agent at Morley during Mr. Seeger's absence.

Miss Alice McGuire of Marion left Dec. 17 to spend two weeks' vacation in Mexico City and surrounding cities.

Miss C. M. Gohmann of Ottumwa spent the week-end of Dec. 3 visiting friends at Marion.

Supt. W. G. Bowen of Marion spent a couple of days the latter part of November attending as a witness in a lawsuit at Jefferson City, Mo.

Trainmaster and Mrs. L. L. Shellenbarger of Marion left for the South on a vacation trip early in December.

Roadmaster and Mrs. George Barnoske, on a two weeks' vacation, visited relatives and friends at Valparaiso, Ind., and Detroit, returning home Nov. 27.

Mr. and Mrs. S. T. Legvold and their three children, who have resided at Marion for several years, moved to Perry Dec. 3 to reside. Mr. Legvold, who has been working in the B&B department, has been transferred to the water supply department.

Roy A. Worthington of Sioux City was one of the Shrine officiates at a recent ceremonial in Cedar Rapids. Roy is in line for election as potentate of Elkhair Shrine at Cedar Rapids two years hence.

Supt. and Mrs. W. C. Givens of Savanna, traveling by auto, visited with Marion friends Friday, Nov. 18. They were on a two weeks' vacation and were enroute to visit their two sons, Norman and William, who are attending Iowa State College at Ames, and also visiting friends at Sioux City. Returning to Savanna Mr. and Mrs. Givens and their sons spent Thanksgiving with Mr. and Mrs. Earl Jefferson at Marion.

Mr. and Mrs. Harry J. Murphey of Marion gave a dinner Sunday, Dec. 4, in honor of Mr. Murphey's father and mother, Mr. and Mrs. J. H. Murphey, celebrating the completion of sixty years of married life. A group from the First Baptist Church of Cedar Rapids, including the Rev. and Mrs. Grant F. Anderson, came to Marion in the afternoon to extend their congratulations. Mr. Murphey, Sr., has been an official of that church for a number of years and is now a retired mail clerk postal employe.

Division engineer and Mrs. H. Wuerth of Marion spent a week the latter part of November visiting Mr. Wuerth's sisters at Buffalo Center, Ia., Sauk City, Wis., and Park Ridge, Ill. Mr. Wuerth's mother returned with them to Marion for a visit.

Roadmaster Ora Miller of Marion was away on a brief vacation the middle of December.

The Milwaukee Veteran Employes' dues for 1939 can be paid at any time convenient to representatives at Marion or Perry.

It is said that there is luck in odd numbers; however that may be, we wish for our readers all that is good for 1939.

Wisconsin Valley Division

Lillian

MAY the season bring you cheer, and gladness journey with you all the year.

Mr. and Mrs. Frank Gane, Tomahawk, parents of Mrs. Ernest Moran, observed their golden wedding anniversary Nov. 29 with a family dinner at which covers were laid for fifteen. "Open house" was held throughout the afternoon and evening. Mr. and Mrs. Gane, who have been residents of Tomahawk for thirty-seven years, are the parents of three children, Mrs. Moran of Wausau, Mrs. James Gallagher and Raymond Gane, both of Tomahawk. They have eight grandchildren and one great-grandchild.

F. L. Hudson, ticket agent in Wausau for twenty-five years, passed away at a local hospital Friday evening, Nov. 18, at the age of 79 years, death being due to a heart attack. Funeral services were held Saturday afternoon, Nov. 19. His body was taken to Madison, where further serv-

ices were held and interment took place on Monday, Nov. 21. Mrs. Hudson died seven years ago, only a few months after she and her husband celebrated their golden wedding anniversary. Surviving are four daughters and a sister and a brother residing at Madison, Wis.

Mr. and Mrs. D. O. Daniels were called to Madison on account of the death of the latter's brother, Henry Meyer. Funeral was held Friday, Nov. 18.

A. I. Lathrop made a brief visit at Bonduel, later accompanying Mrs. Nellie Lathrop to Chicago for a visit, after which the latter will return to Wausau for a visit at the Lathrop home.

Mrs. Christina Campbell, 86, mother of J. R. Campbell and Mrs. Bert Nelson, passed away Thursday, Dec. 3, at Madison. Funeral services were held in that city Saturday afternoon, Dec. 3, with burial following at Mauston. Mrs. Campbell had many friends in Wausau, having spent several winters here with her son and daughter. A son, Charles Campbell, resides at Madison, with whom she had made her home.

A steady stream of automobiles loaded with as many as three and four deer poured through Wausau and Marathon county at the close of the hunting season, indicating that the animals were plentiful in the northwoods. J. P. Horn, roundhouse foreman, and his party hunted at Star Lake and all were successful in securing a prize buck.

Miss Mildred Conklin entertained her bridge club at her home on the evening of Dec. 6.

News from the West I&D

C. D. Wangness

NO need of going to California this year if the nice warm weather that we have been enjoying continues. We have been very short on rainfall though, November passing us up without a trace of rain, and October was not much better.

Mr. and Mrs. Chas. Sloan and Mr. and Mrs. E. O. Wright spent their Thanksgiving vacation with relatives at Cedar Rapids.

Conductor Geo. Slagle made his last trip on the way freight November 30 and has retired on the pension. We wish you the best of luck for your future, George.

This division has been saddened by the recent deaths the past month and we extend sympathy to their bereaved ones. Among those passing away are Mrs. J. P. O'Keefe, wife of conductor O'Keefe, and Irving Johnston, engineer, both of Sanborn, Iowa; Hudson Andres, son of engineer Andres of Mitchell, and Orva Sweeney, who was employed at the local round house.

L. C. Ihliff, chief clerk, local freight office, has been a patient at a local hospital the past few days. Hope to see you out real soon and trust nothing serious.

The local women's club and traffic club held another very interesting meeting the latter part of the month. We trust that the next meeting will be better attended than the last one, as we should all try and attend these meetings.

Mrs. Al Coffel, wife of yard clerk, is enjoying a visit with friends in California. Al says that hatching is not so bad, but washing dishes is the bunk.

Mr. and Mrs. Evan Hall attended the live stock show at Chicago over the weekend. Edna states that she has about decided to trade her bicycle for a pony, now that she has an interest in live stock.

Perishable freight inspector McMahon has just spent a week's wages in shining up his Ford.

Wm. Grube and wife, retired section man of Weta, visited with their son, Clarence, at Rapid City several days the past week.

Agent Moran of Puckwana returned recently from a very enjoyable trip to the west coast. Dennis states that the west is O. K. but South Dakota still suits him.

Mrs. C. A. Powell, wife of agent at Kennebec, visited with her parents at Monona the latter part of November.

Supt. Ingraham, asst. supt. Doud and chief engineer Tussler stopped off for

a short visit at Mitchell the latter part of the month while en route to Rapid City.

A very interesting traffic club meeting was held at Murdo November 9th and was attended by a large number of employes from that territory. Route agent Poole of the Railway express agency was present and gave a very interesting talk to the members.

We believe it about time for the women's club to sponsor another of those famous dances at the Corn Palace. What do you say, ladies?

Conductor George Foote and wife left for California for several weeks' visit.

Although we are too late to wish you a Merry Christmas we trust that it was and may we extend to all a very Happy and Prosperous New Year.

West End TM Division

P. R. H.

MRS. CHAS. E. NOBLE, wife of engineer, TM Division, was released from the Holy Rosary hospital at Miles City, November 16th, after several weeks' illness, and has now returned to her home in Harlowton.

Mal Spurling, personal stenographer to superintendent in Miles City for 2½ years, was transferred December 1st to Milwaukee, having accepted a position in the claim adjuster's office at that point. He was presented with a lovely traveling case by the office force. Congratulations, Mal, on your promotion. We wish you every success in your new field.

Richard Jensen of the Engineering Department has accepted the position of personal stenographer to superintendent Kohlhasse at Miles City. Glad to have you back with us, Dick. Other changes in the general office force: Claude Richardson has taken the position of asst. chief carpenter, and Claude Smith has been employed as stenographer in the engineer's office at Miles City.

Mrs. H. J. McMahon returned home from the hospital at Miles City, November 21st, and reports indicate she is feeling fine again.

Dave Haggerty was released from the hospital at Miles City the fore part of December. Glad to hear it, and hope he will soon be able to return to work.

Wm. Ross, instrumentman, division engineer's force at Miles City, is having a siege of measles. Bill, we are surprised you would cut up a caper of that kind. Look out, there is also an epidemic of whooping cough going the rounds.

Mrs. M. H. Morgan, wife, conductor TM Division, submitted to a major operation, November 16th, at Miles City. Reports are to the effect she is getting along fine.

The writer received a letter from Mrs. Ira Kittell in California, and they wished to be remembered to their Milwaukee friends. They are now located at 4621 Maubert Ave., Los Angeles.

Mr. and Mrs. A. C. Kohlhasse spent Thanksgiving day with their son in Missoula.

Mrs. C. L. Tanner, widow of former general foreman, Miles City Shops, passed away at Holy Rosary hospital at Miles City, December 12th, following an illness of about three months.

Milt Riffle, engineer, TM Division, is retired from active service, December 1st. He left the fore part of December for an extended visit in New York.

Mrs. J. F. Kittinger, wife of retired conductor, Miles City, had the misfortune to fall, December 4th, fracturing her hip and wrist. She is confined in the local hospital. Her many friends sincerely hope that she will soon be able to return home.

F. L. Denson and son, Leon, plan to leave Miles City, December 14th, for Birmingham, Ala., and Atlanta, Ga., where they will spend the holidays.

Mr. and Mrs. W. M. Anderson left Miles City December 5th, for Long Island, New York, where they will spend the winter with their daughter, Mrs. J. Loveland.

Chas. Peterson, instrumentman at Miles City, was transferred about December 1st

to Aberdeen, S. D., to the position of chief clerk in the division engineer's office. We wish him success and happiness in his new field.

H. J. McMahon, chief clerk at Miles City, was called to Seattle, December 10th, due to the death of his brother-in-law. Mrs. McMahon accompanied him as far as Deer Lodge, where she will visit with her mother until his return.

Mr. and Mrs. Rod Janes of Miles City left about December 22nd for Minneapolis, to spend the holidays with their daughters.

Lon Green, helper in Moberge roundhouse, is in the hospital at Miles City, undergoing treatment.

J. S. Griffith of Tacoma has been spending several days on the TM Division in the interest of fuel conservation.

Time revisor Jos. Peschl plans on spending a few days during the holidays with his parents at Janesville, Minn.

Norman Anderson spent a few days the fore part of December visiting his parents in Moberge, S. D.

Milwaukee Terminals

G. W. E.

MRS. RUTH A. SCHROEDER, daughter of foreman John Forrest, died November 19th. She is survived by her husband, father and mother, two brothers and two sisters. Funeral November 23rd. Interment Forest Home Cemetery.

Mrs. Mary O'Byrne, widow of Patrick H. O'Byrne, died November 22nd. She is survived by three sons and three daughters. Funeral November 25th. Interment St. Bernard's cemetery, Watertown.

Engineer Harry F. Bell died at his home, 2462 West Keefe Ave., November 26th. He is survived by his wife and four daughters. Harry Bell was a fine man. Funeral November 29th, conducted by Henry L. Palmer lodge F. and A. M. Interment Valhalla cemetery.

Roundhouse carpenter Silvester J. (SHORTY) WHEELBARROW Weirzba has a real art display in the corner of his toolchest at the roundhouse. During the noon hour he has many visitors to see his display. Anyone who has not seen them has missed a treat.

Engineer Wm. L. Crowley returned to his home December 6th from the hospital and we hope to see him back on the job soon, fully recovered from his recent illness.

Machinist Wm. W. Schabarker returned to work December 15th, after being confined to the hospital and at home for six weeks with illness. We are glad to see you, BILL, back on the job.

Murphy's Lunch, at the foot of Murphy's Drive and 35th St., was robbed November 22nd, and again on December 7th. Murphy is negotiating with the city of South Milwaukee for two cannon which they lost last summer, and if he gets them it will mean a job for someone who is full of pep.

Operator Thomas J. Regan at North Milwaukee has been so busy lately that it would interfere with his other duties to continually run around the counter to close the door. He therefore set his brain to working and has devised a simple door closer that works and can be manufactured at a nominal figure. He expects a large order from the dime chain stores in the near future. Having such kind of customers operator Regan will collect some nice royalties on his invention soon.

On December 5th, Lodge No. 942, B. of R. T., gave a party for their members at the North Ave. Auditorium. After refreshments were served, A. J. Hammerer (TONY) was awarded the first prize for telling the best fish story. In the wheelbarrow race, Peter B. Gilmore was awarded first prize but had a close second in Frank (GIMP) Adams. James Lane won in the sack race with George Ustruch second.

Jack Bishop and Theodore Rogerts sang several songs with Fred H. Doelger accompanying them on the pipe-organ. All agreed that it was the best time the old timers ever enjoyed.

The men at the Milwaukee Shops who

are interested in bowling have organized and have elected crane engineer John Pluck president, machinist Walter E. Koster, vice-president, machinists Wm. Coleman, sec'y, and John J. Morrissey, treas. It is reported that they will take over the bowling alleys at Vliet and 33rd Streets on January 1st. At the meeting, president Pluck told the men that they should have elected a younger man as he and Coleman each have to use three fingers to handle a bowling ball. This he says is not real sportsmanship, but the best you may expect at their age.

Engineer James McManus from California is visiting friends and relatives at Milwaukee and along the Old Line.

Yardman James E. McHugh from way down in New York State is visiting friends in Milwaukee since December 1st.

The many friends of fireman Emmett Heth hope that he will soon be able to leave the hospital and return to his home where they can visit him more often.

Don't forget your dues in the Veteran Employees Association are due in the month of January of each year. Chief dispatcher Roy Daly will take care of your dues for you at any time.

Former engineer Charles Mudway was a visitor at the roundhouse December 12th, and he is looking fine.

Drafts From the Drafting Room

F. J. M.

Wish you all a very Merry Christmas and a prosperous and happy New Year.

The "horsie" sweepstakes is getting to be quite a thing. These individual "horses" always look good on paper until the race. I never saw so many fellers appear at the starting line, pale, nervous and shaky. They are a complete washout the first game. They get a little better the second game, and by the time the third game comes around, they are the bowlers you thought they would be, but then the race is over and they "also ran." The "dark horse" comes in from nowhere and collects. The first sweepstakes results: First, Larry (Mickey) Cochrane; second, Ralph Kauppi; third, Al Beier. "Favorites" Blankenberg and George Jung were complete washouts. The Captains' sweepstakes results: First, Ed Berndt; second, Henry Mau; third, J. Robinson. "Favorites" Walt Marshall and George Voth were a sad sight, Georgie coming in last with 435. George, by the way, is the gentleman who dances while he bowls. George has a "Lambeth Walk" delivery. Somehow, it seems to help as "he gets his wood."

P. H. Alberts is the "champion" sweepstakes ticket seller. Much of the success of these races goes to "P. H.," otherwise known as "the big fellow with the little average." May your average pick up a pin for every ticket sold.

H. C. Johnson finally has found a bunch of fellows who could squeeze in under 775 without wasting a pin. H. C. Johnson, Larry Cochrane, Ralph Kauppi, Don Askew and the old reliable Eddie Grisius. This fine collection of old "war horses" is entered in the City Tournament. What's your odds on where they finish?

Another team worthy of mention is the Tomahawk clan. Let's take each "feller" over the coals. Art Schultz, 172 average, throws a reverse screw ball, gets a lot of wood. After each strike you can count 4 or 5 pins still prone on the alley. Good spare bowler—2 bells. Larry (Bet 'Em All) Cochrane, 155 average. Now if you leave this chap alone, he can get a lot of wood. But if you get his "goat," he can't get a thing. Fair on strike delivery, only poses too long. Makes 2 out of 3 spares—1-plus bells. Al Hoppe, 142 average, has a nice, new, shiny pellet, has a nice hook, good stance, but doesn't get the wood. Can't find the pocket regularly and only fair on spares—1 bell. Clarence Wellnitz, 135 average, wears bowling shoes, uses same ball each Monday, has trouble hitting head pin and is weak on spares. 3 quacks. H. W. Chandler, 135 average. Hal has shoes, looks like a bowler, has a nice spinning hook, but doesn't know how to use it. Bowls for

exercise, always throws two balls a frame. Makes every other spare. Gets a strike now and then. Usually runs to foul line on delivering balls. 3 quacks. E. A. Kuntz, 121 average, starts his delivery a la Schultz from left side of alley and aims at head pin. When he hits it, it's fine, but he usually skims by it. The man never bowled before so is handicapped. Poor on spares. 2 quacks. Ode Odegaard (the sage of the Ozarks), 140 average. Now here is a case. High Water "Ode" bowls straight down the center with a prayer ball. Fair on spares but he usually has more splits to shoot at than spares. Could use 3 balls a frame if it were legal. This man has had years and years of experience but doesn't seem to improve. All this man will get is razzberries—Bzzzzzzzzzz! Compare these fellers with the one and only Jack Armstrong, perfect in every detail, stance, delivery, spare bowling, hook, etc—4 bells!

Big scores the past month: L. H. Voltz, 632-611; Sear, 619; Shannon, 618; Voth, 605. High single games: H. Harter, 255; E. Walsh, 257; Sear, 243; Voltz, 241; Shannon, 235. Low three: R. O'Halloran, 286. Low single, Andy Schildhansl, 76.

Biggest disappointments: Al Comdohr, Bill Schroeder, E. Blankenberg, H. Langer, Ode Odegaard, Carl Jaeger, Henry Mau, E. Grisius, Al Epp. All these boys have and can do better.

sincere sympathy.

Mr. Michael Brophy, retired locomotive engineer, whose service extended over a period of fifty years, passed away after an extended illness. Just a few weeks later Mrs. Brophy also passed away and to their surviving sons, Clarence and Arthur, our deepest sympathy.

One of the younger engineers on this division, Mr. Gregory O'Rourke, also succumbed after an illness of long duration.

Mr. William O. Wright, operator and dispatcher at Dubuque shops over a period of forty-six years, passed away after a week's illness. Mr. Wright just made application for retirement, and the news of his death was a distinct shock to everyone.

Another veteran employe at Dubuque shops, Mr. Fred Schreiner, machinist in the old locomotive shops with forty years' service in that department, and before retirement two years of dismantling and reclamation department service, also passed away after a brief illness.

In extending our sympathy to those who remain, we would include the lines of the poet who said:

"There is no death! An angel-form
Walks o'er the earth with silent tread;
And bears our best-loved things away,
And then we call them 'dead.'
But ever near us, though unseen;
The dear immortal spirits tread;
For all the boundless universe
Is life—there is no dead!"

Good Old Dubuque Shops

Lucille Millar

1939

We welcome you
But burn you, if
You're not good to us—
We'll SPURN you—so help us!
(We hope IT heard us.)

Since making our last contribution to the magazine, a number of our Milwaukee people in Dubuque have been saddened by the passing of their dear ones, and to the families of each we wish to express our

Iowa, Middle and West

Ruby Eckman

ENGINEER Fred Sprague, who has been firing on the switch engines at Council Bluffs yards for several months was in Perry the middle of December and announced his recent marriage. The wedding took place in Omaha and his bride was Mrs. Cecyle Crosby of Newton, Iowa. The congratulations, while somewhat late, were extended to the happy bridegroom.

MILWAUKEE RAILROAD BOWLING LEAGUE—MILWAUKEE

Week of December 12, 1938

Pos.	Team	Won	Lost	Pct.	Average
1.	Pioneer Limited	26	13	.667	847.8
2.	Hiawatha	23	16	.590	805.20
3.	Chippewa	23	16	.590	794.16
4.	Copper Country	22	17	.564	846.20
5.	Olympian	21	18	.538	794.17
6.	Arrow	19	20	.487	758.35
7.	On Wisconsin	18	21	.462	814.37
8.	Sioux	18	21	.462	736.15
9.	Tomahawk	18	21	.462	720.38
10.	Southwest Limited	17	22	.436	783.0
11.	Fast Mail	17	22	.436	778.16
12.	Day Express	17	22	.436	738.13
13.	Iron Country Limited	17	22	.436	727.1
14.	Varsity	16	23	.410	750.30

Team High Three

1.	Copper Country	2,751
2.	Pioneer Ltd.	2,686
3.	Pioneer Ltd.	2,682

Team High Single

1.	Copper Country	986
2.	On Wisconsin	978
3.	Pioneer Ltd.	961

MILWAUKEE BOWLING LEAGUE—TACOMA

	Won	Lost	Points
Boilermakers	32	16	29,657
Pipe Shop	27	21	29,305
Accountants	26	22	27,279
Supervisors	24	24	28,814
Roundhouse	23	25	26,677
Extra Gang	22	26	27,158
Machinists	20	28	25,645
Tin Shop	18	30	27,693

MILWAUKEE RAILROAD BOWLING LEAGUE, CHICAGO

Standings as of November 30, 1938.

Team	Won	Lost	Total pins	Average	High game	High series
1 Arrows	23	13	30,975	860	979	2,729
2 Copper Country	21	15	27,411	761	897	2,456
3 Marquette	20	16	29,616	823	946	2,707
4 Chippewa	20	16	29,171	810	935	2,615
5 Hiawatha	18	18	29,612	823	938	2,661
6 Sioux	18	18	29,245	812	926	2,640
7 Pioneer Limited	18	18	28,942	804	906	2,504
8 Fast Mail	17	19	28,768	799	929	2,613
9 Olympians	17	19	28,162	702	952	2,551
10 Southwest	16	20	26,972	749	853	2,456
11 Day Express	15	21	26,274	730	843	2,317
12 Varsity	14	22	28,861	802	905	2,546

Operator Horace Merkle who has been working second trick at Manila for a long time took a vacation trip to California in December. On his return he will go to work on first trick in the Manila office and will have a regularly assigned day job for the first time in many years. First trick was opened when E. L. McGuire transferred to the Perry office in the late C. L. Kinner's place.

Mrs. Fred Preston, whose husband was for many years an Iowa division engineer, died at the family home in Breckenridge, Minn., the fore part of December. Burial took place at Perry.

Engineer S. A. Trine's wife was confined to her home for several weeks by a badly sprained foot. She missed her footing when stepping off a curb which was covered with leaves, and tore the ligaments in her foot.

Engineer W. B. Howe was confined to his home the fore part of December by illness.

Mrs. Ralph Field returned home the latter part of November from a trip to San Diego, Cal., to visit her son, Sheldon, who is attached to the west coast fleet of the United States Navy. Soon after her return her daughter Lois had an acute attack of appendicitis which necessitated an emergency operation.

Conductor Roy Prettyman of the West Iowa division received the congratulations of his friends on his marriage which took place in Omaha the latter part of November. Roy was married to Mrs. Elizabeth Potter, with Mr. and Mrs. Oscar Woolson, friends of the bride, acting as attendants. A wedding dinner was served at the Woolson home upon the return of the bridal party.

Cynthia Ann Colburn, one of the twins whose picture appeared with last month's news from the Iowa division, caused quite a commotion at her home in Perry recently. The little tot, who is less than two years old, locked herself in the bathroom and then could not unlock the door. It was necessary for her mother to get a ladder and enter the bathroom through the window to open the door.

Miss Ruth Calhoun, daughter of engineer J. Calhoun, has recently been appointed deputy county recorder of Dallas County. She started her new work at Adel the latter part of December.

The color signals on the switch lights on the Iowa division were changed the latter part of November to conform to Standard Signals.

S. T. Levogod, who was recently appointed pump repairman on the Iowa division, has moved his family from Marion to Perry, which is his headquarters.

David Lanning, an Iowa division engineer who retired several months ago, died in Huntington Park, California, November 17th. He and Mrs. Lanning had gone there for the winter. The remains were brought back to Council Bluffs for burial.

Train dispatcher Earle Edwards had to get out his Tuxedo and his biled shirt the latter part of November as he and Mrs. Edwards went to Marion when the Past Matrons and Past Patrons of the Eastern Star put on the work. Earle was the patron who served Marion chapter with Mrs. Ralph Kendall in 1933, so was selected as the presiding patron for the meeting. He had the unusual experience that evening of helping initiate three sisters into the order, the first time that has occurred in Marion chapter.

W. F. Rink of the division freight and passenger agent's office in Des Moines is in the Methodist Hospital in Des Moines as the result of an accident. He was crossing the street at Huxley when he was struck by an auto. One arm and one leg were broken and he sustained other injuries.

Retired conductor Ben Gable and family have moved to Yakima, Wash., to make their home.

Bollermaker W. J. Barth's wife was in East Dubuque on Thanksgiving day to attend the marriage of her niece, Katherine Koltz, to Hedrick Haas.

Twin City Terminals

F. A. M.

WE may get an inside track to the Mayor's office now with A. F. Alexander, only official representative of the Milwaukee present at the annual dinner of the Railway Business Womens' Association, at the Nicolett Hotel, what with dancing with the Mayor's wife—and Ivy Crogan should be able to get a bit of new paving laid in Southtown any day as she was seen waltz-

ing with the Mayor himself. And my, this same party brought out hidden charms—Elizabeth Hessburg as a Floradora crooner—hour-glass "figger" and all.

Governor Elect Harold E. Stassen, a former Milwaukee sleeping car conductor, was a guest speaker and gave a very able and interesting talk. Had he stayed through all the festivities our girls would have been able to have done some lobbying along state lines.

Katherine Carl seemed to enjoy her dinner partner, Mr. Laidlaw, Secy. N. P. B. A. and was kept busy at the reception introducing "Hizoner the Mayor."

Kay McBride, Leda Mars and Florence McCauley took turns in showing the State Adjutant General some fancy dance steps.

Mr. and Mrs. John (Eddie Cantor) Ritter, after 15 years and 5 girls, broke through with a boy on Nov. 23rd. So John Richard finally became a reality. The Accounting Dept. celebrated with a shower on the proud father of the boy. Will some one tell Eddie Cantor he gave up too easily?

Harry Hoyer signed up with a very nice life manager, Miss Catherine Peters, on Dec. 3rd. Good luck, Harry and Catherine.

The "Immortal C. B. Rogers" pays us a visit and looks like his new hobby of "Heavy Sittin'" agrees with him.

Milwaukee has a good "nine-some" of women bowling this season—Dorothy Beideman (doing sensationally well for her first year)—Elizabeth Hessburg, Gladys Allen, Gladys Mirocha, Elavi Conroy, Ivy Crogan, Emma Zinn, Kitty Carl and Kay McBride. The girls' improvement has been so marked their instructor has promised they may use a real ball next year.

Emma Zinn will spend three weeks in Florida, leaving here Dec. 22nd.

Minneapolis Chapter of the Milwaukee Ry. Women's Club gave their annual dance at the Curtis Hotel December 2nd. An enjoyable time was reported and you "folks" that enjoy dancing should attend these parties. A good time is assured.

Congratulations are being received by Mr. and Mrs. Marvin Edwards on the arrival of a daughter, Carol Ann, Sunday, December 11th. Glenn Cottrell, city freight agent, spent a couple of days in the hospital for general observation, but the doctor was sorry to report nothing radically wrong.

Mr. C. P. Cassidy, chief clerk, has recovered from his operation and we are glad to report he is back on the job again.

Glenn Nicoll discovered, much to his amazement, that the speed limit in the Twin Cities is 30 miles per hour, and anyone found exceeding that limit has the pleasure (?) of turning over a nice sum to the Judge.

Joe Marshall, city freight agent, has blossomed out with a new Ford, but understand he drives the way they do in England, on the left side of the street.

S. J. Operhauser, agricultural agent, was an attendant at the International Livestock Show in Chicago, having accompanied a group of 4H boys.

Thanksgiving found some of the Traffic Department vacationing in various parts of the states:

Gus Reuland and family spent the holidays in Aberdeen. Mr. and Mrs. Geo. Larson visited Mrs. Larson's sister in Galveston, Tex., and Celia Murphy spent

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Thanksgiving day in Washington, D. C. Mr. John Skarolid, wire chief, spent Thanksgiving day with his daughter, Gertrude Lutzi, in Buffalo, N. Y.

La Crosse River Division, Second District

Ira G. Wallace

ON November 15th, veteran engineer Fritz Marine passed away at his home in Menomonie after a short illness. Mr. Marine had recently completed 55 years in active engine service, all of which was performed on the Wabasha and Chippewa Valley Divisions. At the time of his passing, he was the oldest member of the Brotherhood of Locomotive Firemen, joining the order 54 years ago, and also held the unusual distinction of having completed a million miles in running service on these divisions. We extend our sincerest sympathies to those who survive.

Agent W. A. Ebersole, yard foreman Archie Donaldson, and section foreman Hill Ott of Eau Claire, made their annual deer trip this year to Northern Wisconsin, and for the first time in many years Archie returned without his deer. There was a strong rumor around that the buck bagged by Bill Ott had a decided limp prior to being shot, but we are glad to report that we have learned definitely that this report was entirely unfounded.

Mr. and Mrs. F. C. Beck of Cannon Falls have returned from a two weeks' vacation trip to Miami, Florida, where they were the guests of their nephew. During Mr. Beck's absence, he was relieved by our old friend, Joe Gerkey of Careyville.

Work is now being completed on the remodeling of the Red Wing freight office. A new ceiling, floor, lights, and rebuilt office furniture now makes this office one of the finest in the division. The passenger depot at Hastings also was improved recently with a new floor.

Roadmaster Louis Wohlerts of Terre Haute was a week-end visitor on this division a short time ago.

Mrs. Dick Thompson is spending the holidays at the home of her parents at Wabasha.

Conductors Joe Edwards and Carl Taylor, and brakeman Ben Johnson spent the hunting season in the far north near the Canadian border and all three bagged deer within the first few hours in the woods. Ben, who is master of the Indian sign language, was a great help throughout the trip.

Had word that John Fleming of Wabasha is again enjoying the summer climes at Long Beach, Calif.

S. S. Brown of Wabasha is proudly displaying the head of a giant buck that he dropped with one shot.

I. & S. M. Divn. East

H. J. S.

AS THE undersigned have requested the following notice be printed in this column, believe it should have first place.



Tank Interiors Can Be Protected in Only 72 Hours!

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Signed: M. C. BLOOM
EDDIE SCHEID.

Former agent Fred Edwards visited friends and relatives in Albert Lea during November; he has been on leave of absence for over a year, but advises he is feeling much better now. R. M. Olson, who had been relieving at Albert Lea, has gone back to Alden, due to P. E. Berg bidding in Albert Lea station on bulletin.

Dan Lawler, former SM passenger conductor, was a visitor in Austin and at the office the early part of December.

Railroad Men's night at the local Masonic hall was well attended on Sat., Dec. 3rd. Trainmaster Lieb gave a very interesting talk on the early history of the railroad through this section.

Our sincere sympathy is extended to the bereaved relatives of three of our engineers who died during the past month: Hubert Nelles, Madison, S. D., Nov. 4th; Wilbur H. Shattuck, Minneapolis, and Wm. D. Owen on Dec. 4th at Louisville, Kentucky.

Our thanks to all those who helped in any way to make the 4th Annual Credit Union Ball on Nov. 19th such a success. We went over the top with \$113 to place in the Chapter treasury.

Lloyd Severson, yard clerk, Austin, and Dwight "Tang" Kneeskern were on the sick list during December.

From the way FHL is preparing for it, it looks as though we are in for a long, cold winter—he has quite a start on his "snow fence" (upper lip variety). Maybe he is getting set to play Santa Claus.

The Board of Directors of the Milwaukee Employees Credit Union at Austin announced their 4th consecutive 6 per cent dividend on share accounts. The Credit Union is growing steadily, having 295 members and a share account of over \$20,-

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000. This would be an excellent time of the year for everyone to start making plans not only for the new year, but also for next Christmas by starting a Christmas Club in the Credit Union, laying aside a dollar or two each pay day. Your money will draw whatever dividend is declared next December and you can still have the money for your Christmas shopping. Don't be "caught short" again next year.

You who read this column, if any, might also resolve that this year you will jot down any items of interest and send them in to your correspondent. It's your column—why not use it?

**Notes from the Local Freight
Office, Tacoma, and from
the Coast Division, West**

R. R. T.

WE GREATLY regret to chronicle the death of Mrs. Frank Rusch, widow of the late Frank Rusch, assistant master mechanic of the Lines West, who died on Nov. 26 at Tacoma. She had not been sick and passed away quietly in her sleep at the age of 76. The funeral took place here in Tacoma on Nov. 30. Her husband had preceded her in death in 1925. Her departure is mourned by a son, William Rusch, who is in business at Spokane, and by a daughter, Miss Helen Rusch, who is stenographer in the district master mechanic's office at Tacoma. We join in expressing our sincere condolence.

The many friends of John Mahoney, who had been agent of this company at Chehalis up to the time of his retirement a year ago, will be sorry to learn of his death, which took place after a lingering illness at Seaside, Ore., Nov. 28. The funeral took place at Portland Dec. 3. He began his service

with this company twenty-odd years ago as operator at Cedar Falls and had been with it ever since. He was a fine, well-liked gentleman who made many friends. He is survived by his wife, a son and a daughter, to whom we express our heartfelt sympathy.

We are grieved to have to note the death of Mrs. Bell, wife of Guy Bell of superintendent Devlin's office. She died on Nov. 21 after a lingering illness at the age of 52. The funeral was held on Nov. 23. She is survived by her husband and one daughter, to whom we convey our sincerest sympathy.

T. E. Maloney, city freight agent at Tacoma, who has just recently lost his wife, was again grieved by the death of his younger brother, John Maloney, a rising young lawyer of Seattle, who met his death as the result of an automobile accident about the middle of November. Emmet was very much attached to him and his untimely death was a great shock to him as well as to the wife of the deceased and to his aged mother. The sincere sympathy of all goes out to them.

Harley J. ("Spike") Neff, conductor, who has been sick for some time, having suffered an attack of pneumonia, is now slowly recovering, although he is not well enough to return to work. We offer our congratulations and hope to see him back on the job before long. Conductor Bowers has been relieving him.

Brakeman R. B. Freeman's son, who was dangerously ill as the result of falling from a CCC truck near North Bend recently, is now out of danger (although not back at work as yet), much to the gratification of his family and friends.

Conductor W. S. Johnson of Nos. 15 and 16 between Tacoma and Spokane, retired from active service on Nov. 30 after fifty years' continuous service with this company. The good wishes of a host of friends go with him. We hope his retired life may be a long and happy one.

Another of the retired ones is engineer John Crown, out of Cle Ulum, who went out of active service Nov. 30. We extend our good wishes for a long and pleasant retired life.

Car foreman Russell Wilson has been sick in St. Joseph's Hospital for several weeks with an attack of hernia but is well enough to come back to work at this writing. Congratulations!

J. E. Williams, assistant painter foreman, has just retired from active service.

Brakeman Arthur Kirsh, who married a month ago and took an extended wedding trip to Chicago and thereabouts with his wife, has now returned to work. We extend our cordial congratulations to him and Mrs. Kirsh.

Brakeman E. H. Bowers has gone to California on six months' leave of absence.

J. J. Sheridan of Sioux City has been appointed as lieutenant of police in place of W. L. Whitworth, deceased. We extend a cordial welcome to Mr. and Mrs. Sheridan.

Mrs. Clara Carrotte, stenographer in Mr. Devlin's office, fell the other day and injured her knee. The injury was trifling, but today she was not at the office and thus we miss the cooperation of our editorial assistant. We hope to see her back next month when we inquire for news.

J. W. Corbett, agent at Miles City, and his family came to Tacoma to eat the Thanksgiving turkey with relatives here. He is well known here, being a former train dispatcher at Tacoma.

Mr. Clark, district accountant at Tacoma, with his family went to Spokane to eat the Thanksgiving turkey with friends there, and Ivar Berven and family of the same office also went to Spokane for the same purpose. We are happy to report that both came back on the job without any ill effects.

Bob Davidson, who has been clerk at Raymond until the job was taken off a few days ago, is now working as third shift

ward clerk at Tacoma. Speaking of Raymond, we were there a few days ago and are pleased to report everybody well there; Sam C. Whittemore as agent and Mr. Wadsworth as operator, Dan Verheek as roundhouse foreman, Frank Ziel as conductor, George Hunt and Jim Willys as brakemen, John Ashford as engineer and Edward Spiegelberg as fireman, and George Kales as section foreman—that's the size of it, and a jolly good bunch of men, too.

Howard Montague recently took the job as weighmaster at Spokane, but a few days later a job was taken off at Seattle, and Bruce Kibble, who had it, was compelled to bump Montague off the Spokane job, so he was left high and dry for the time; we hope it won't be for long.

Cedric Moyer is again with The Milwaukee, having secured the messenger's job at Tacoma. Good for you, Cedric!

Jim Eccles, chief clerk to supt. Devlin, with his wife, is off on a vacation at this writing—the last one of the office to get it. Roy Cleveland, trainmaster, is serving in his place for the time being.

Train dispatcher R. W. Beal and wife are going to take their vacation at Christmas time, leaving here on Dec. 20 for Washington, D. C., where they are going to spend the holidays with their daughter, Maxine, now Mrs. W. S. Bowman (Mr. Bowman holding a position with the Department of Justice). We hope they will have a good time.

Ray Powels, claim clerk at the local office, was off for a few days about the middle of November, due to an attack of the "flu." He recovered and came back to work but is still under the weather and wishing he could get away to southern California for the winter. Who wouldn't? We hope, however, that Ray will bear up manfully and shiver with the rest of us.

Ruth Phelps of the district accountant's office was away early in November visiting her sister in San Francisco, but is back on the job again.

Clint Miles is back as operator at the yard office for ten days and Weeks Holly is back at the Seattle relay office. Bob Abernethy worked for one day at the yard office. Clint likes the yard office fine but would rather be back dispatching; he got in about eleven months of it last year.

Conductor Jess Humphrey is now in passenger service in conductor Johnson's place.

Bob Abernethy, Associate Press operator for the Tacoma News-Tribune, relieved operator Wadsworth at Raymond for a day lately.

We are glad to note that conductor Bill Reimers is well again and came back to work on Dec. 1.

A work train was on the Tacoma Eastern for about three weeks under the guidance of conductor Ed Mitchell, then it went to the Gray's Harbor line for a few weeks under the watchful eye of conductor R. B. Craig, and finally it went to the Willapa Harbor line for ten days, conductor Tom Ruckman being in charge.

Three of our local trainmen, J. J. Hoheim, M. J. Nolan and D. B. Townsend, being on an adventurous turn of mind, went with the Weyerhaeuser Timber Co.'s railroad at Vail to see how the logging service would suit them. They all lasted quick—one for two hours, the next for two days, and the last for a week; they then decided they had enough. The logging service uses the men hard. They don't even give them time to open a switch, but dump them off half a mile from the switch, and woe betide you if you are not there ahead of the train.

We notice quite a few of the switchmen off on leave of absence. W. H. Arnold is gone for ninety days and A. J. Huffey is ditto, while Burr Harod is sick. Every last switchman on the Tacoma roll was working last month. Long may she wave!

F. J. Alleman, local freight agent, had occasion to don his admiral's uniform Dec. 2 when he officiated at the funeral of C. W.

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Greening, local banker. He looked very impressive we can assure you.

L. Carrell is second trick operator at Hyak now and Hazel Smith is on the third trick. This makes Hyak a continuous office. The officials are looking for a grand season at the Snow Bowl and skiers will do well to go up there for the festivities.

Miss Fetters of the local office earned her Thanksgiving dinner by cooking the Thanksgiving menu for ten (10) people at Seattle. Let's hope that she saved something for herself.

Joe Gordon, who used to be at the local office, has returned from his trip to St. Johnsbury, Vt. Now he is figuring on going to the World's Fair at San Francisco.

One of our old-timers requests us to inquire of the editor, respectfully but firmly, why there have not been any splinters from the wooden shoe division for so long. He is fairly homesick for news from there. He begs to refer this to Mr. Hastings, agent at Green Bay, and, by way of identification, produced an annual pass thirty-eight years old and signed by Mr. Hastings, father of the one referred to, when he was superintendent up there. [See December Magazine.—Editor.]

Conductors Arnold White and George Weiland chaperoned the extra loggers on the Tacoma Eastern.

W. A. Stoliker was made conductor on the 11th of November and on the 14th was

TO THE CREW OF THE HIAWATHA

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conductor of the trolley car. We dare say he will not always land a job as quick as that.

On Dec. 8 our company will be host to the Northwest Railroad Historical Society of Tacoma and will entertain forty-eight of the members at dinner in the dining car of No. 16. Afterwards the meeting will continue in a special coach to be set out at the station, at which three films of a historical nature will be shown. J. L. Roberts is president of this society, which has done great work in digging up the interesting history of the railroads in the Northwest. The society will be guests of this company for a trip to the Snow Bowl some time this winter.

This is not advertising, but Tom Dolle, bill clerk at the local office at Tacoma, has licked all the local chess experts and is now looking for some worthy opponents by mail. Come on, all ye knights of the black queen and prove your mettle!

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Freight Car Shop

E. F. G.

THE Hiawatha A.C. bowling team of the freight department challenges any team of the Milwaukee Road to a home and home match series. The team average to be "800." Teams from Green Bay, La Crosse, Minneapolis, Chicago, or any other points please notice. Write to Joe Keller, 1725 N. 35th Street, Milwaukee. The following are the members of this team:

Joe Keller, Capt. Harold Stremiau
Ted Tannin Clarence Steffens
Erv. Gargen Alternate—Tony Milazzo

Charley Prust is already showing that Christmas Spirit by flashing his new suspenders around the shop. Charley says it helps him to realize his boyhood ambition of wanting to be a fireman.

Sig. Gralewicz, master mechanic about the shop, was at one time an orchestra leader. At the present time, lessons on the piano-accordion occupy his spare time, whereas according to reports, he is already the complete master of the violin, banjo, and guitar. The boys are all interested in hearing your musical renditions, Sig., so that we can judge whether you should follow in the footsteps of Benny Goodman or probably Leopold Stokowski.

Crooners are the life of the party at the present time and, not to be outdone, our own Lee Kornfehl puts in many a practice session in the tool room. This may explain the fact of the poor service of late, because all the fellows find odd jobs when Lee starts off on "A Tisket Taskat."

George Billy seems to be setting a new style in the line of men's overcoats when he was recently seen wearing fur tails at the belt. Don't worry, George, Daniel Boone wore them in his cap and nobody laughed.

Ed. Krueger, crane wizard in the center bay, adds up a lot of mileage in his sleek "33" Nash. In a recent hunting expedition nearly 300 miles were covered for a total of three squirrels and a dozen used shells. Ed. says the extra shells were used to knock cans off fence posts.

George Gargen, north crane operator will soon take a three weeks' vacation to San Francisco, California, to attend the National Pigeon Convention, from January 14th to 18th. Don't forget to see some of the sights (besides pigeons), George, and also send us a card telling about the temperature (around 90°).

Harry Dodge, rivet heating expert on Track No. 7, is seen busily plugging bolts in the doors to keep out the cold air. Harry hates cold weather because he isn't able to work on the motor of his Chevrolet when his hands become cold and frosted.

Our Shakespearian electrician, Johnny Miller, has impressed upon his fellow workers the wonders of that great poet and writer. It seems each morning Johnny has a few new quotations to practice upon so that somebody later on may be well impressed with his knowledge of the most honorable Wm. Shakespeare. Don't you think we rate an introduction, Mr. Miller?

Lawrence "House of David" Jank, who deals mainly in used cars, is also dealing in real estate. Lawrence is interested in any one who will buy the "Pussy Willow Cha-teau" at Lake Koshkonong. It has been rumored about that when the spring thaw comes around, Lawrence is going to have an indoor swimming pool in his basement.

Leo Janicki, our janitor, passed away and we offer our sincere sympathy to his family. His friends at the shop will also remember him in the year to come.

Speaking a little out of turn, perhaps, may we all have had a Merry Christmas and may a happy and better New Year, 1939, be in store for us.

Kansas City Division

K. M. G.

ANOTHER one of our train dispatchers has left the service to retire and enjoy a life of ease and comfort, R. O. Clapp, retiring on November 15, after many years of faithful service. We certainly miss the familiar faces of those who, during the past few months, have decided to discontinue the daily trips to and from the Sherman Street office and follow a life of leisure. We wish Mr. Clapp many years of good health and enjoyment and, since he has apparently made no plans to spend the winter elsewhere, perhaps he will occasionally find time to pay a visit to this office.

We enjoyed the overdue birthday treat of candy from chief carpenter Koehly; also were treated to candy by Nell Bowen, who celebrated a birthday in November. George Blackaller's birthday treat consisted of delicious cake, prepared by his wife. We understand roadmaster P. J. Weiland is going to put on a "real celebration" when he finally finds time to celebrate his birthday of last July.

During November, Ann McCrum, youngest daughter of engineer C. H. McCrum, Kansas City, made a brief visit to Ottumwa, stopping in the office of the superintendent for a short time. During her brief stay in Ottumwa, she was a guest in the home of conductor Mike Reynolds.

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Hammond, Indiana

Youngstown, Ohio

Mrs. Wm. Wendell and family spent the week-end of December 10 with relatives in Keokuk, Iowa, Mr. Wendell joining them on Sunday and returning with his family to Ottumwa that night.

On November 27, Mrs. Jerry Howard passed away at her home in Laredo, and was buried on November 29 at Lucerne, Mo. She is survived by Mr. Howard and three sons.

Albert Simpson, oldest son of engineer C. A. Simpson, and a member of the U. S. Navy in the electrical department, left San Francisco in October for China, to be away for two and a half years.

Dean Johnson and wife of Osgood departed on November 10 for Neosha, Mo., and returned to their home on the 18th.

November 10, Mrs. C. W. Hollis of Chilli- she departed to spend a few days with her sister, Mrs. C. A. Johnson, of Pattons- burg, Mo. En route home, she stopped at Lindall for a few days' visit with her father, Mr. J. H. Fanning, who has been in poor health for the past several months. Mrs. James Morlock of Ottumwa was in Champaign, Ill., for a visit with her son, Raymond, and family during the middle of November.

Special honor was paid to Ray Gladson of Ottumwa, Iowa, at the Armistice day observance, Mr. Gladson being regarded as the youngest American Legion member in Iowa and on the Milwaukee system, he being 36 years of age. He enlisted on June 19, 1917, in Ottumwa and spent 14 months overseas during the world war.

On November 10, Mr. and Mrs. Merwin Taylor left Ottumwa for Perry, Iowa, to visit in the home of the parents of Mr. Taylor. Mrs. Taylor will remain indefinitely in Perry. The mother of Mr. Taylor will undergo another operation on November 15 and it is hoped this second operation will be a very successful one and that her recovery will be speedy.

Thanksgiving day was spent by Mrs. F. Chrisman and daughter, June, in Lansing, Mich., as guests of another daughter and her husband, Mr. and Mrs. Emil George and their daughter, Whaneva. They left Ottumwa on November 20 and remained away for two weeks.

Account of suffering with a streptococic throat infection, Mrs. Charles Leonard has been confined to her home in Ottumwa for some time. Conductor J. F. Kemp and wife of Davenport were in Ottumwa during November because of the illness of Mrs. Leonard, who is a sister of Mrs. Kemp.

Operator C. E. Pelkey and wife of Laredo visited with their son in Columbia, Mo., during the latter part of November, spending Thanksgiving day with him.

On November 9 yard clerk Wm. Haseltine received notice of the serious illness of his father, who is located in Atlantic City, N. J. Mr. Haseltine, accompanied by his wife and son, Quintin, made a hurried trip to Atlantic City.

Word was received by agent M. K. Blackman, Moravia, of the serious injuries sustained by his son, Charles, at Wellman, Colorado, on October 31, in an automobile accident. His son is employed by the Wahlmen Company, and his territory covers from central Wyoming to Texas. He was traveling from Cheyenne to Denver in a Lincoln Sphyrr, and it is thought the blowing out of a left front tire was responsible for the



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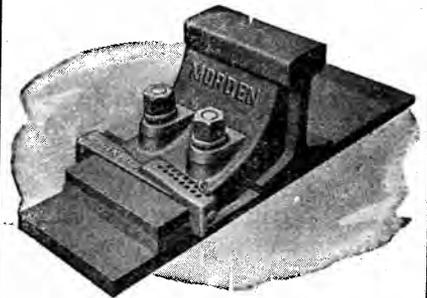
accident. The car turned over eight times for a distance of two hundred feet. His mother left for Ft. Collins where he had been taken to the Larimer County hospital and where it is expected he will have to remain for at least four weeks. He was also joined by his wife, who is living in Iowa City, and who will remain with him until he has recovered.

Mrs. C. W. Riley was operated on at the St. Joseph hospital, Ottumwa, Iowa, during the latter part of November. Her condition was very serious for a time, but she has been returned to her home and is some improved. It is hoped that she will soon be fully recovered from her illness.

A banquet was held the evening of December 14 at the Hotel Ottumwa honoring retired engineers George Kissinger and C. L. Stutsman. At this time both gentlemen were presented with a 40 years' button and a life membership in the organization of the B. of L. E., which organization was responsible for the affair. Mr. Clyde Dorn- sife, engineer, was toastmaster and about fifty guests were present. Mr. Stutsman is now living in Elkhart, Indiana, and was accompanied to Ottumwa by his wife. They will remain in Ottumwa for an indefinite time and will spend Christmas in Chicago with their son and family.

I. & S. M. West
E. L. W.

NOW that Christmas and New Years are over, let's all buckle down and make the year 1939 the greatest year in railroad history.



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he has made his home since starting his railroad service.

His untimely passing was due to a heart attack, and leaves the trainmen of the La Crosse division without a local chairman. This position, which he held, showed the esteem and confidence bestowed upon him by his fellow-workers. Ad was always a hard worker at any task given him and not satisfied until it was completed. He was noted for his square dealings in all controversies that arose in matters pertaining to his office as local chairman, and his attention to duty and willingness to serve others at any time made him a friend to all of us. He leaves his wife and five children and a large number of relatives. His oldest son, Howard, is a brakeman and his two brothers-in-law, Bernie and Charlie Stowers, are conductors on our division. A third brother-in-law, Archie, is a switchman in Portage yard. Ad will be greatly missed by all of us who were in daily contact with him and his friends and neighbors in the community. We extend the sympathy of the division to his bereaved ones.

Recently I talked to an elderly lady who watched the Hiawatha flash by while she was driving into the city and she said to me, "Young fellow, when I was a girl such contraptions were seen and when the railroads did begin to run trains I was a school teacher at Lone Rock. We used to catch a ride on the section hand car and many's the time I have seen the wood trains whizz by. In those days the wood trains had the right of way. It sure is a far stretch from the wood trains up to the present beautiful and modern trains."

The deer hunters from Portage got back and quite a few had their bucks. Some had buck fever and some got what the little boy shot at. Overheard the following from some returned hunters: "This deer hunting is a great thing all right. I bought a new gun, went up, cost me thirty dollars for a cabin one week,—lost fourteen dollars playing penny ante,—chipped in for some refreshments, cost me another eight dollars,—got tipped over in the lake, caught a good cold and finally four of us shot a deer which we dragged through the brush and had to hang up account unable to get through with it, it froze the deer, then thawed and froze and thawed it again, it was all dirty and we finally arrived with a piece of meat that an alley cat would sniff at and leave disgusted. I figured it cost us each seventeen dollars a pound. If a farmer brought in a cow or hog such as the deer we brought home he woulda got pinched. But boy! it was great sport."

Conductor Edward Fenner is again on the Hiawatha runs after being laid up for some time at his home by a fall.

Retired Master Mechanic F. P. Miller is figuring on some Florida sunshine and how he can make a close meet between Christmas and the big snows before he gets away.

Trainmaster J. T. Hansen figures to have his mileage in by Christmas with all the special trains in sight.

Here's wishing you all a very Merry Christmas and a Happy New Year.

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

Nora B. Decco

SINCE I am some distance from the source of news, (loud laughter from all the Magazine correspondents, none of whom ever were told anything that ever happened, until long afterward but who are supposed to know whatever goes on in plenty of time for the current issue of the Magazine, no matter on what part of the division it might occur . . . but most of us pick up our ears as much as we can when we hear two or three employes whispering together about something they don't want us to know about, still all in all it mostly turns out to be something we just as well not hear and couldn't write up for the Magazine anyway), and now that much is out of my system, I'll ask, please overlook the lack of news for one more time.

Just because I turned my attention away for the moment what happened but the

Mr. R. E. Gilbertson of Erwin, So. Dak., is relieving Mr. Jack Theophilus, agent at Granada, Minn., for an indefinite time, while Jack and the family are going to spend several weeks vacationing in California.

The Mid-Southern Minnesota Employees Club had its regular monthly meeting Dec. 11th in the Armory at Jackson, Minn. Present and taking part in the program were supt. H. C. Munson, trainmaster M. P. Ayars, chief dispatcher F. M. Valentine and agent at Austin, A. C. Anderson. A pleasing feature of entertainment which was much enjoyed by the club members and their wives present, was the appearance of Master Bueford Smith of Jackson, Minn., in an exhibition of tap dancing. The act was accompanied by Miss Madeline Jacobsen, also of Jackson. At the close of the business meeting a picnic dinner was enjoyed by the club members present. There were 55 members present at this club meeting, which proved very successful. The next meeting will again be held in the Armory at Jackson, Minn., on January 15th, so let's all be there.

Mrs. C. A. Berg, wife of chief dispatcher at Madison, So. Dak., underwent a major operation in the Madison hospital on Dec. 14th. At this writing she is on her way to a speedy recovery. She would like to hear from some of her friends, so drop her a note, it all helps towards a speedy recovery.

Mr. Kenney Gebhart of Wess Springs relieved first trick operator Mr. Owen The-

ophilus at Jackson, Minn., for two days last part of November while Owen and the family visited relatives at Omaha, Nebr.

You should see that big smile of Nick Klaser every time he walks into our office at Jackson. He has purchased a new Chrysler New York Imperial. Of what he has told us about the car it must be some car.

Mr. Joe Smith, yard man at Austin, Minn., is the proud daddy of a son, born Dec. 15th. Joeie was passing out the cigars bright and early the following day.

Mr. J. E. Bennett of Egan, So. Dak., was called to do relief work at Cresco, Iowa, over the holidays.

Mr. A. F. Malek, agent at Bryant, So. Dak., spent Christmas with relatives at Lakefield, Minn.

Mr. F. J. Kavaliski, roadmaster at Madison, called on us on Dec. 13th at Jackson. Had a real visit with Frank and call on us again soon, please. We appreciate company and it gives us a chance to know what more is going on over our great railroad.

**La Crosse—River Division
First District**

Scoop

THE news that conductor Addison Heberlein had suddenly passed away at his home Saturday evening was a very great shock to the community here where

Milwaukee Railroad changed the old name of Josephine, Montana Rocky Mountain Division, to Francis . . . in honor of Mr. Dean Francis, of Cleveland, Ohio, Three Forks and Jos. . . . no Francis, Montana, who has large land and cattle holdings in Meagher and Gallatin counties, during the past year. Might look into this, some day expect there is a story in it. In the meantime, everything is fine if all concerned can only remember to say Francis, and would I love to hear JPP put out a few train orders right now with waits and meets at said siding. . . . I expect it will be Joe Francis for some time to come.

A local family, not railroaders, are making a trip to their old home in Denmark—Mr. A. Plett and family, and are traveling over our line to Chicago, sailing from New York about December 15th, expecting to be away about three months. These are the kind of tickets where we get a red mark chalked up in our favor. Did not learn who secured this business but no doubt it will all come out from hiding at the next meeting of the Sacajawea Tip Club. . . .

Fireman Chollar, who has been in Great Falls for some weeks working, has returned to the Rocky Mountain division. Mrs. Chollar went over and came home with him.

Mr. and Mrs. Vic O'Dell, Jr., of Lewis town were Thanksgiving guests at the Whitehead home here; this is a son of Condr. Vic O'Dell of the Northern Montana Division.

Engr. A. E. Barnes and Mrs. Barnes have returned from a few days' visit with Mrs. Barnes' sister and husband—the Larsons at Glasgow. Spending most of their time nowadays doing things to their new home, which they bought from fireman and Mrs. Bales. This is one of the nice homes of the city.

Nora Kilpatrick has returned to Missoula, after a week with her parents here, Condr. and Mrs. Kilpatrick. This is her first year at the University. Word comes from her brother, Henry, who is in the United States Navy, that he will be stationed in China for the next two years.

Engineer and Mrs. W. H. Thompson are spending the Christmas holidays with their daughter in Missoula.

Brakeman Sam Brand has moved his family to Three Forks where they will make their home, he has been working all summer and fall repairing and building on a house he bought and now has a most attractive place ready for them.

Condr. Tommy Fairhurst is working extra passenger conductor in place of Mr. Coffin who was called to Nebraska on account of the illness of a brother there.

Condr. and Mrs. Ted Burow have returned from a week's visit with Mr. Burow's sister and family in Fargo, No. Dakota, where they also spent Thanksgiving.

Engr. Mayo has retired and taken the pension and joined the happy looking bunch of people who may worry about something or other from now on but it won't be the call boy, or draw bars or letters from the T.M. or the T.E., if you know what I mean . . . please don't all hold up your hands at the same time; one at a time, please. . . . And to celebrate this event and some others of the past few months a big party was given in Three Forks at which more folks danced, and ate and sang, than there had even ever been at any other party we have so far heard of. I understand there were so many young fellers there that there is question as to whether they have reached the age limit for the said pension. . . . Engr. Mayo and Mrs. Mayo and Condr. Rice were among those over from Deer Lodge.

Condr. Helman who has been off, with an injured foot for some months, is back working on the trouble crew. He can not get around as quickly as usual but seems to be much improved. We are all glad to see him back again.

Engr. Brentnall is on the trouble crew also displacing engineer Thompson who was on it all summer.

About a million dollars is about to be spent near here on the long talked of and hoped for Broadwater Missouri Dam between here and Townsend on the Missouri

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river. Roadmaster Art Jersey has long been a booster for this and well he may be. Somewhere in there he raises those great big prize dahlias we are always telling about. This is a lovely valley and with the dam built, assuring water, there will no doubt in the near future be considerable revenue turned towards our line in this vicinity. Work will start almost immediately and the dam finished as quickly as possible.

A Milwaukee Service Club called the Sacajawea Tip Club was organized here last of November, Mr. Thos. Fairhurst president, Mr. Joseph Daniels, vice president, Mrs. James Campbell, secy. These clubs have been organized all over the railroad and should without a doubt not only bring the employer and employe closer together by everybody getting in his idea of "how to run the railroad," but out of all the ideas, and business tips, and why don't you do this and that, there is bound to be considerable business brought to our road. The more we know about a thing the better we can do it, and with the interest shown at the two meetings held so far, things should go over big, with a bit of shoving now and then. Mr. Herven has spoken at both meetings and Mr. Fields at the December meeting. The club in the Deer Lodge territory has been called Electric club, and as Mrs. Campbell will make a report on everything regarding our club from now on, you can read that and add your bit. . . . the more who attend, the better and the more ideas those who do attend, hand out so much the better, if you don't know, ask, and then if you don't find out, come to a meeting. That goes for myself also as I have not yet attended.

The best news until the last as always comes this month in the wedding of Julian

V. Bell and Miss Alma Soldeno November 21. Mr. Bell is well known on this division, where he has been employed for many years, the son of former Agent Bell of Martinsdale, the first or among the first to take the pension. Julian is agent at Lenep and Mrs. Bell, who was born and raised on a ranch near Martinsdale, was one of the most popular young women of the community. We extend our very best wishes to this young couple who after a trip to the west coast will be at home at Lenep.

A Happy New Year to all and may 1939 bring the best of everything to all Milwaukee employees, and their Railroad.

I & D Notes

C. A. D.

WELL, here goes again to try and get some news from the I. & D.

Mr. Herman Frazee has returned from a vacation trip through the east. Herman reports a wonderful trip, seeing many places of interest. While in Wahsington, Herman tried to see President Roosevelt but was informed he was fishing again. Herman says the President is gone fishing almost as much as F. H. D. is here

Wm. Hart, switchman, is back to work after a few days' illness. Bill overdid himself during the pheasant and duck seasons and had to rest a few days.

Alex Meurs, engineer, and C. W. Whitney, switchman, are having good luck fox hunting this fall, each of the boys having bagged some fine fox this fall.

Our Tip Card Service Club is having some very interesting meetings. Anyone missing them is sure passing up a fine evening. All employees want to be sure and attend our January meeting as we will have some wonderful moving pictures of a trip

Northern Montana Division

G. L. W.

DON MITOFF, for many years the road dock man at this point, is confined in the St. Joseph's Hospital with rheumatism. During his absence Geo. C. Gibbs is handling the dock.

According to the Northern Montana weather prophet, car foreman A. W. Kaeding of Great Falls, we will have an open winter with plenty of moisture. His prediction is based on his many years of study of "wild" life.

Bob Randall, formerly general clerk at Great Falls, is now cashier at the local freight house and his friends were all glad to see him get the boost.

The Central Montana Milwaukee Road Service Club is planning a dinner to which each employe will invite a business man of this community. Watch for the date. "If I have a dollar and you have a dollar and we exchange, we each still have a dollar, but if I have an idea and you have an idea and we exchange, we each have two ideas." Be sure and have an idea to exchange when you attend this meeting.

Operator W. J. Thompson has been wearing a broad smile on his face the past month on account of "taking" some of the brothers into camp on the Notre Dame-Southern California game. Vic O'Dell acted as his secretary. Never mind, boys, it's a long "turn" that has no road in it.

Conductor D. L. McVey was operated on at the St. Joseph hospital the past week for hernia. It is reported that he is doing nicely and plans on spending Christmas at home with his family.

Master Mechanic H. E. Riccius, chief clerk Arnold Runyon of Miles City and roundhouse foreman A. E. Kellum of Harlowton were visitors at the local roundhouse.

Jimmy Wilson was the lucky brakeman to catch the fifteen day car on the Winnett run during the absence of "Hook" McVey.

Conductor J. L. Lindbloom has been absent from duty the past few days, but reports have it that he is O.K. now.

D&I Division

E. S.

MISS RUTH DAY, daughter of Iowa Divn. engr. and Mrs. A. D. Day, of Savanna, died in the Billings Memorial Hospital, Nov. 25, where she had been a patient for several weeks. Funeral services were held in Evanston, Ill., on Sunday, Nov. 27. Sympathy is extended to Mr. and Mrs. Day and daughters.

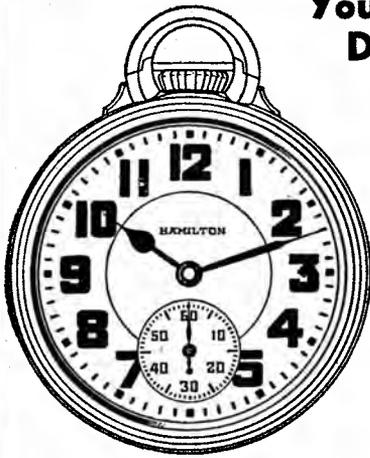
Mrs. J. J. Roe, wife of supt. of Rail Mill at Savanna, is confined to her home with a fracture of the left leg sustained in a fall Saturday evening, Dec. 3rd, when she was on her way to the garage and the heel of her slipper caught on the edge of the step on the back porch, throwing her to the ground.

Charles Bilhorn, well-known freight conductor on the Ill. Divn., died Friday, Nov. 18, in the Veteran Hospital at Hines. Condr. Bilhorn had been a patient in the hospital for two months. Military funeral rites were conducted in Savanna at 2:30 p. m., Nov. 21, with interment in the Savanna Township Cemetery. Mr. Bilhorn entered the service of the Milwaukee Railroad on April 18, 1912, as a brakeman and was promoted to a freight conductor on Nov. 1, 1918. Surviving are the widow and two daughters, two brothers, condr. Fred Bilhorn and Orrin, father and one sister—to whom our sympathy is extended.

On Wednesday, Dec. 7, occurred the marriage of Miss June Fitzpatrick, of La Crosse, and Milton Kelsey, son of roadmaster and Mrs. N. F. Kelsey, Savanna. Mrs. Kelsey is a graduate of the Logan High School in La Crosse and attended St. Francis Hospital School of Nursing in La Crosse. Milton graduated from the Savanna Township High School and has been attending Columbia College in Dubuque. Congratulations are extended.

On Sunday, Nov. 27, engineer and Mrs. S. W. Alden held open-house at their home

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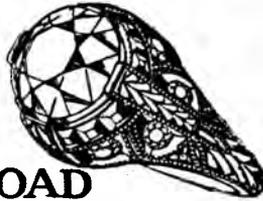
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through Denmark, Norway and Sweden, taken this last summer by Mr. Olson of the Mason City Lumber Co. while visiting these countries. Having seen these pictures, I can say they are very fine and all should see them.

By the time our January magazine is out, Christmas will be over, and our Women's Club will have had their Christmas program in the club rooms. This is a wonderful time always looked forward to by the kiddies anywhere from 2 years up to those old enough to get there—I would say from 2 years to 90 years. The club always has a fine program and presents for all the kiddies.

I wish to take this means of thanking all our employes who so cheerfully and generously helped us to make a wonderful showing in our employes' donation to the local Christmas Cheer Fund collected and turned over to the Mason City Globe Gazette to be used for Christmas presents for kiddies who would not have had much of a Christmas unless this fund were available.

We were pleased to receive a visit from Mr. Bolger, agent at Lawler, who called on us Dec. 12th. Mr. Bolger invited us to visit Lawler and stated a visit to Lawler was the next best thing to a visit to Ireland. In the absence of a Blarney Stone to kiss, he stated the fair visitors may have the privilege of kissing the agent, which he said would give you the same results and with a much more personal feeling.

We are sorry to report the death of Mrs. Frank Samek, wife of the section foreman at Postville, who died Dec. 8th. We extend our sympathy to the family who have lost their loved one.

C. E. Mutschler, chief clerk to superintendent, has returned from a vacation spent around Dubuque. C. E. M. says someone must have told the ducks what a good shot he was as not a duck showed up around there while he was along the river. Too bad, as we all had planned a duck dinner at the Hanford when C. E. M. returned.

Miss Ruby Potter, chief clerk, Mason City roundhouse, has returned to her duties after a few weeks off account having broken her wrist. Although she still has her arm in a sling, she is on the job and feeling fine, and hopes to be fully recovered in a few days.

Hoping each and every employe had a very Happy and Merry Christmas this year, we will close our notes for this month, and look forward to a bigger and better New Year in 1939 for all of us, and with the help of every employe may the good old Milwaukee Road also have a prosperous 1939.

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In Savanna observing their 40th Wedding Anniversary. Congratulations are extended to Mr. and Mrs. Alden.

John Parrish, 72, retired locomotive engineer, died at his home in Rock Island on Nov. 21. Mr. Parrish was connected with the Milwaukee for almost fifty years, starting as a fireman in 1887, and being promoted to an engineer in 1897, retiring in 1936. Funeral services were conducted on Nov. 23 in Rock Island with burial in that city. Sympathy is extended to the widow and two daughters.

At the installation of officers of Mississippi Chapter, Order of Eastern Star, held in the Masonic Hall at Savanna, Tuesday evening, Nov. 29, Ray D. Fields (operator in dispatcher's office, Savanna) was installed as Worthy Patron succeeding L. V. Schwartz (chief clerk to dist. storekeeper) going Worthy Patron.

Captain of Police Geo. Layton, who has been critically ill with pneumonia at his home in Savanna, is improving slowly and we hope will be able to return to work before long. Mr. Layton was taken ill on Nov. 13.

Terminal trainmaster J. J. Flanigan of Davenport, when crossing the street at West Third and Myrtle, evening of Dec. 10, was struck by an automobile and severely injured. Mr. Flanigan was taken to Mercy Hospital where he will be confined for many months due to serious leg and hip injuries.

Miss Janet Elder of Milwaukee, Wis., spent Thanksgiving and the week-end in Savanna with friends, being a guest in the home of Miss Molly Lantau and Miss Ann Miles.

Superintendent and Mrs. W. C. Givens attended the Oklahoma-Iowa State football game at Ames on Nov. 19, and were also guests in the home of Traveling Engineer and Mrs. E. D. Jefferson, Marion, on Thanksgiving Day.

We are sorry that the death of engr. J. R. Cunningham was omitted from previous notes. Engr. Cunningham died suddenly on Sept. 21, 1938. Mr. Cunningham had been off duty for some time due to ill health and had just reported back for work on a switch engine in Savanna Yard, when death occurred. He entered the service of the Milwaukee Railroad on Nov. 30, 1909, as a fireman, being promoted to an engineer on July 15, 1915. Funeral services were held at Savanna, with interment in the Savanna Township Cemetery. Sympathy is extended to Mrs. Cunningham and daughters, also other relatives.

At this season of the year, it is well to forget a great deal that is not worth remembering and to remember so much that is too precious to forget. The spirit that prevails at Christmas time has played an important part in enriching and perfecting a radiant and beautiful life of make-believe that adds strange and mystifying adventures to the life of childhood. May the New Year bring to the D&I Divn. employes and their families 365 days of sunshine, good health and good fortune—and to the Division a perfect Safety Record.

Serials From Cereal Center

C. R. T.

MR. W. K. BUTLER, who for many years worked as a switchman in Cedar Rapids Yard, but who has been retired for some time, spent several days in Cedar Rapids visiting old friends and relatives. After retiring, Mr. Butler moved to Roscoe, Mo., where he has a cabin in the Ozarks, but he still calls Cedar Rapids "home."

Jean Houston of Clinton, Ia., spent several days in Cedar Rapids visiting with his parents, general agent, F. W. Houston, and wife. While here he accompanied his parents to Perry, Ia., for a visit with his brother, Frank Houston, Jr., who is employed as yard clerk at that point.

Mr. J. L. Coffey, who until he retired on June 1 of this year, held the position as general agent, has been removed from his home to Mercy Hospital. Mr. Coffey has been quite ill for some time and his condition became such that his physician felt that he should be treated at the hospital. His many friends hope for a speedy recovery,



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ery, as we miss his jovial smile and pleasant greetings.

Mr. and Mrs. M. L. Taylor of Ottumwa visited in Cedar Rapids early in December at the home of Mr. and Mrs. K. K. Taylor and with "yours truly," but came especially to make the acquaintance of Master Philip Taylor, the young son of the K. K. Taylors.

Mrs. Mayme Berryhill, accompanied by Miss Verla Jeanne Hickey of Perry, spent a week-end visiting with relatives and friends in Cedar Rapids early in December. Mayme, for a number of years worked in the various offices in Marion and Cedar Rapids prior to her moving to Perry to take the position of roadmaster's clerk, and it is still home to her. How are the cookies, Mayme?

Miss Catherine Gohmann, of the superintendent's office at Ottumwa, visited with her mother and brothers in Cedar Rapids over the week-end of December 11.

Yard clerk, Frank Houston, Jr., of Perry, Ia., visited at the home of his parents, general agent F. W. Houston and wife, the fore part of December.

Mr. Don Dollarhide, who has held the position as station helper at Anamosa, Ia., for some time, has been appointed to the position as relief clerk at Cedar Rapids yard and has been breaking in on the new work.

From a source we would rather not divulge, we have been informed that switchman F. Chermak is quite a hunter of the proverbial "cotton-tail." It has been said that he bagged quite a large number of them on a recent hunting trip. (Ran them down.)

Mrs. Francis Curran and daughter Margaret drove to Perry Dec. 14 and spent several days with Francis. While there Mrs. Curran will assist in the selection of a house preparatory to moving there in the near future. Incidentally, from what we hear, it will be well for someone to sort of take "Fanny" about the old home town and sort of make him acquainted, as it is not only embarrassing for him to be gone from the office for so long a time, but it is quite nerve racking to know one is lost. It was suggested by some of his Linn county friends that he be furnished a compass until he is able to find his way around.

The Holiday Spirit is at the high point at this time. The merchants and Chamber of Commerce of Cedar Rapids have decorated the stores and streets very profusely and it is a very beautiful sight when all the displays are lighted.

In closing this time, we wish to extend the same old greeting, "Merry Christmas and Happy New Year," to all, from the Cereal Center.

Saving the Utensils

The family and their guests had just seated themselves at the table.

"Susie," said the mother, "why didn't you put a knife and fork at Mr. McKlunk's place?"

"He don't need any, mother," replied Susie. "You said he eats like a horse."

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Sponsler Mine No. 24

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Except 6" Lump*

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THE TRADING POST



The use of these columns is FREE to members of the MILWAUKEE ROAD family 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.

FOR SALE: Furniture, beds, rugs, stoves, radio, davenport and chair, dining room suite, bed clothing, dishes, silver ware. This furniture is less than six years old; forced to sell account sickness in family. T. F. Hyson, Sect. Foreman, Doyleston, Wis.

FOR SALE: One delicatessen-size Frigidaire (2-doors), cost \$450. Will sell for \$60. 1 Williams Oil-O-Matic for hot water heating. Cost about \$350. Will sell for \$100. Cuts gas bills to next to nothing and takes very little oil. Portable electric Singer sewing machine, \$25. Dictaphone (recording and transcribing), Conover (electric) dishwasher. Cost \$360. Will sell for \$100. Tea-room size. Washes and dries a large supply in seven minutes without handling or towels. Germ-proof—and labor-saving. Telephone F. R. Sherwood, Drexel 2388, Chicago.

FOR SALE: 10 watt amplifier complete, tubes, speakers and microphone. Standard job, \$45. Henderson P. Baker, 5915 Calumet Ave., Chicago. Phone Wentworth 6558.

FOR SALE: 480 acres, 12 miles north-east of Clayton, New Mexico, on good roads, improved with fence and well; good pasture, good for cultivation; clear title, all taxes paid. Get description at Court House at Clayton, or write me. J. A. Bushelle, 445 E. 89th Place, Chicago, Illinois.

FOR SALE: Fitch Coat in good condition, Size 16, also Black Cloth Coat with Marten Collar, Size 16. Cheap. A. E. Highland, 1730 N. Luma Avenue, Chicago. Telephone: Berkshire 0398.

FOR SALE OR TRADE: My 8-room house at Kirkland, Ill. All modern. 1936 house trailer fully equipped worth \$700. Would consider small country place with few acres of land, or what have you. A. H. Hobert, 520 First St., Monticello, Iowa.

FOR SALE OR TRADE: Second hand Victor adding machine, \$25.00. E. W. Voss, retired agent, Mazomanie, Wis.

FOR SALE—Reconditioned Burroughs Adding Machine, Style No. 9, with stand, in good working condition, will sell for \$40.00 if taken quick. Thos. L. Pagel, Mineral Point, Wis.

FOR SALE: Log cabin, size 16x24 inside and one acre land. Spring aside of cabin and Dutch Creek 100 feet back from porch. For fishing—located in Glacier Park 15 miles north from Belton, Montana, 13 miles north from government headquarters on west side of park; plenty timber and quiet place to stay. 5 other homes 1/2 mile apart. Good gravel road 3 miles east of the North Forks River. Information regarding place, write F. C. Barber, 2011 Jackson Blvd., Chicago, Ill.

FOR SALE: Wisconsin No. 1 White Honey—the same fine quality that is found in the best grade of comb honey, offered you in the more economical liquid (or extracted form) and guaranteed to be of equal or better flavor. Ten pound pail—\$1.25 prepaid. West Coast, \$1.50, if L. Wood, Twin Bluffs, Wis.

FOR SALE—Poultry farm of 57 acres, 25 acres in crop balance in good pasture with creek running through. Good 8-room house with hot water furnace and a 55 barrel cistern under house. Two good wells; good 16 x 56 poultry house with cement floor and litter carrier and large feed house in end. Good barn for 16 head of stock. Large garage, good root cellar. Half mile from good little town with good school. An ideal place. Anyone interested will be given a bargain. Write to Box 112, Raleigh, North Dakota.

FOR SALE: Grain elevator and coal business. Good county seat So. Dak. town, located on I. & S. M. Divn. Milw. Road. This plant can be had cheap. Also in same town large 30x30 two-story home. Located on main street and state highway. This property is the ideal location for service station and house can be converted into same at very little expense. A real thing can be made out of this set-up. Contact J. E. Theophilus, Agent, Granada, Minn.

FOR SALE: Choice 35 ft. lot zoned for two flat building; very desirable neighborhood and excellent transportation. 1928 S. Grove Ave., Berwyn, Ill. Phone Mansfield 1494. Address, 127 N. Latrobe Ave., Chicago.

FOR SALE: Modern 7 room home, furnace heat, corner lot, 57 1/2 x 157, Double garage, 20 x 20 ft. Front porch, 10x30, all newly decorated. Price, \$6,000 terms. 34 Lincoln St. J. P. Garry, Bensenville, Ill.

FOR RENT—In Itasca, Ill., on the Illinois Division, 35 minutes to Union Station, Chicago. 6 room home, furnace heat, two car garage. Plenty of space for garden, trees, flowers. Corner location, four blocks from R. R. station. Ideal for children. Newly decorated. Long or short term lease, November 1st or 15th occupancy. \$45.00. Inquire C. Henry, Union Street Station, or Itasca, Illinois.

FOR SALE: 8 MM Univex movie camera. F5.6 lens with optical view finder attachment. Used two months. Like new—for \$8.50. Geo. Lowrie, Room 270, Union Station, Chicago.

160 ACRES—Roberts County, S. D., unimproved first class farm land. Near Ortley—will sell cheap for cash or might trade for other property in Iowa, Ill. or Wis. or what have you. This is Best South Dakota location and no cheap poor land.

M. P. MUSIL,
KIMBALL, SOUTH DAKOTA

FOR SALE: Five room house, finished attic, gas, electric, bath, hot water heat, running water in house, septic tank, basement, two car garage on Orchard Ave. near Irving Park Blvd. One half mile to Bensenville depot. Lot 55 by 500 feet. Or will trade for Chicago West Side property. Ross C. Wheat, Bensenville, Ill. Phone Ben. 256.

Davies Yard News

J. J. S.

MARRIED life certainly agrees with Charlie Michalski. He appears to have gained about twenty pounds in the last two months.

We understand that Clarence (Ambrose) Urmisch has purchased a set of ice creepers. We wonder if he plans to take up curling or whether he expects Sonja Henie in town.

At a recent pigeon fanciers' meeting Joe Kies was elected pigeon king of Bay View.

We are happy to report that Mike Kuglitsch, clarinet player in Frank (Box Car Pete) Stuppig's West Milwaukee Band, is rapidly recovering from a serious illness and will resume playing most any day.

A. Sawdy, wrecking crew foreman, and Fred Schibel, storekeeper at the new car shop, spent a few days at Woodruff, Wis., looking for deer. We are sorry to report that they looked in vain.

C. A. Kennedy, foreman at the Davies Yard, and family spent a few days visiting friends in Kansas City.

While rabbit hunting with Andy Schilhansl one Sunday morning Jasper Adamecz saw a large rabbit sunning himself about ten feet from where he stood. He immediately put his shotgun to his shoulder and pulled the trigger five times, and when he finally opened his eyes and discovered that he had missed all five shots, Jasper became so angry that he threw his gun to the ground and started in pursuit of Mr. Rabbit. The chase lasted for well over an hour, and, believe it or not, Jasper really caught the rabbit.

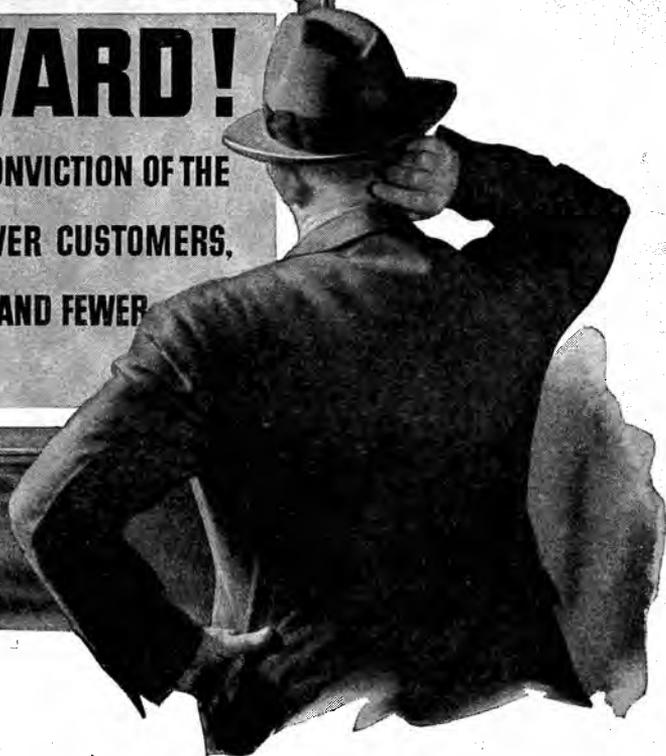
Thirty

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BUSINESSMAN WHO WANTS FEWER CUSTOMERS,
FEWER THINGS MADE AND SOLD, AND FEWER
WORKERS ON HIS PAY ROLL



WE HAVE heard over and over again
that there is such a man—

We are looking for him. Do you know him?—

A fellow who'd rather fire a man than hire one—

Who'd rather see his business slump than gain.

How absurd!

Ask yourself why he is in
business.

Do you know a single
businessman whose am-
bition is not to grow, to
get on and up in the
world?

He can't grow without
sharing his growth with
others, without hiring
more helpers, without
making or distributing
more goods to people
who want them, *all of
which means more jobs.*

Even if he is as selfish as
he is sometimes pictured,
his ideas as to how he
can increase his business
activity are important to all of us. *His counsel
should be valuable.*

What does he say?

We recently asked 200,000 of the two million
owner-managers of business what, in their judg-

ment, prevented them from adding more men to
the pay roll. Almost without exception all said, in
effect: "Our customers are paying, in hidden and
direct taxes, what they ought
to be spending for goods."*

HOW TAXATION KILLS JOBS

In 1890 only five cents of the income dollar
was taken for all government expenses, Fed-
eral, State and local.

By 1929 the five cents for our government
expenses in the United States had grown to
16 cents.

Today political agencies are spending 30
cents of each income dollar. Business—
labor and management—should be alarmed
lest America become politics-ridden, like
the Old World, and the greater toll of tax-
ation prevent opportunity for new indus-
tries with the conse-
quent increase of em-
ployment.

Nearly one-third of the in-
come of all of us now goes
to the cost of Government.
Only one dollar out of six
is spent for relief, contrary
to the general impression.
Too little is left today for
the expansion of old indus-
tries and the development
of new, from which springs
employment.

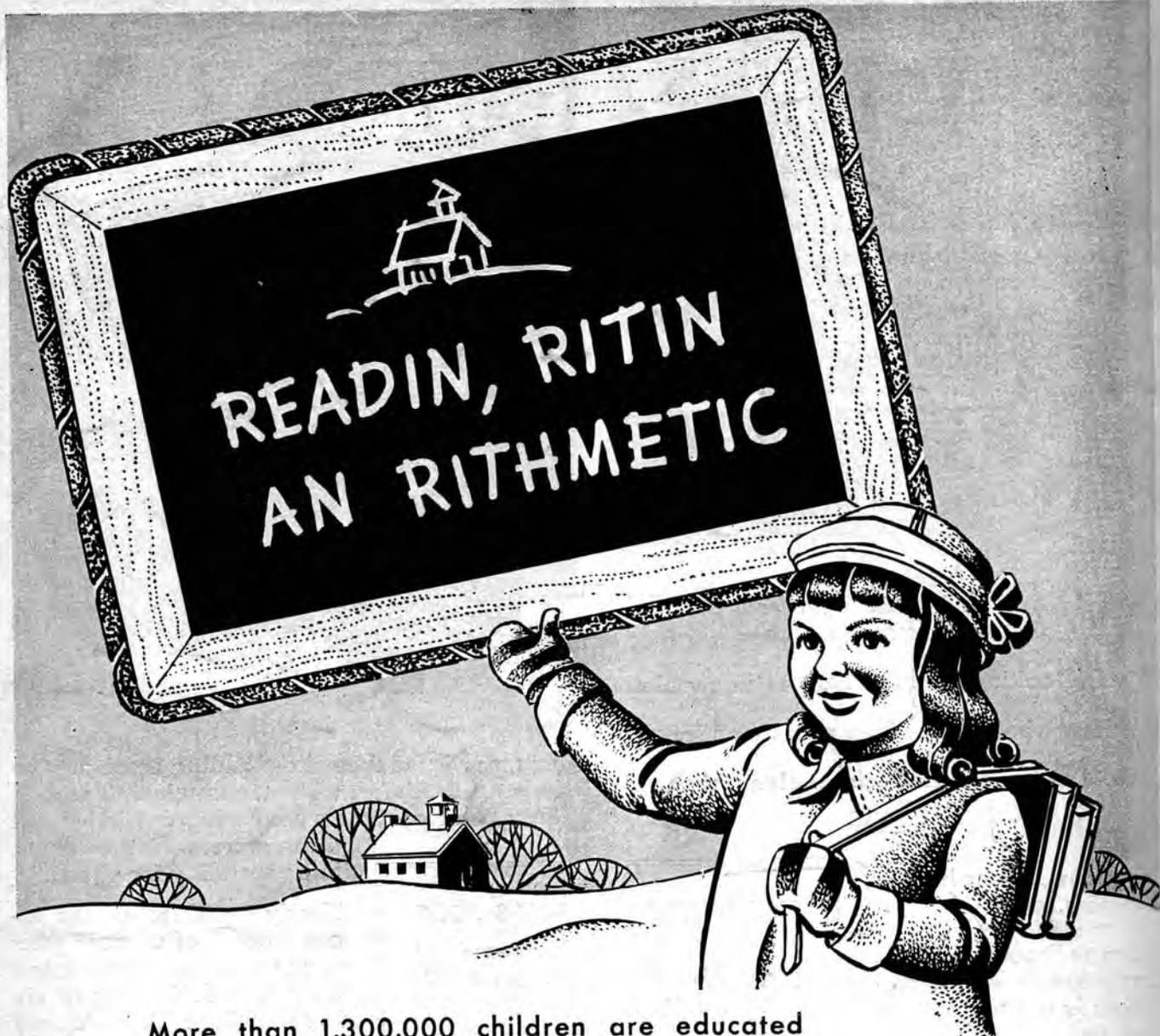
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to make more jobs.

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