

*The*

# MILWAUKEE MAGAZINE

JULY, 1936



Submarine, 4th Vein, Ind.  
 Crown Hill, 5th Vein, Ind.  
 Jackson Hill, 5th Vein, Ind.  
 Little Betty, 4th Vein, Ind.  
 Patoka, Pike County, Ind.  
 Ebony, 6th Vein, Ind.  
 Monarch Brazil Block  
 Dorthel, Fulton Co., Ill.  
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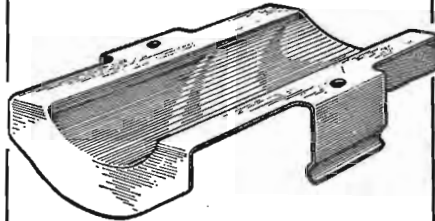
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# The Vigilante Trail

By LON COOK

**A** LONG the Vigilante Trail today the spirit of the Old West still rides.

Here, under the tremendous crags of the Rocky Mountains, along the tumultuous rivers, winding through spicy forests, across valleys waist deep in grass and wildflowers, the most desperate badmen in the history of the West rode their shooting, shouting way of death.

And here sprang up the Vigilantes, the men who took the law in their own hands, to end that reign of lawlessness and murder.

Traveling the Vigilante Trail today—the most direct route between Yellowstone Park wonderland of the World, its geysers, boiling mud pots, lakes and canyons, and the city of Butte, greatest mining camp in the world—the old West rides beside you.

Once this was a trail of gold and death. Today it is a broad smooth highway, unmatched in stupendous scenery, rich in history, as bold and strong as the mountain peaks that dominate the skyline.

Long ago behind each massive crag, the desperadoes waited, guns ready, to spring upon the rocking, rumbling stagecoach with its passengers and mail and gold, to rob and kill.

There lingers still a story for each turn of the road: There's famous Boot Hill above Virginia City, where the most ruthless band of road-agents in history, and the Vigilantes who tracked them down and hanged them, sleep together now in peace. It's called Boot Hill because the road agents, the bad men, the robbers and murderers, died swinging "with their boots on."

There's Robber's Roost where the highwaymen hid. And Alder Gulch, richest placer camp on earth, where gold was first found in 1863 and brought men of every ilk flooding in to claim it. There are crumbling cabins where gold was split and loot divided—and the tree that was a gallows—

Most of this setting of the Vigilante saga lies in

Madison County, Montana, now the land of the stockmen and prospector, the business man and farmer. Together, these sons of the Vigilante heritage have determined the lurid history of those days shall not be lost.

Here, they realize, is a trail still vivid with the romance and red-blooded living of men and women who made the West. Here is a country whose drama and daring make racketeers' tales to today, poor puny things.

And so the Madison County citizens and their neighbors, are opening their historic valleys and mountains to the

tourist. Guide-books are being written, maps prepared, signposts are going up; markers dot the points where Plummer was trapped; where Hangman's shack was used for the execution of five outlaws; where gold was found; and where the valiant explorers, Lewis and Clark stood, long days before "the bad men."

A good paved highway now spans the historic country, joining the Yellowstone Trail at the foot of Cedar Hill, more than 20 miles from Butte and near the place where Western legend had it that Sacajawea, the Indian maid, was captured by a hostile tribe and carried away into slavery.

Later she joined Lewis and Clark as the guide on their exploring expedition, and led them back through the land of her childhood, over the trail whose same general course is followed today by the road—through Silver Star and Twin Bridges, to where the river forks.

And Captain Lewis named the rivers: the main river Jefferson for the great president who had sent them; the southwest fork, clear and rapid, he called Wisdom, one of the cardinal virtues of President Jefferson; the other, with its placid easy flow he named Tranquility. But alack, the old names were dropped and the streams today are called the Big Hole and Stinking Waters.

Proceeding on up the Jefferson River with their packers, guides and voyagers, Lewis and Clark came to the great cliff ten miles south of Twin Bridges which they christened Beaverhead, so closely did it resemble those busy little animals that they saw everywhere at work in the streams. Officially it is known today as the Point of Rocks.



Business Section of Virginia City

After Lewis and Clark, the explorers, came the hunters and trappers, for this was indeed a happy hunting ground. Foothills swarmed with herds of deer and antelope. River bottoms were rich with beaver and other fur-bearing animals.



Vigilante Trail to the "Shining Mountains"

The fight was on for the harvest in furs; first with the Indians, then among the whites . . . the fight for gain.

In one fight near the Point of Rocks, a hunter named Potts was killed. His partner, Colter, fled down the river, through Twin Bridges, Silver Star, Whitehall, to the broad Missouri River. He was the first to stumble into the amazing region of wonders now Yellowstone Park. And his descriptions won it the name "Colter's Hell."

Then in the early '60's came the discovery of gold at Bannack and Virginia City. Gold, with the lust and the murder and the striving that followed it. Gold, with good men and bad men pouring madly into the mountains for its yellow promise.

The road between Virginia City and Bannack—it's part of this same Vigilante Trail today—became the stronghold of road-agents, for over its rutted track all men must pass.

At every turn, the highway men set upon their victims; robbing, murdering, fleeing, with none to hinder. For the sheriff himself, Plummer, was the chief of the road agents.

These road agents had their hideout at Daley's Ranch—"Robbers' Roost" it was called. The fine old inn still stands beside the road, a few miles from Sheridan. Today a farmer dwells there, with a brood of bright-eyed children. But the mountain fastness that looks down upon it, that saw the days of death and gold, robbery and murder is still unchanged.

So brazen had the outlaws become by 1863 that no man's life was safe. No stage coach passenger knew what second the fustilage of guns behind a crag would send the horses snorting and the driver sprawling in the dust while guards and passengers battled the armed and merciless desperadoes that took mails, jewels, money, gold, lives—

Finally in 1863, a grim band of citizens, unable to get protection from law enforcement officers, banded themselves together as the Vigilantes and set out to meet gun-play with gun-play. All through the year 1864 they ruled with a swift and fearless hand.

Secretly at first, then more boldly (for none knew who the outlaws might be under their masks) the Vigilantes met at headquarters in Virginia City in the building that still stands.

And Sheriff Henry Plummer used to listen to their plans, then ride out se-

cretly to warn the outlaw gang of which he was the chief. From his official standing in the county, learning what hour coaches were due, what mail and express they carried, which passengers carrying money might need his protection; he would communicate this news to the outlaw gang, designating the persons and the luggage marked for plunder.

With the fabulous gold strike in Alder Gulch in 1863, the stampede brought every type of man and woman flooding into the country. Outlawry ruled. What was a life to a nugget?

The Vigilantes flung down the answer and swung their first highwayman from the gallows—J. F. Slade, said to have twenty-seven killings on his hands. Some he had shot, some he had knifed. They told of some he had hanged and burned. Scorning fear, laughing at the noose, he had gone his desperate, bloody way, his nerve steady, his sang-froid unshaken. Until he was caught!

As the Vigilantes coiled the rope, Slade broke down and cried. On his knees he begged to say goodbye to his wife. Once before such a request had saved Slade from death when Mrs. Slade, coming for the farewell kiss the executioners had granted, whipped out a pair of loaded pistols and helped Slade shoot his way out.

So this time the Vigilantes refused him, and they rushed his execution, for speeding over the brow of the hill, on her foam-flecked horse, they could see his wife, riding to his aid.

They tossed the rope over the limb of the gallows tree; knocked the box from under the still weeping outlaw, and left him dangling in the Montana air.

Of all the desperadoes who hung out at Robbers' Roost, George Ives was the most renowned and feared. He was the arch villain. Warmed with execution of Slade, the Vigilantes set out for Ives. He was captured December 21, 1863.

They gave him a trial; three days it lasted; sentenced him to death and hanged him. And within two weeks they executed his cohorts-in-crime, Red Yaeger and G. W. Brown, a sort of bartender at Robbers' Roost.

Fast on the heels of that, they struck again. Commandeering a building under construction in Virginia City, for a scaffold, the avengers captured five outlaws and hanged them together at one grim hangman's party: George Lane (Club Foot George), Frank Parish, Haze Lyons, Jack Gallagher and Boon Helm. Two more were hanged in a few days.

That building still stands—it's the water company office now—and the marks of the ropes still show on the hand-hewn beams.

Other executions followed. But still the road agents harassed miners, prospectors, travellers—still guns ruled the road and stage coaches paid ransom. More and more the Vigilantes realized someone must know their inner plans. Their suspicion rested at last on Sheriff Plummer.

Mercilessly, they rode into Bannack up to the sheriff's office. They seized



The Old "Robbers' Roost"

him and his two deputies, Ray and Stinson. And upon the very gallows the sheriff had built for another execution, the Vigilantes hanged them.

Plummer's grave may still be seen on the hillside above Bannack.

And the Vigilantes rode on their way . . . up and down the trail from Bannack and Virginia City, over the mountain pass to Deer Lodge, down through the precipitous mountain walls of Hellgate . . . tracking down the outlaws, hunting out the killers, shooting, hanging

desperadoes—a crude, rough court of the open road, until a semblance of safety came on the valleys of gold.

In all, the road agents are believed to have killed more than 200 victims. The Vigilantes, when they struck back, are said to have executed 32 outlaws.

Grim days—grim ways—but out of them the West was carved, and after them the highway of today is named, Vigilante Trail.

In the museum at Virginia City there are collections that make those old days come alive; the hand-made gambling wheel for Faro used in Virginia City in 1863; old letters, old pictures, old leathers and firearms and records.

But it's the trail itself that is like a magnet; the highway through the heart of the Rocky Mountains, through scenic grandeur utterly magnificent, where the early history of the state was carved by men who rode and dared and lived in one of the most vivid episodes of the nation's making.

The famous Vigilante Trail is one of the most-fascinating side trips that one can take, arranged for travelers on the Milwaukee Road visiting Yellowstone Park via the Gallatin Gateway Entrance.

Tourists visiting Yellowstone Park on the Milwaukee Road by way of their Gallatin Gateway Entrance may make arrangements to take this trip.

## Field Mass Celebrated at Beloit

### On Ground Where First Catholic Service Was Held in That City, in 1844



Celebration of the Mass—Beloit Station Grounds

THE Milwaukee Road Passenger Station on Sunday, May 31st, looked out upon a scene probably unique in the annals of railroad passenger stations.

On that Sunday morning, for two hours, a celebration of The Mass took place on the spot where nearly a century ago, a handful of the faithful gathered in the home of Captain Thomas A. Power to hear the Rev. Father Martin Kundig celebrate the service. The spot where the house stood now happens to be in front of the railroad station of this company, while a little bit to eastward stood Capt. Pow-

er's barn. In this latter structure, later, a simple altar was erected and services were held there until the members of the parish felt they could afford to build themselves a little church.

To commemorate the occasion of the first Mass, an altar was erected on the depot grounds, and thither went hundreds to participate in the service and its unusual setting.

No railroad with its countless and unavoidable noises disturbed that first little gathering of the devout, and while all the noise of this modern day of steam engines, automobiles, etc., could not be entirely eliminated, at this commemorative service, yet there was an undeniable hush,—a high vibration of lofty thought and consecration, as the service went on. The Rev. Father John J. Carroll conducted the service and reviewed some of the historical episodes of that locality, back from the time of the Indian occupation to the days of the white pioneers, the missionaries and settlers of the Rock River Valley.

Approximately 3,000 persons attended the service, which was arranged by St. Jude's Catholic Church assisted by the members and pastors of the other Catholic Churches of that city.

"Did you test this stuff, Joe?"

"Yes, I poured some in the ash tray to burn it."

"Did it burn green?"

"I don't know—I can't find the ash tray."

## Hiawatha Celebrates First Anniversary of the Famous Train

**I**NDIANS—in full tribal regalia—sighted on the Chicago River in a War canoe.

That was the opening scene in the ceremonies held in Chicago Union Station, May 29, to mark the anniversary of the first year's operation of the Milwaukee Road's HIAWATHA—the speedliner that has upset all records for the number of paid passengers carried on a newly established railroad train.

Coming (though not directly) from the shores of Gitche Gumee, where lived the mighty HIAWATHA—who, Longfellow said, "could shoot an arrow from him and run forward with such fleetness that the arrow fell behind him," a band of 15 Indians paddled their War Canoe to the boat landing at the Union Station.

To the beat of the drums Chief Bold Bear of the Mohawks, which was HIAWATHA'S tribe, assisted by Day Break, chief of the Winnebagos, at Wisconsin Dells, and Indian men and women in



Landing of the Tribesmen

Tribal rites were performed. There was much "Tom Tom" and dancing. The pipe of peace was smoked, Engineer McManus was crowned with an elaborate headpiece of gaily colored eagle feathers—after which he returned to his cab—opened the throttle



Coming Up the River

colorful regalia, built a ceremonial fire, then sent two of his braves to the brightly hued streamlined steam locomotive that hauls the HIAWATHA 410 miles in 390 minutes, (including 6 station stops enroute) to notify Hugh McManus, engineer, that the accomplishments of his train had been recognized and that he was to be made a member of the tribe.

The Winnebagos climbed on board also. At Milwaukee, while the Iron Horse was taking water, they quickly inducted engineer Herman L. Ambrose, who took over the train there, into the tribe and adorned him also with an ornate head-dress.

At Minneapolis—just prior to the departure of the southbound HIAWATHA—a similar ceremony was staged by a



Engineer Hugh McManus—Big Injun Chief

and "got going" for Milwaukee—85 miles distant—which he clipped off in 72 minutes flat, attaining speed of more than 100 miles an hour enroute.

motive company, and began operation early in June between Chicago and New Lisbon on the North Woods section of the HIAWATHA.

the Florida State building in its near-tropical setting; roaring blast furnaces; objets d'art brought from the cultural capitals of the world, and scores of other attractions.

Within the Exposition area, the city's massive public auditorium has been converted into Radioland, the world's largest broadcasting studio. There, visiting radio fans will see and hear the nation's famous air stars rehearsing for and broadcasting their regular, network programs.

Symphony concerts; native arias of many European countries in the cafes of the international village; the syncope of the nation's leading dance bands drifting over the water from a luxurious floating night club—all of these will add to the festival spirit of the Exposition.

The atmosphere of Continental countries, the Orient and the Tropics will fascinate visitors who explore the quaint winding streets of the 10-acre international village, "Streets of the World." Imported, native-made goods, cafes, native customs all combine to provide the sights and experiences of a round-the-world tour.

Admiral Byrd's ship, a fighting submarine, sea planes and a fleet of ten de

(Continued on page 16)

## The "Great Lakes Exposition" Cleveland's Centennial Exposition

**S**CATTERED about in midwest, south and far west, celebrations are in progress this year, in honor of the past hundred years of progress in each particular section of the United States, and our summer travelers need not lack for Meccas of interest and entertainment whichever way their summer plans may take them:

Eastward bound pleasure seekers will perhaps turn toward Cleveland, beautiful city of Lake Erie, and find a grand show going on along the shores of the

sparkling lake,—only a short distance, too, from the heart of the city. This Exposition getting under way June 27th, continues for one hundred days. Here is a slight word picture of what is to be seen there:

Along the 15 miles of streets that wind through the 135 acres of the Exposition area are vast, beautifully illuminated buildings, filled with products of the nation's great industries; acres of colorful gardens; hundreds of thrilling Midway attractions; theaters and cafes;

# Railroad Week—July 13-18

## Nation-Wide Celebrations in Recognition of Railroad Service to the Country

THE Second Annual Railroad Week will be observed by western railroads and the communities they serve from July 13 to 18, inclusive, and all people benefiting by railroad service will join with their railroads in many activities calculated to emphasize to them the growth and advantages they have enjoyed by reason of the "coming of the railroad" and its service in supplying their needs by reaching markets, furnishing passenger transportation, increasing the values of their property, paying taxes and providing employment for many thousands of men and women.

Elaborate programs have been arranged by a central committee in Chicago and local committees in all railroad centers are carrying on the work.

General publicity will be given to the program by means of newspaper advertising, write-ups, proclamations by governors, mayors and other city and village officials; radio announcements; magazine articles, etc.

The cooperation of the railroad dining car superintendents has been asked to include the announcement of Railroad Week on dining car menus, a suggestion of some special feature on their menus of that week, such as a Railroad Week Plate Lunch, Railroad Week Pie, or Railroad Week Sandwich.

The local committees are soliciting also the cooperation of the clergy by fitting announcements of the following order: "It seems fitting that our service today be dedicated in honor of Railroad Week, which starts at 8 o'clock tomorrow morning and continues through next Saturday. In doing this we are paying tribute to an old and faithful public servant, one that has meant so much to our country's growth and to our own city's economic well being. No other institution in our history has played a more dramatic part in the progress of our country from wilderness to the highest civilized plane of the world. For this reason we dedicate our service to the Western Roads in honor, and in appreciation of what their progressive and courageous advance has meant in the lives of every one of us."

Announcements of fitting character in theaters; by posters and display cards in prominent places; window displays; windshield stickers; stickers for checks, and many handbills are on the publicity programs.

Railroad property will be decorated; visitors' day at railroad plants; railroad exhibits, at rail centers wherever possible; picnic outings by railroad clubs and organizations and dances given by organizations of railroad employes.

### The Programs for the Week

The program starts with an interesting feature for women employes, a pop-

ularity contest, based "not on pulchritude, but on popularity." Courtesy contests are listed with committees to determine which employe in the town involved could be considered the most courteous in his contacts with the public. Also courtesy toward one another, a feature.

Races of one kind and another—such as hand-car races; races of red-caps, etc.

Parades of course will be a feature of the week, with bands aplenty, getting all of the local musical organizations possible, with drum corps, bugle corps, bagpipe bands, high school bands, girl bands, Legion bands, etc. Decorated floats, Boy Scouts and Girl Scouts; fire departments, etc., together with large contingents of the railroad personnel, men and women, with all the banners and pennants they can muster.

All railroad employes should feel personal pride in putting up the best kind of a show for their particular companies and to make as big a showing in their communities as possible. The purpose of such celebrations as these is to stimulate interest and spread the knowledge of railroad service—its dependability, its progressive outlook and its value to every community in the land.



### Fifty Years of Wedded Happiness

HERMAN GENRICH and his good wife, Tomah, Wisconsin, celebrated their golden wedding anniversary on May 16th at their home in that city. Their union was blessed in a service at their church preceding the dinner at which over sixty guests were present, after which "open house" was held through the rest of the day. Friends from far and wide gathered to offer their congratulations and good wishes for many more happy anniversary celebrations.

An incident of this occasion was the presence of Mr. and Mrs. Joseph Lange of Watertown, who officiated at the wedding fifty years ago, as bridesmaid and best man. They also officiated in the same capacity at the service commemorating the golden wedding.

Mr. Genrich has been an employe of The Milwaukee Road for fifty-five years, and a resident of Tomah since the establishment of the company's shops at that point.

## President A. F. Whitney Receives His Forty-Year B. of R. T. Veteran Membership Emblem

ON May 26, 1936, at the Radisson Hotel, Minneapolis, Minn., President A. F. Whitney, of the Brotherhood of Railroad Trainmen, received his 40-year membership button, set with a beautiful diamond, the gift of the membership of the Brotherhood within the states of North Dakota, South Dakota and Minnesota, who played such an important part in the history of the Brotherhood by securing 4,525 applications for membership in the organization during the month of March, 1936, in which month President Whitney rounded out his forty years of continuous membership. It was a great celebration, with officers and members of the Brotherhood coming from all parts of the United States and Canada, over sixty individual lodges being represented and in addition many members of other organizations, and representatives of the State of Minnesota, and the City of Minneapolis were also present to offer their congratulations to Brother Whitney on this memorable occasion.

Vice President W. P. Kennedy, member of Lodge 625, assigned to the northwestern territory, made the presentation address.

### "Time Marches On"

A GROUP of descendants of the Indian tribesmen who roved the western prairies and sent fear and arrows into the hearts of cross-continent travelers not so many years ago has been engaged to amuse the descendants of the intrepid pioneers who survived those early day encounters.

Tomahawks and war paint, likely of the same hue that proved so frightening to travelers a few decades ago, are again displayed in Indian ceremonial dances by a band of Sioux as part of the Milwaukee Road's program to entertain tourists on its transcontinental train, the Olympian.

### Things That One Can't Figure Out

What makes a zipper work?  
What do women wear those little hats for?

Why do men carry so many pencils in their vest pockets?

Why did we not adopt the short greeting, "Ugh," of the Indian instead of the lengthy, "How do you do," we now employ?

Santa Claus.

Why the trucks are permitted by Uncle Sam to handle freight any way they please, while the railroads are not permitted, by the same Uncle Sam, to do likewise.

Why on Easter, bright hued eggs hatch out white rabbits; when otherwise, uncolored eggs seem to hatch out conventional chicks.

What the bailiff says when he opens court.

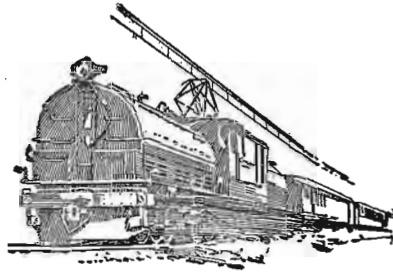
What's funny about some "jokes."

Why a 200-page document is called a brief.

What difference it makes who wrote "Shakespeare."

What two horns on an automobile are for.

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



## *Courtesy*

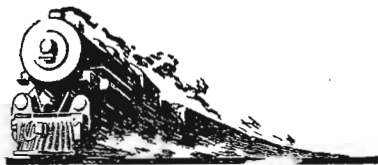
Competition in the transportation field is keener than it ever has been in the past as the railroads now not only compete with one another but also with highway and air carriers, consequently we hear a great deal about comparisons the public is making of the service rendered by the various agencies, particularly as to Courtesy--a most important feature of service.

Judging by the criticisms that have been published it is evident that some railroad representatives who have contacts with the traveling and shipping public are not always careful to give a favorable impression. We all know from our individual experiences that we have no desire to deal with concerns that treat us with indifference or discourtesy, and the Milwaukee Road cannot expect to hold its patrons, or gain new ones, if its representatives do not display a friendly interest in the people who supply the freight and passenger revenues that keep the wheels rolling and pay our wages; hence the importance of every employe conducting himself in such a manner when dealing with the public as not to give offense and at the same time encourage further transactions with the railroad.

The Milwaukee Road desires to maintain the reputation of being the most friendly, courteous and cooperative agency in the field of transportation. We have exchanged views regarding this subject with the General Chairmen representing all classes of employes on the Milwaukee Road and they agree that salesmanship can be improved and this ambition realized only through the cooperative efforts of all supervising officers and employes.

A handwritten signature in cursive script that reads "J. D. Finck". The signature is written in black ink and is positioned above the title "Vice-President".

Vice-President





# THE MILWAUKEE MAGAZINE

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## Charles W. Jacobs

CHARLES WATSON JACOBS was born September 22, 1867, at Belvidere, Ill., and passed away May 20, 1936, at Rock Valley, Iowa. He was working in the C., M. & St. P. office at the time of his death—conversing with the division freight claims agent—when he was suddenly stricken. It was just as he would have had it—"in the harness."

Mr. Jacobs entered railroad service at Mitchell, S. D., in 1884, as call boy, telegraph student. After leaving Mitchell he worked as operator at Hull and Sheldon, Ia. In 1891 he came to Rock Valley as station agent. He took a strong personal interest in railroading and was very proud of having three nephew agents on the I. & D.—all of whom he had trained. They are L. B. Long of Chancellor, S. D.; L. L. Long of Parker, S. D.; and H. W. Jacobs of Chamberlain, S. D.

"C. W.," as he was generally known, was widely traveled both in the U. S. and abroad. He organized and conducted four different European parties. Besides serving on the Rock Valley town council and belonging to various social and fraternal organizations he was a faithful member of O. R. T. and the Railway Ticket Agents Association.

Mr. Jacobs' funeral was largely attended by friends, relatives and railroaders. On Thursday evening, June 25, the regular meeting of the Rock Valley Community Luncheon Club was conducted as a memorial to "C. W."—one of the founders of the organization. These tributes may be taken as evidence of the fine spirit there was existing between himself and the community which he served.

He leaves his widow, Rosena Jacobs; a son, H. A. Jacobs of El Paso, Texas; a daughter, Mrs. J. A. Reaney of Alamosa, Colo., and three grandsons.

## Heavy Item of Expense

MAINTENANCE of channels permitting navigation on canalized inland waterways involves a heavy item of continuing expense, which the public meets in the form of taxes, and which is not charged as a part of the cost of barge line operations in the claims of inland waterways enthusiasts. In numerous instances, according to a recent official statement of the amounts expended or allotted to June 30, 1935, on projects included in the Mississippi river system the total figures shown for operating and care exceed the totals for

construction, indicating that the cost of maintenance of channels will continue to be a heavy burden on the tax-paying public. Even on the Monongahela river this statement shows expenditures and allotments for construction of only \$15,788,689, with an additional \$21,109,674 for operating and care. On the Ohio river the expenditures and allotments for operation and care are shown to amount to \$41,021,409, not including \$9,470,846 for the operation of snag boats. Operating and care of locks and dams on the Upper Mississippi, between St. Louis and Minneapolis, are shown at \$4,269,979, with another \$1,578,065 for the operation of dredge and snag boats, with no estimates as to continuing maintenance requirements. The statement shows a total of nearly \$70,000,000 expended or allotted for operation and care on the projects included in the Mississippi Valley system, which is but a minor proportion of the total expended and allotted for construction costs. It is thus seen that even the most enthusiastic claims of inland waterways advocates as to the tremendous savings in transportation costs resulting from inland waterway improvement are extinguish-

ed when it is considered that, while ignoring many other items of cost to the general public, they also omit entirely any consideration of operating and maintenance costs, exclusive of construction costs, which are clearly a part of the current operating expenses of inland waterway projects. With respect to the Missouri river the statement does not make a separation as to construction costs, and those for operating and care. This is not to be wondered at in view of the fact that the U. S. Engineers in 1928 reported that "it was impracticable to estimate the cost of annual maintenance," owing to the notorious instability of the channel. In the face of the actual record as to maintenance costs on the Missouri, this report was not surprising. In 1908 the Engineers estimated the annual maintenance costs on the Missouri at \$147,500. By 1912 it had risen to \$500,000. In 1931 the estimated outlay for maintenance was \$1,000,000, in 1932 it rose to \$2,876,204 and for the following year it was estimated at \$2,330,000. Construction costs on the Missouri between St. Louis and Kansas City alone, were originally estimated by the U. S. Board of Engineers at \$20,000,000.

## Silver Anniversary



Olympian's Silver Anniversary Cake

of its scenic route, aboard the trains and at important way stops, this twenty-fifth anniversary was observed.

In the Seattle offices, a huge cake, topped by a miniature train (with electric engine, of course) surrounded by twenty-five candles, brought congratulations, comments, reminiscences and tales of progress.

Veterans of the railroad's personnel recalled the steady march of progress since the memorable inauguration of The Milwaukee's trans-continental train service. They told of the vision which placed the great electric motors on the Continental Divide in 1915 despite the cries of "it can't be done." They recalled the electrification of the Tacoma-Othello stretch in 1919 and the letter of congratulation personally handwritten by Thomas Edison on the achievement.

COMPLETING a quarter-century of progress, the Olympian, crack train of the Milwaukee Road, celebrated its silver anniversary in May. The Olympian, first steel-constructed transcontinental train, has been in service a quarter of a century. And throughout the length

Citing other mileposts of progress were the introduction of roller-bearings, added luxuries such as radios, modernized tourist sleepers, the deluxe coaches, clipping off thirteen hours of running time between Chicago and Puget Sound, of air conditioning, the latest and most modern of travel luxury.



# ACCIDENT SAFETY PREVENTION

## Safety Ideas

By F. M. Washburn, Asst. Car Foreman,  
Minneapolis Shops.

**S**AFETY deals primarily with accidents and the conduct of individuals in relation to known hazards and their personal well being.

Accidents in our country now cause about 100,000 fatalities, many million injuries and losses exceeding two billion dollars. While the death rate has a slight downward trend, it would be more marked were it not for the constantly increasing deaths from the use of the motor vehicle. Industrial accidents number about 20,000 deaths; Highway about 32,000 and Home accidents about 30,000 deaths per year—so that Home hazards and practices rank second in this terrible toll on life. The essence of this work of prevention consists of:

1. Elimination of hazard by engineering design.
2. Protection, such as guards, railings and goggles.
3. Supervision and regulation by rules and education.

A fair estimate is that 98% of all accidents are preventable. Great strides have been made in the transportation field in reduction of accidents.

In regard to our Department, we will first dwell on train yard operation. The detailed knowledge of operation is the first requisite of the Supervision, which in turn, will reflect upon each individual—as it affords the proper placing of men in position to which they are best fitted; also knowledge of what is going to take place on industry and train assembly tracks; constant contact with the Operating Department to ascertain any contemplated change in line-up of these features, will eliminate changes in distribution of forces and thereby reduce chance of accident by unnecessary haste. The safe conduct of work in any Train Yard according to local conditions must be considered by the Supervision; also the application of Safety Rules as well as the characteristics of each operation that involves his department.

Next in line is the Car Inspector of whom we expect ever alert and constant attention to close inspection. To him is entrusted the protection of life and property which amounts to thousands of dollars daily. Too numerous to mention are the items on which a failure to observe a defect may cause derailment or personal injury. His knowledge of Safety Rules provides protection not only for himself but also for his fellow employees. Then, too, he is required to know the Safety Appliance Laws and their application in his daily

work. Close attention must also be given to Loading Rules, which is particularly applicable to loads on open top cars—proper inspection to prevent machinery from breaking from moorings and side swiping trains or adjacent

tracks; also to know that dimensions, height and width are proper for safe conduct to destination. When repairs are made he must perform each detail in expert workmanlike manner and  
(Continued on page 15)

## Railroad Employees' National Safety Contest, National Safety Council Year 1935

Group A Citation—Chicago, Milwaukee, St. Paul and Pacific Railroad

H. A. Scandrett, President (recipient of trophy).

J. T. Gillick, Vice-President (Operation).

O. N. Harstad, General Manager, Lines East.

C. H. Buford, General Manager, Lines West.

E. A. Meyer, Manager, Safety Department.

**A**T our award dinner in 1928, when the Fifth Annual Green Books were distributed along with the presentation of the bronze trophies to the respective group winners, one of our honor guests raised a serious objection, maintaining that the records as shown brought to light a lamentable situation which to him was nothing less than a sad awakening to the fact that in leaving the Union Pacific to become president of The Milwaukee he apparently had traded a group safety winner for a "cellar champion"—for he had discovered that the Interstate Commerce Commission had listed him in twenty-second place in our major group of railroads.

Disgusted, perhaps, but evidently nothing daunted, with true western spirit and a touch of the military from Shattuck, combined with

driving power that makes Minnesota's (his alma mater) football teams victorious, this busy executive steps The Milwaukee up the safety ladder from twenty-second to nineteenth place in 1928, to fourteenth place in 1929, third place in 1930, second place in 1934, and now is declared winner for the year 1935.

To Electrification and Roller Bearing, Henry Scandrett has added a Streamlined Safety Record, and now it can well be said The Milwaukee is "A Perfectly Equipped Railroad."



The Safety Award

# The Agricultural and Colonization Department

## DEMAND FOR FARMS GROWS

### Federal Land Banks Report

**D**URING the first four months of 1936 the four Federal Land Banks in Milwaukee served states sold 1,162 farms and part farms while in the same period in 1935 these same banks sold but 999 farms.

For the same periods in the two years the 12 Federal Land Banks sold 4,227 farms in 1936 and only 2,774 farms and part farms in 1935. The southern and northwestern states are the locations most sought by new farm buyers.

Governor W. I. Myers of the Farm Credit Administration says: "With the rising market for farm lands, largely brought about through greatly increased prices on farm commodities in recent years, it is to be expected that people will revive their confidence in farms as prime investments and seek to obtain an interest return on their money and also a speculative return on their investment."

## WINNETT, MONTANA, C.C.C. CAMP

### Working on Two Projects

**T**HE boys in the C.C.C. Camp at Winnett, Montana, are relocating the intake canal and are repairing and otherwise conditioning such canal and the dams in connection with the Winnett Irrigation Project. Both dams are being ripped with rock to prevent wind and wave damage.

The engineer in charge reports that when completed the waters stored in the reservoir will be sufficient to fully supply the needs of all the good quality irrigable lands in the Winnett Project.

Work will soon begin on the dam across the Yellow Water, southwest of Winnett, and the supervising engineer, Mr. Parkinson, states that this project is as nearly ideal as one can be in that the site for the dam is excellent and will store water from a large drainage area, thus making available an adequate supply for the irrigation of a large area of good quality lands which are suitable for irrigation development.

The completion of these two projects will assure adequate feed and hay supplies for many thousands of acres of surrounding range lands and make possible the growing of garden and other crops. Winnett will profit directly by reason of these developments.

Consideration is now being given the construction of a dam creating a large reservoir on the upper waters of Flatwillow Creek and it is hoped by farmers in that territory that this may be the next project undertaken by the Winnett Camp.

## SMITH RIVER DAM Now Under Construction

**O**N the North Fork of the Smith River a few miles above White Sulphur Springs, Montana, a splendid new dam is being constructed which will create a reservoir for 11,000 acre feet of water. This storage will make available needed supplemental water for existing irrigation systems, which have had to rely upon spring or flood water irrigation, and also make possible the irrigation of several additional thousands of acres of excellent quality land.

This development will bring an assurance of adequate hay and feed supplies, thus permitting largely increased use of surrounding well grassed range lands. Development of diversified and dairy farms will also be practical and will come at an early date.

The funds for the construction of the dam have been supplied by the Public Works Administration and will be repaid on the contract basis which has been adopted by the Montana State Water Conservation Board. Water users have signed contracts to purchase all the stored waters thus assuring repayment of construction costs within a reasonable length of time and giving to the water users increased opportunities and benefits.

## WILLOW CREEK PROJECT Now Definitely Assured

**T**HE Public Works Administration has released funds for beginning the construction of a dam and reservoir on the upper waters of Willow Creek which flows northerly into the Jefferson River near our town of Willow Creek in Montana.

The contractor has been ordered to begin work and when you read this construction will be well under way.

Engineers for the Public Works Administration and State Water Conservation Board will supervise the building of the dam. This storage will provide supplemental water needed for the effective irrigation of all irrigable lands in the Valley. Contracts for the purchase of stored water have been entered into by the water users and the State Board which will provide for repayment of construction costs.

It is believed that this reservoir will afford sufficient water for the irrigation of a large acreage in the area locally known as the "South Bench" lying southwesterly from Three Forks and engineers have reported that the irrigation of such lands is feasible from engineering standpoints.

The Bureau of Reclamation has been requested to have Engineer Robertson extend his survey of the West Gallatin

territory to include the Madison River for the purpose of determining whether it is practical to divert waters therefrom for use in irrigating the bench lands lying south of Three Forks and supplying additional irrigation waters for lands on the easterly side of the river lying northerly from Logan and Manhattan. Such development of these areas would greatly benefit residents therein and The Milwaukee Road.

## MID-YELLOWSTONE PROJECT

### Additional Survey Requested

**A**T A conference held at Miles City on May 11 and 12, which was attended by all who are interested in the proposed irrigation development of the Mid-Yellowstone area, the Bureau of Reclamation was requested to extend its survey westerly from Miles City to Forsyth and beyond in order that the people in the area might have the benefit of such investigations as to how the entire territory Forsyth to Glendive might be developed by means of irrigation.

Surveys of the area Miles City to Glendive already completed by the Bureau suggested four plans for the irrigation of that area and after careful consideration and discussion the conference decided that the most feasible and practical plan for accomplishing such development was the all pumping plan, power for same to be supplied by the Montana-Dakota Utilities Company at the rate of four mills per kilowatt-hour.

It is believed and hoped that the extension of this investigation and survey to include the territory westerly from Miles City, will give information as to methods by which from 25,000 to 30,000 acres of good land can, by the use of water, become available for the production of hay and feed crops as well as sugar beets, corn and all garden crops.

The Sheffield, Cartersville and Hammond Projects in that area are irrigated either by gravity or by pumping systems and are actual demonstrations that the area is suitable for irrigation development, the establishment of farm homes and agricultural uses which will stabilize the livestock industry by making available feed and hay supplies for the large numbers of stock which can be ranged on adjoining lands.

The people in the Mid-Yellowstone area are united in support of making every possible effort to bring about this irrigation development which will largely remove the hazards now existing in connection with the farming and livestock industries.

# The Veteran Employes' Association

## Arrangements for the September Meeting Now Under Way. It's Going to Be a Great Meeting.

CHAIRMAN L. J. Benson, of the Committee of Arrangements, with vice chairman L. C. Boyle, and their staff of committees are busy getting ready for the Veterans' Convention to be held in Chicago, at Hotel Sherman September 10th and 11th. It is time now, for the vets to be making their plans to be on hand for what promises to be one of the most interesting conventions in the history of the association.

Hotel Sherman, it will be remembered, gave the members a wonderful time in 1934 placing, practically, the entire space of several floors of the mammoth hostelry at their service; and exerting every effort to the end that their guests should be made comfortable and happy. Their intention is to do the same this year, as may be noted from their letter of invitation to the committee. Their offer, in part was: to furnish the entire mezzanine floor for convention activities and for registration; the club room for men's lounge and parlors, L. M. & O. for the ladies. This places all the activities on the one floor, which seems to be an ideal arrangement.

Special quarters for the officers of the association, and reservations for the committees are provided and room rates are very reasonable: single, from \$2.50 to \$4.50; double, from \$4.00 to \$7.00 twin beds from \$5 to \$7.

The grand ball room is reserved for the big banquet, and its accommodations have been greatly enlarged recently. A fine menu, with turkey as the special feature is offered at the usual rate to the Veterans.

The regular notice to members is going out, with complete information: the annual business meeting to take place at 2 p. m. on the 10th, in the ballroom,

while a special program of interest to the visiting ladies is being arranged by the committee chairman.

The banquet with speakers and musical entertainment takes place at 6:30 p. m. on the 10th. The committees are arranging a wonderful program for the 11th, to be in the nature of a surprise.

Mrs. Grant Williams makes the special request of prompt reply to the official notice of the convention, in order that hotel and banquet reservations may be made in plenty of time to assure satisfactory and comfortable service by the hotel.

Members of the reception committee will be on hand at station and hotel to direct the visitors and answer questions.

Following are the committees:

Mr. L. J. Benson, general chairman. Mr. L. C. Boyle, vice chairman.

#### Hotel Committee

Mr. L. J. Benson, chairman; Mr. L. M. Jones, Mr. E. J. Knoll, vice chairmen.

#### Registration and Information

Miss Florence M. Walsh, chairman; Misses Hazel M. Merrill and Gertrude Schoyer, vice chairmen.

#### Reception Committee

Mr. C. L. Whiting, chairman; Mr. R. J. Walker, Mr. D. J. Marlett, vice chairmen.

#### Ladies Reception and Entertainment

Mrs. O. W. Dynes, chairman; Mmes. O. P. Barry, C. W. Mitchell, J. L. Brown, C. L. Whiting, vice chairmen.

#### Entertainment Committee

Mr. Walter Ennis, chairman; Mr. C. L. Emmerson, Mr. R. P. Reynolds, vice chairmen.

#### Railroad Transportation Committee

Mr. Martin Larson, chairman; Mr. J. L. Brown, Mr. Joseph Caldwell, vice chairmen.

#### Publicity—Programs—Printing

Mr. Frank Newell, chairman; Mrs. Carpenter Kendall, Mr. Wm. Snell, Mr. Geo. Semmlow, vice chairmen.

#### Ticket Committee

Mr. Wm. Kruckstein, chairman; Mr. B. J. Schilling, Mr. Wm. E. Tyler, vice chairmen.

panion for a boy by the way. But you see the poor dog cannot help him much when it comes to supper time, so the boy must divide his piece of meat with Rover, and I bet he is going to do it, too.

So now, let's you and I sit right down and talk about it a little. It will soon be the time when all good, true boys will dream about the open road and adventures in the deep woods; of thrills along the fast tumbling mountain streams, of heroic climbing to the top of high peaks, of rambles in flower-decked mountain meadows, of white-trimmed boats skimming across the sunlit waves, of glorious life in all the out-of-doors. Wonderful dreams these for healthy, happy boys, dreams spun of fine and golden web, dreams that are good because they are dreams which will come true. And when they come true for you, you will remember this picture—you will see the halt by the wayside for a tender bit of meat, cooked on a spit over an open fire. Of course you know what we call "spits" out in this country—just simply a long stick with sharp ends. You just stick your piece of meat on there and hold it over the fire, while Rover looks on feeling certain that he will get his share.

Yes, sir, I am telling you it is delightful to recall those fine days and, my boy—you may believe one who has trod up and down miles of rocky creek banks barefoot, looking for an old fishing hole—it sure is good to be a boy with a dog, and live in the limitless panorama of the West. Of course, you do not have to live in the West to make these dreams come true. Neither do you have to run off and hitch-hike. You can just save yourself lots of trouble by talking this over with your daddy, and by asking him whether or not such things happen. And if he agrees with me that they do, and so long as I have had my say, you and your daddy get in a huddle and talk it over, and see whether or not I have been wrong in dedicating this picture to you.

Yours truly,  
The Old Mountaineer.

### 31st Railway Engineers of the A. E. F.

THIS overseas railway operating regiment will hold their 8th Annual Reunion in Denver, Colo., August 23, 24, and 25th. Headquarters will be at the Shirley Savoy Hotel. Bring your family and join your comrades in three days of pleasure and sightseeing. This will be the largest reunion so far held. Send for your membership card and details of the reunion. F. E. Lowe, Secretary-Treasurer, 104½ First Street, S. W., Cedar Rapids, Iowa.

### A Request Number

At a stag party, one of the company, who was a little inebriated, insisted on singing several songs. As he did not possess the slightest vocal ability his efforts were not appreciated.

At last one exasperated listener cried: "Do you know 'The Long, Long Trail'?"

"Yes," replied the gratified would-be vocalist. "Shall I sing it?"

"No; hike it," was the unfeeling reply.



### A Letter to a "Milwaukee" Boy Seattle, Washington.

This letter was written by a member of "The Milwaukee Family" to the little son of another member of the Family, and its recipient has graciously allowed The Magazine to publish it for the enjoyment and benefit of other little sons of our great Family.

THIS picture is dedicated to you because I think it is going to be one of

your dreams before long. I do not know that you remember this West of ours, with snow-covered mountains and running streams. It is just packed full of thrills that interest a boy about the size of this one you see in the picture. He is not a great deal older than you, and you may be a little more fortunate when you reach the age of this little fellow, as he seems to have been hitch-hiking, he and his dog, no better com-

# THE MILWAUKEE RAILROAD WOMEN'S CLUB

## Green Bay Chapter

*Catherine Zimmerman, Historian*

THE regular meeting was held on April 2nd, at which time the matter of attending the general meeting in Chicago on May 9th was discussed. About 20 ladies attended that meeting and all report a very interesting and enjoyable meeting. The president, Mrs. Geo. Gunn, attended the Friday meeting and received a lot of helpful information.

On May 7th regular meeting was held by first vice-president, Mrs. E. F. Palmer, due to the absence of the president, Mrs. Gunn, she having gone to Chicago to attend the general meeting. About 500 tickets were distributed for the dance to be held in the American Legion Hall on Saturday, May 23rd. We hope to make this dance as successful, both socially and financially, as the previous dances held in the Legion Hall.

Mrs. W. H. Hart, ways and means chairman, has been very busy making plans for the dance, also having other social affairs, such as card parties, awarding of a lamp, etc., which has gone towards the purchasing of a keno board. Due to the financial success of the keno parties held in the past, at which times we have had to borrow a keno board, it was thought advisable to purchase a board of our own and this was done and paid for by the social affairs conducted under the able leadership of our ways and means chairman.

Our membership has fallen a little short this year but we are in hopes that by July 1st this membership will be way over that of 1935.

## St. Paul Chapter

*Mrs. Joseph Maher*

ON March 2nd a luncheon and card party was sponsored by St. Paul Chapter at the Housewives Service League. Mrs. Pathen, chairman, reported \$22.80 profit on this affair.

March 10 the regular meeting was preceded by a pot luck supper. Thirty-eight members attended. Mrs. Hoskins was chairman, assisted by Mmes. Sitzmore, Curtin and Wolke. Pres., Mrs. Washburn, called the meeting to order at 8 p. m. Mrs. Medinger, welfare chairman, reported \$24.80 spent for relief. Mrs. Johnston, sunshine chairman, made 4 personal calls, sent 7 cheer cards and reached 12 families by telephone.

April 14 the chapter had a birthday supper in connection with the regular meeting, the club having been organized one year. Seventy-five persons attended the party and we had quite a nice number of guests from the Minneapolis Chapter. Words of encouragement were given to the club members by Mr. Bagnell, Supt. of our division, and congratulations were extended by Mrs. C. H. Holbrook, general director, and Mrs. Bagnell, president of the Minneapolis Chapter. A huge birthday cake with the inscription, "Milwaukee Women's Club, 1st Anniversary," done in pink frosting and a pink lighted candle served as the centerpiece. The meeting was called to order at 8:30 p. m., Mrs. F. Washburn presiding.

Mrs. Philpot attended the meeting, having been absent for two months because of illness, and is slowly recuperating but is still unable to attend to her duties as membership chairman. She is hoping everyone will co-operate with her and renew or subscribe for new membership. Mrs. Johnson, sunshine, reported 3 cheer cards, 1 sympathy, 9 telephone calls. Mrs. Medinger spent \$8.40 for relief.

Eighteen of our members attended the

bi-annual luncheon at the Palmer House in Chicago May 9. They all report having had a very good time.

May 12 the last meeting of the season was followed by a card party. The meeting was called to order at 7 p. m. by Mrs. Washburn. Mrs. Johnston reported 5 cheer cards and 2 personal calls. Mrs. Medinger \$6.13 for relief. Plans were discussed for the annual picnic to be held July 19. Mrs. Washburn was very happy to report that our club won the \$20 prize for a larger membership than last year. At the time she attended the convention at Chicago we had 307 members.

The meeting was adjourned as quickly as possible so everyone could attend the card party. There was an attendance of 80. Bridge and 500 were played and prizes were awarded. Lunch was served, Mrs. Allen chairman. Everyone had a good time and we acquired a few new members.

## Ottumwa Chapter

*K. M. G., Historian*

MRS. T. H. KEMP, chairman of the membership committee, and numerous other members of the chapter have been busily engaged during the past few weeks endeavoring to secure new members. It is hoped they will reach the three hundred mark before the membership drive comes to a close.

A benefit card party, with Mrs. R. A. Whiteford as chairman, was given on the evening of April 27 in the club house. High honors were held by Mr. and Mrs. L. Martin and traveling prize was awarded to Mrs. Al Cook. Refreshments were served.

The rummage sale held on April 4 netted the club \$28.25 and from the cooking sale on April 18 the amount of \$18 was realized.

Mrs. J. H. Stewart, president, and Mrs. Herbert Cogswell attended the general meeting in Chicago on May 8 and 9.

## Three Forks Chapter

*Inez Wade, Historian*

THREE FORKS Chapter met on April 14th at the club rooms. Plans were made for a public auction sale to be held May 12th, the ways and means committee consisting of Mmes. Coffin, Campbell, Barton and Burrow to be in charge.

The Railroad Shirt was also a feature of the meeting; this shirt had been passed around to each member of the chapter during the past month, each one sewing a patch on it with a contribution of money under the patch. At the meeting each member present was given the opportunity to examine the shirt and guess the amount of money sewed up under the patches.

There were twenty-nine patches on the shirt, which netted \$3.80 for the club. Mrs. Smeltzer and Mrs. Davis tied one another in the guessing. Mrs. Smeltzer received the prize awarded and Mrs. Davis was given the shirt.

After the business meeting, five tables of bridge were played. Mrs. A. E. Barnes won first prize and Mrs. Coffin, second. Refreshments were served by Mrs. Collum and Mrs. Burrow.

## Madison, S. D., Chapter

*Mrs. R. Wood, Historian*

THERE was a very good attendance at our social meeting in March. Whist and 500 rummy were played at four tables. Mrs. Hubert Nelles won the door prize. Light refreshments were served by a committee, composed of Mrs. H. G. Gregerson, Mrs. R. Wood and Mrs. Carl Berg.

At our regular business session held on April 14th Mrs. Hans Westby and Mrs. Carl Berg were chosen as delegates to the biennial convention to be held in Chicago May 8th and 9th.

A large attendance and a splendid period of entertainment featured our regular social meeting which was held in April. It opened with a potluck supper for club members and their families. Following the supper hour, dancing and card playing were enjoyed in the passenger depot. Mr. A. D. Smith won high score in whist and Mrs. R. C. McCoy won high in contract bridge. Arrangements for this social meeting were under the direction of the social and ways and means committees, of which Mrs. G. Winesberg and Mrs. J. D. Lawler are chairmen.

## Iron Mountain Chapter

*Mrs. Frank Hill, Historian*

OUR Chapter met for the March meeting at the home of Mrs. F. George. Lunch was served by Mrs. George, with the assistance of Mrs. M. Huck and Mrs. F. Hill, the table being decorated in observance of St. Patrick's day.

The card party which was held at the K. C. Hall on March 1 was very successful. There were 17 tables, 500, contract and auction bridge being played. Prizes were awarded and lunch was served. Mrs. A. Ambrosio was chairman, assisted by Mmes. K. Andrews, B. Shields, S. England and H. Larson.

On April 18, we held a dance at the Kingsford Community Hall, with a very large attendance. A most enjoyable time was had. They are all looking forward to another dance.

Our April meeting was held at the home of Mrs. H. Larson on the 21st of the month. It was decided to send our president, Mrs. B. Shields, and Mrs. A. Ambrosio, as delegates to the bi-annual convention in Chicago May 8th and 9th.

It was also decided to discontinue our meetings during the summer months, with the last meeting to be held at the home of Mrs. R. Wallace, assisted by Mrs. C. Hinkley. Following the business session, lunch was served by Mrs. Larson and Mrs. H. Gleason.

## Kansas City Chapter

*Mrs. Roy Larson, Historian*

THE April business meeting was held Thursday, April 2nd. Regular reports were read and approved and current business disposed of. Welfare chairman reported spending \$11.75 and a total of 2 personal calls and 12 telephone calls. Sunshine chairman reported 15 personal calls and 20 telephone calls.

Plans were discussed for more bridge afternoons in the homes. Mrs. Dodds and Mrs. Woodward offered their homes for parties which were held in April with a net profit to the club of \$24.00 and two very enjoyable afternoons for the ladies who attended. We are very grateful to Mrs. Woodward and Mrs. Dodds for their hospitality; also wish to thank Mrs. Ferris for making the lovely tea towels which were donated for the parties. Everyone seems to be of the opinion that this is a splendid way of making money for the club and having a good time all in one. We hope to have another series of bridge afternoons when activities are resumed in the fall.

We are glad to welcome Mrs. Shultz to Kansas City Chapter. Mr. and Mrs. Shultz and son have come to Kansas City from Milwaukee. Mr. Shultz is captain of police. We hope they will enjoy living in Kansas City.

Meeting adjourned. Tea was served.

The May meeting was held Thursday, May 6th. Regular reports were made and accepted. Club voted to send Mrs. Affeld as a delegate to the biennial meeting of the General Governing Board and the annual luncheon to be held in Chicago May 7th and 8th.

A rising vote of thanks was given to membership chairman, Mrs. Dodds, and

her committee for the fine work in getting in the members. Our total membership at this time is 201, of which we are very proud.

Plans were made for a picnic for members and families to be held Sunday, June 7th at Budd Park, and we hope to have most of our 201 members out to this picnic and promise them a very pleasant time if they will come out.

We are glad to have Mrs. Boland of Chillicothe as a new member. She was present at this meeting, having traveled some 100 miles to get here. We are hoping more of the Chillicothe Milwaukee family will join our chapter, inasmuch as there is no chapter there.

Meeting adjourned. Tea was served by Mrs. Johns and Mrs. Banta.

### Mason City Chapter

*Mrs. W. L. Gaffney, Historian*

THE April meeting of the Mason City Chapter was held Tuesday, April 28, 1936. Mrs. Ervin Patton, first vice-president, presided. Mrs. Louis Walters read the minutes of the preceding meeting which were approved as read. We then repeated our club motto. We were all urged to attend the Chicago meeting.

The treasurer reported the balance at the beginning of April as \$222.70. \$17.68 was the amount of the disbursement for the month. Mrs. R. Sizer reported 115 memberships to date. Mrs. R. J. MacGregor, sunshine chairman, reported 5 personal calls, 7 telephone calls and 9 cards sent. A letter from Algona was read, thanking the ladies for coal given to some worthy people at Algona. A letter was received from Mrs. Ingraham thanking the club and friends for sympathy cards and calls. The death of Mrs. Herman Frazee, our ticket agent's wife, was reported. Mrs. Ingraham was reported ill. Miriam Ingraham told us of the nature of her work in the State Employment office here.

Bob Ruynan, accompanied by Ruth Beuhler, favored us with a coronet solo. This was followed by several selections played by the wind instrument sextette from our local high school. It was a fine program.

Plans were made to have an antique and guest party next meeting.

The social committee with Mrs. J. C. Tuslar chairman, assisted by Edith Blackwell, a coffee demonstrator, served us doughnuts and coffee.

### Miles City Chapter

*Mrs. N. A. Helm, Historian*

MILES CITY Chapter held its monthly meeting at Milwaukee Club House Monday evening, April 5, with president, Mrs. Moss, presiding, and with an attendance of 35.

After repeating the club motto, reports from various chairmen were read. Treasurer's report showed a balance of \$207.15. Mrs. Nimbar, welfare chairman, reported \$32.97 expended for welfare work and 4 families given aid during the month.

Mrs. James, good cheer and sunshine chairman, is always on the job as her monthly report shows; 527 personal calls, 236 telephone calls, making a total of 763 calls; 34 messages of good cheer were sent and 58 families reached.

Mrs. Custer Greer, membership chairman reported up to date 128 voting members, 77 contributing members, making a total of 215.

Mrs. M. Gilmore, ways and means chairman, reported on card party held.

Mrs. Clara Spear, housing chairman reported \$35 for rental during the month.

Mrs. Harold Pitner, social chairman, whose duty it is to call on all newcomers, has been on the job with the assistance of Mrs. Herwin.

Mrs. Earl Farr, safety first chairman, stressed careful driving, each and every one to drive carefully. Statistics in Montana have shown that accidents in Montana have increased during the year.

Our president, Mrs. Moss, duly elected delegate, left for Chicago to attend the Governing Board meeting held there on May 8. It was unanimously voted to hold another meeting in June, last one until September 1.

We were entertained by two piano selections by Norma Fueds and a reading by Catherine Williams, which were greatly enjoyed by all.

Mesdames Wm. James, M. Gilmore and Jeanette Walters served a delicious lunch at the conclusion of meeting, after which cards were enjoyed.

### Milwaukee Chapter

*Mrs. H. A. Grothe, Historian*

A REGULAR board meeting was conducted at club rooms March 5th, with president, Mrs. J. H. Valentine, presiding.

The monthly meeting on March 16th was followed by a demonstration of a voting machine, at that time of current local interest.

St. Patrick's day was observed with an evening party, which was very successful socially and financially. Mrs. McLaughlin and Mrs. Edna Kelly, assisted by volunteer workers, prepared and served the supper. Appropriate table prizes, arranged for by the committee were taken home by the lucky ones in the card playing which followed.

The club sponsored a benefit play given by the Wisconsin players on March 30th. A comedy-drama, "The Madam Objects," which included a fashion show, was cleverly and entertainingly presented to a full house. The ways and means committee realized a nice sum from this program for the benefit of our welfare fund.

The regular board meeting was convened on April 2nd.

The passing of Mrs. John J. Crowley is recorded with regret.

Our ways and means chairman, Mrs. McLaughlin, opened her home at Watertown to the club membership, for a dinner and card party on April 14th. A large group attended. Plans were made for the annual club dance to be held in May.

Mrs. C. E. Larson and committee are making arrangements for a pillow-case card party to be held at Schusters.

Our committee activities are being well attended, assisting greatly our welfare fund, which was sadly depleted during the past severe winter.

### Sioux City Chapter

*Mabel Landon, Historian*

THE regular meeting of Sioux City Chapter was held on Monday, March 23. A "pot-luck" dinner was enjoyed by a large number of members at 6:30 p. m., which was followed by a short program of music and dance numbers. The regular business was transacted at 7:45.

Chairmen of committees selected for the coming year are as follows: Ways and means, Mrs. Snyder; welfare, Mrs. Embick; membership, Mrs. Doud; "safety first," Mrs. McGrave; telephone, Mrs. Snow; social, Mrs. Miller; auditing, Mrs. Capwell; publicity, Mrs. Rose; program, Mrs. Class; parliamentarian, Mrs. Cline; house and purchasing, Mrs. Stuben; "cheer," Mrs. Jefferson.

Plans for various activities and means of raising funds were discussed. A card party following the regular April meeting was agreed upon, and a luncheon to be served in the Y. W. C. A.

The luncheon served in the Y. W. C. A. was a success and enjoyed by many members and friends of the chapter. It netted the treasury about \$32.

The executive board meeting was held in the home of Mrs. McGrowe, April 20, 1936. Mrs. Carney, assisting hostess. Several important business matters were discussed and voted upon. Especially stressed was the membership drive which will close May 25. A cash prize to be awarded to the member receiving most points in membership.

The regular meeting held April 27 was followed by a card party. Many members and friends enjoyed a very pleasant evening. A delightful lunch was served after which prizes for each table were awarded; also three door prizes.

### Great Falls Chapter

*Mrs. J. J. Toy, Historian*

GREAT FALLS Chapter is very happy indeed to announce the completion of our new club rooms, located on the second floor of the passenger depot overlooking the broad Missouri.

We wish to take this means of thanking all who have so faithfully cooperated with us in securing such lovely rooms and to thank Miss Lindskog, who has done so much to help us and encourage us in furnishing the rooms. We also wish to thank Mr. L. E. Sorenson, Mr. N. H. Fuller, Mr. H. H. Heath, and all of the men who have worked so hard to make our rooms possible. Much hard labor was done in reconditioning the rooms and every man in our club contributed much labor.

All of us are very proud of the achievement and have planned many social affairs for the very near future, the first being held Saturday evening, April 25th, with 65 present. Bridge and 500 were played, after which a delicious lunch was served by the hostesses, Mmes. T. Ascher, C. Brown and M. Stoinoff.

On May 2nd, Mmes. L. E. Wilson, T. Morgan and Wm. Voss were hostesses to a public card party; 70 were present and prizes awarded for Bridge and 500, after which a lovely lunch was served.

Monday, May 11th, Mrs. H. H. Heath and daughter, Mrs. Dee Washburn, will be hostesses to a dessert bridge luncheon, which will be open to the public.

The treasurer's report as of April 14th was \$110, but since then we have purchased a stove, drapes, chairs, tables, etc.

The good cheer chairman, Mrs. T. Morgan, reported 18 good will calls and 8 sick calls.

Our membership chairman, Mrs. H. C. Brisbine, has been very successful in adding new members to our club. To date we have 90 voting and contributing members.

### Marion Chapter

*Mrs. H. M. Hawey, Historian*

MARION Chapter enjoyed a May breakfast Thursday, May 7th, in Memorial Hall, the affair climaxing the annual membership drive of the club. Covers were laid for 58. The tables were centered with May poles and spring flowers. Mrs. Guy Miller won first prize at bridge. The door prize was won by Mrs. George Hennessey. The breakfast was served by the Mary Low Dickinson Circle of the King's Daughters. The membership of the club now totals 238. The membership committee included Mrs. A. J. Elder and Mrs. W. E. Cooper, co-chairmen, Mmes. George Baranoske, Jr., Earle Edwards, H. Weurth, N. Harry, Thomas Costello, Louis Peckosh, Fred Holsinger, Frank Hardenbrook, Charles T. Rowe and O. Fohey.

### Perry Chapter

*Mrs. John Heinzelman, Historian*

THE March meeting of our chapter was held the first Friday of the month. Our new president, Mrs. J. B. Bryant, presented the regular order of business which included the monthly reports from the chairmen of the standing committees.

Mrs. Irving Chubbick, chairman of the membership committee, gave a very gratifying report. She had about two hundred enrolled at this time and it is only a start with the prospective membership. A social time followed with Mrs. Clara Young, in charge of the singing and Mrs. Fred Wagner, the program. Miss Guinevere Barth gave a reading and Miss Louise Losey, two dance numbers.

April 3rd was a busy day for Perry Chapter. The meeting was opened with a

pot luck luncheon at one o'clock. Places were laid for about 50 members and several guests. All business was transacted quickly and an amateur hour followed, which created much fun and merriment. Mrs. Malcolm Nelson, with microphone and gong, acted as Major Bowes, and carried out the program in realistic style. The young women who took part were Mesdames Thos. Connell, A. A. Brown, Thos. Rellihan, Clara Young, May Hartman, Everett Evans, Forest Hedrick, Clayton West, George Taylor, Fred Wagner, and the Misses Vera Welch and Marguerite Heinzelman.

This was one of the most enjoyable meetings we have had and now we can class our amateurs with the professionals for entertainment and pleasure.

### Beloit Chapter

*Mrs. Willard McIntyre, Historian*

**M**RS. FRANK NOVEY opened her home for a bridge and 500 party in April. Twenty tables with prizes for high and second in both games. Tickets were sold on an angelfood cake and over twenty dollars made. May 13th a pot luck supper was enjoyed by the chapter members, chairman, Mrs. J. C. Connors. Business meeting followed. Report of chairmen: welfare, Mrs. T. Flanigan; funeral calls, 4; phone calls, 9; spent for food, \$18.80; families reached, 3. Sunshine, Mrs. Bob Smith; personal calls, 20; phone, 10; 8 cards of cheer sent, 12 families reached. Ways and means, Mrs. Dan Moncrief; \$19.00 made by card party and sale of skidoo and little secretary. President, Mrs. Henry Roach and Mrs. Bob Smith gave interesting reports of General Governing Board meeting, May 8th, in Chicago. Eight members from this Chapter attended the luncheon in Chicago.

### Spokane Chapter

*Mrs. W. H. Hunter, Historian*

**N**EARLY one hundred people attended the luncheon served by Spokane Chapter on March 24th; beginning at 11:30 a. m. and continuing until 1:00 o'clock. It was in the nature of a family luncheon, free to all Milwaukee R. R. employes and their families in Spokane. It was enjoyed as much by the men guests as by the women and children. The chairman of the committee in charge was Mrs. Scanlon, and her assistants were: Mmes. Emerson, McDowell and Falscher. Following was the regular business meeting of the chapter. In the absence of our president, Mrs. Hill, who was enjoying the sunshine of the desert country in Arizona, the first vice-president, Mrs. Lillwitz, presided. A "nickel apiece" contest was put on, and Mrs. Lillwitz was the winner.

The principal business of the afternoon was arranging for the cafeteria dinner to be held on the day of the next meeting. Several new members were welcomed. Our hearts were gladdened by the return of a former member, Mrs. W. H. Ashton, our treasurer.

On April 28th, the Chapter met in regular session, with the president, Mrs. Hill presiding. Routine business was conducted after recitation of the club motto. Mrs. Ashton gave the treasurer's report, Mrs. Shook the good cheer and Mrs. Snure, the membership.

Discussion followed in regard to sending our president to the General Governing Board meeting at Chicago in May and it was the general wish that Mrs. Hill should attend the meeting.

Mrs. Chas. Davis won the "nickel contest."

The cafeteria dinner was served at six o'clock to a large crowd. The delicious dinner was in charge of Mrs. Palmlund, assisted by her committee, Mmes. Scanlon, Joe Laurence, Webster, Emerson and Falscher. The tables were very attractive with flowers and candles.

Mrs. F. A. Betsinger of LaCrosse, Wis., guest of Mrs. David Leaming, sang a group of songs, which were much enjoyed. She was accompanied by Miss Helen Johnson.

After the dinner, Mrs. Nathan Jones, program chairman, presented a splendid program, consisting of an acrobatic table dance by Miss Wilma Jean Pierce, and readings by Mrs. Hannah Jahr.

After the program cards were played.

Our members are looking forward to a very special treat for our next meeting, as Mrs. F. W. Watkins has invited the chapter to her country home for a picnic to be held on her lawn if the weather is favorable.

Mrs. Chas. Strong, a former member, now of Lewistown, was a visitor. The flowers decorating the tables were taken to Mrs. C. A. Rossbach, who has been a "shut-in" for most of the past winter. We hope she may be able to be with us again, soon.

### New Lisbon Chapter

*Mrs. George Oakes, Historian*

**O**N April 28th, 1936, the eleventh regular meeting of New Lisbon Chapter was called to order at the home of Mrs. Peter Mortensen. Twenty-five members were present to give the club motto.

Reports were given by the secretary, treasurer and committee chairmen. The membership chairman reported that we now have forty-two voting members. The ways and means chairman is now selling a wonderful cleaner called Clean Rite.

A letter regarding the continuance of saving empty tubes and tinfoil was read and discussed. We expect to gather together a large supply of these through the summer months.

An article on "Safety First in the Home" was read to us by Mrs. Ernest Hanson. We derived many beneficial facts from this article, some of which we can use to advantage every day in our own homes.

We enjoyed quite a number of good laughs when each member present gave her most embarrassing moment.

Seventy-five cents, sunshine money, was collected.

Luncheon was served by Mmes. J. D. Walden, T. Shrake, C. Christensen, J. McKegney and V. Robinson, after adjournment.

### Austin Chapter

*Inez McCarthy, Historian*

**O**N February 28th a card party was held in the club rooms with Mrs. O. C. Peed and Mrs. E. J. Blomiley, Sr., as chairmen, assisted by Mrs. Anna MacLaren, Mrs. Fred Everson and Mrs. A. C. Anderson. There was a large attendance and dainty refreshments were served by the committee in charge.

The March Board meeting was held on the 5th of the month with Mrs. W. H. Deere and Mrs. F. H. Doering serving a 1 o'clock luncheon. The welfare chairman reported \$49.26 spent during the month of February. Mrs. C. Voelker reported 21 personal calls, 56 telephone calls and 7 cards of cheer and sympathy sent out. After the business meeting cards were enjoyed the remainder of the afternoon.

On March 10th the regular picnic supper was held in the club rooms, which were attractively decorated in green crepe paper with lighted green tapers on the tables in keeping with St. Patrick's day. Mrs. Wm. Massino, as safety first chairman, gave a very instructive talk which applied to all pedestrians as well as to railway employes. Mrs. W. J. Lieb gave a talk on trained personnel. After the meeting Mrs. James Dandalet delighted those present with two vocal numbers. She was accompanied on the piano by Mrs. L. R. Decker. Mrs. Carl Voelker kept her listeners in an uproar with two humorous readings. Mrs. O. C. Peed had high score in contract bridge, and Mrs. Eva Smith in 500.

On March 19th Mmes. Leon Comeau, F. F. Luskow Cora Comeau and H. J. Keck put on a card party. An enjoyable time was had by the many who attended and a nice lunch was served. Casper Tollefson, Mrs. Earl Lebo and Mrs. Joe Cole were the winners at cards. Mrs. A. C.

Anderson, O. C. Peed and Mrs. Franklin Litz received the door prizes.

Mrs. F. M. Valentine was guest of honor at a 1 o'clock luncheon and board meeting held in the club rooms on April 2nd. Since the organization of the club more than 10 years ago, Mrs. Valentine has held an office on the board. In appreciation of her faithful services she was presented with a gift from the board members, Mrs. O. C. Peed making the presentation. The luncheon was served by Mrs. Geo. Haseltine and Mrs. E. J. Blomiley, Sr. The tables were beautifully decorated in yellow and green with lighted yellow tapers and nut cups. The favors were little Easter novelties. A letter was read from Mrs. Alta Lindskog inviting the members to the get-together of the 57 chapters which was held in the Palmer House May 8th and 9th. Mrs. F. F. Luskow won the prize in bridge.

The regular picnic supper was held on April 15th. Mr. C. C. Smrola of Mason City was a guest of the club. He gave a very interesting talk. Mr. Van Dyke made a few remarks.

Mrs. J. D. Williams and Mrs. Chas. Hartsock decided on April 25th as the date of the bake sale to be put on in Dalager's Store.

Mrs. A. C. Anderson had high score in bridge and Mrs. D. J. MacLaren in 500.

Mrs. Wm. Massino and Mrs. F. J. Holmes had charge of the 1 o'clock luncheon on May 7th for the board members. Mrs. Dan Lawler of Madison, S. Dak., was a guest. The president, Mrs. George Haseltine, appointed Mrs. Wm. Massino, telephone chairman in place of Mrs. McGee, who resigned, Mrs. Harris Igou, as Safety First chairman in place of Mrs. Massino, and Mrs. Chas. Hoffstader as assistant program chairman; \$30.20 was spent for welfare work during the month of April; \$32 was realized from the bake sale and candy machines. As this was the last meeting before the summer recess, the president chose the following committees: May card party, Mrs. G. A. VanDyke and Mrs. Chas. Hoffstader as chairmen, assisted by Mmes. W. J. Lieb, John Hogan and F. Litz. For the summer ice cream social, Mrs. H. J. Igou, chairman, assisted by Mrs. F. H. Doering and Mrs. C. Voelker. Redecorating the club room, Mrs. H. B. Hinckley, chairman, assisted by Mrs. E. J. Blomiley, Sr., and Mrs. G. A. Van Dyke. September rummage sale, Mrs. B. H. Brown, chairman, assisted by Mrs. W. H. Deere and Mrs. George Haseltine. Planting the tree in the park, Mrs. J. D. Williams, Mrs. Walter Whiteside and Mrs. Carl Voelker.

The following members attended the ninth general get-together luncheon held in the Palmer House at Chicago on May 9th: Mmes. Geo. Haseltine, E. J. Blomiley, Sr., Walter Whiteside, Oscar Haverberg, F. J. Holmes, Chas. Hoffstader, G. A. Van Dyke, F. H. Doering, F. Litz, and Miss Inez McCarthy.

### Marmarth Chapter

*Mrs. Harry Wood, Historian*

**M**ARMARTH Chapter met April 30th with the president, Mrs. John Richmond presiding. From the committee chairman reports \$1.09 had been expended for sunshine and good cheer; club house furnishings, \$1.57; received by ways and means, \$4.00; library, rental of books, 35c, and the treasurer reported total receipts of \$9.10 and \$120.34 on hand. Eight cards had been sent and a total of 18 telephone and 16 personal calls were made. The members were happy to have the secretary, Mrs. Shirley Richey, home again after an absence of several months, where she assisted in the care of Mr. Richey's mother before her death in Seattle. Interesting papers on some phase of Safety First were given by Mmes. Gust, Criger, Cramer, Case and Doughty. Mrs. Ada C. Hindert, the safety chairman, assigned topics for the next safety program, which we anticipate will make an interesting and educational meeting

## Safety Ideas

(Continued from page 9)

above all, be sure that he is properly protected while performing such work.

Then, there is the Box Packer, the least praised man in the Car Department organization but one upon whom rests a great responsibility. Failure to properly perform his work may result in derailment due to burned off journal. But the most common trouble is the Hot Box. This may not appear to have a place here but delay to a fast scheduled train, requires increased speed of work, above the carded operating time, increasing possibly of accidents from other sources. With the Packer rests the responsibility of conditioning hundreds of cars during his hours of duty. Viewed from this angle, his duties are very exacting. Self-preservation, as well as concern for safety of his fellow workmen, must be his watchword.

In general, Train Yard operation has hazards that greatly vary with the seasons of the year; likewise the time of the day or night. Each carries with it, greatly different needs for caution. The great need of George knowing what, where and when John is performing work, is paramount in the safe performance of train yard work.

Repair Track and Shop work, while differing greatly from the Train Yard operation, is sufficiently important, as upon the repair track men, rests the responsibility that each detail of work he performs is as perfect as possible. Each Safety Rule enacted for repair track operation is result of a painful error from which we should profit. Rigid enforcement of these rules is the duty of the Supervisor. After expending his utmost in education of his force, it really is part of the duty of employing officers to observe the inherent quality in the applicant for absorbing instruction. Each separate repair, in itself, is a safety operation and should be regarded by the individual as such. Too much cannot be said on proper placing of jacks, knowledge of proper tool conditions, and above all, use of goggles every time conditions arise where they are essential.

Closely associated with this is the shop operation that differs only in that it is repairs of heavier nature. Each separate operation is a practice in the promotion of safety. Careful handling of work on the stripping track is of major importance. Handling lumber with protruding nails (or lumber in a splintered condition, must be done with the utmost care); loading on trailer as soon as possible after removal from cars; a general pickup of all small rubbish constantly is necessary. Prompt attention should be given to any fire possible to start from cutting torch and being alert in the handling of material from the car. The switching cars, in and out of Shop, must be subject to very close supervision.

Handling of straightening of cars must be done with particular attention to the nature of its location. The draft

gears and all coupler parts must be worked with the view that break-in-two, derailment, and loss of life may result from faulty work. All body parts must have permanent repairs. All bolts must be of proper size and tightened to proper tension. Any riveting of bolt ends required must be thoroughly done. Failure on the part of a workman may result in loss of life. The use of boring machines must be watched with great care. All hand tools must be inspected to know they are in proper condition.

## Spring and Summer Fashion Book

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

### 8313. Chic Frock.

Designed in sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 18 requires 4½ yards of 39 inch material with ¾ yard of contrasting. Price 15c.

8765. House Frock with Paneled Lines for Slimness.

Designed in sizes: 32, 34, 36, 38, 40, 42 and 44. Size 34 requires 4½ yards of 39 inch fabric. 3 yards of 1½ inch bias binding is required for trimming. Price 15c.

### 8775. Frock for Home or Porch Wear.

Designed in sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 16 requires 4½ yards of 35 or 39 inch fabric, plus 1½ yards of 39 inch contrasting. Price 15c.

8777. Wee Maids Will Love This Sweet Frock.

Designed in sizes: 1, 2, 3, 4 and 5 years. Size 2 requires 1½ yards of 35 inch fabric, plus 1½ yards of 1½ inch bias binding. Price 15c.

### 8770. Make This Well Fitting Slip.

Designed in sizes: 34, 36, 38, 40, 42, 44 and 46. Size 36 requires 3¾ yards of 39 inch material. Price 15c.

8774. Make This Comfortable Sports Frock.

Designed in sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 16 requires 3¾ yards of 35 inch fabric. Price 15c.



# Way Freight

By FRIEDA MARTY

IT WAS while standing at the street-car transfer-stop, Sunday after Sunday, that my eyes and interest caught a group of women, apparently a blind mother with a daughter, sometimes two, tenderly assisting her in and out of the street car. We attended the same little brown church.

After the first few Sundays I would have been terribly disappointed had this group been missing at the transfer—though I claimed no further acquaintance than this common transfer point, and a deep growing sympathy; also in the contrast of the clothes these three women wore. The blind mother having the best of everything, while the seeing daughters betrayed the brave effort of "keepin' up." The quiet atmosphere, that nobility of character radiates, and emanated from this group, led me to their acquaintance, which gradually bloomed into a warm friendship. In due time I was an invited guest at their home—which glowed with that "something fine" atmosphere of its occupants—including two beautiful children, a boy three, and a girl five years of age; their father, a fine German type, intelligence and kindness written all over him. Sitting in this circle I felt the thrill that rare moments give one. And when the time came where the daughters were busied in the kitchen to refresh the guest, the blind mother led me into her chamber to show me her bedroom suite of rare old walnut, that came with her, as the bride of a minister, into the family forty years before. It seemed her blind eyes would come to life, when with a beaming face she related this outstanding happy event of her brave life—only surpassed when nine times the drawers of the lovely commode held layettes. As her work-worn, sacrificial hands caressed the perfect surface of the commode she related to me the highlights of her life.

It was years later that one sunlit morning I waved farewell to this blind mother and her daughter, who, on the Olympian, left in quest of a doctor, a son had found, who restored sight to the blind eyes.

## Chapter Two.

In going through the Tacoma freight house for waybills my steps came to a sudden halt when among a lot of Way Freight stood the walnut suite of my blind friend. At first glance it seemed sacrilege that this holy suite should stand side by side with banal freight of every description; and I felt an urge to lay these particular friends of mine, for such they were, into the special care of the freight handlers. Then remembering the Claim Prevention meetings, and Toby's splendid record as a handler of freight, I began to scrutinize the company my freight friends were traveling in. Such an array! And how much like traveling people traveling freight is! There were other housekeeping outfits; ranges, living and bedroom furniture, baby-cribs, trunks, iron, bales, merchandise of every description. What a vivid life story they told—with the closing chapter in a consignment of caskets. Now if you were born on a Sunday morning, while the church bells chimed, it is given you to hear and understand the speech of inanimate things. I would have loved to sit among these speaking things for this story. But alas, the time was not mine. So I took a shorthand glance, and that night in my dream, leaning against the walnut commode I gave audience to the living room assembly telling of the joys and dramas of life; the kitchen fixtures its humor, where growing boys and girls would eat the cakes and doughnuts as fast as they came out of the oven and frying pan. The baby-crib spoke of the joy that vibrated through its bars and joints when the first young pilgrim was placed into its fold; then of the battle and heart-rendering grief that the angel of death brought. The iron pipes spoke of the furnace heat they had endured, with the prospect of being dug back into the earth. Yet—even the caskets spoke of happier days, when in forests their wood grew, caressed by sun and refreshed by rain, and tossed in storm and wind as if in play. Yet, they too, willingly share the disolution of earth's children.

As moonbeams lit up the assembled Way Freight, and an irreverent rat scudded across the scene—I awoke.

## The Great Lakes Exposition

(Continued from page 5)

Luxe speedboats float together in the marine concessions.

A haven for garden lovers, the \$200,000 horticultural exhibit stretches 1,000 feet along the lake and fills a large, three-level building. More than 100,000 plants, shrubs and flowers will go into the displays.

On the beautifully landscaped Court of Great Lakes, model homes will exhibit the surprising modern developments of the building trades industries.

Actual locomotives, canal boats and

other heavy vehicles move across a 20,000-square-foot stage in the gigantic spectacle of transportation progress, "Parade of Years." Shakespearean plays, an aquatic theater built in the lake, native dances and numerous other attractions crowd the entertainment list.

The Industrial sections are built around the basic products of iron and steel which have made the Great Lakes territory the Ruhr of America.

From the tiny, prehistoric clay furnace of primitive man to a mammoth blast furnace in operation, the growth

of the Steel industry will be traced in "The Romance of Iron and Steel."

Virtually every important industry will be represented by at least one concern in the exhibit-filled buildings. An entire building will be devoted to automotive displays, another to public utility appliances.

Eight giant searchlights, each of 415,000,000 candle power, will paint the sky over the entire Exposition and far across the lake with moving colors. Other lighting effects, created by the combined engineering genius of Westinghouse and General Electric, will reach new levels in exposition illumination.

If one is exposition-minded and if one did not get his fill of such exhibitions at Chicago's Century of Progress, a short eastward ride from Chicago, will take him to the doors of Cleveland's Great Lakes Exposition and all its glamorous beauties and its exciting activity and color.

## Appointments

Effective May 15th, 1935:

Mr. C. S. Winship appointed division freight and passenger agent at Great Falls, Mont., vice Mr. M. E. Randall transferred.

Mr. M. E. Randall appointed traveling freight and passenger agent with headquarters at Seattle, Wash., vice C. S. Winship, promoted.

Mr. T. E. Maloney appointed city freight agent at Butte, vice Mr. T. E. Noona, promoted.

Effective June 1st:

Mr. A. J. Elder appointed superintendent of the Dubuque-Illinois Division with headquarters at Savanna, vice Mr. H. F. Gibson, resigned.

Mr. W. C. Givens appointed superintendent of the Iowa Division with headquarters at Marion, vice Mr. A. J. Elder, transferred.

Mr. W. G. Bowen appointed superintendent of the Kansas City Division with headquarters at Ottumwa, vice W. C. Givens, transferred.

Mr. G. H. Rowley appointed assistant superintendent of the Dubuque-Illinois Division (first district) with headquarters at Savanna vice Mr. W. C. Bowen, promoted.

Mr. O. A. Beerman, appointed assistant superintendent of Milwaukee Terminals Division with headquarters at Milwaukee, vice Mr. G. H. Rowley promoted.

Mr. S. F. Philpot appointed trainmaster of the H. & D. Division with headquarters at Aberdeen, vice Mr. O. A. Beerman, promoted.



Little Daughter and Son of C. E. Morgan, Sup't., Work Equipment



# SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
William Shumway, section laborer, Albany, Ill.	Discovered broken rail, June 7.....	A. J. Elder, superintendent
Leo Middleton, engr., and H. W. Barker, T. M.	.....	.....
Division .....	Discovered broken rail, May 22.....	P. H. Nee, superintendent
Ben Johnson, brakeman, Twin City Terminals..	Discovered defective equipment on moving train, May 21 .....	D. T. Bagnell, superintendent
W. S. Gage, operator, Ranney, Wisconsin.....	Discovered defective equipment in passing train, May 15 .....	J. H. Valentine, superintendent
J. F. Hayes, agent, Baker, Mont.....	Discovered broken flange on wheel in passing train, Apr. 30 .....	P. H. Nee, superintendent
J. O. Luchsinger, brakeman, Min. Pt. Division..	Discovered broken switch point at Monroe, Wisc., March 28 .....	J. A. MacDonald, superintendent
Richard Caswell, switchman, Milwaukee Termi- nals .....	Discovered defective equipment, April 8 .....	E. H. Bannon, superintendent
Carl Vodenik, brakeman, Iowa Division .....	Discovered defective equipment, April 22 .....	A. J. Elder, superintendent
L. J. Nicely, operator, Byron, Ill. ....	Discovered broken arch bar in passing train, April 27..	H. F. Gibson, superintendent
Sam Robbins, conductor, Superior Division .....	Assisted passenger to recover umbrella left in train, June 15 .....	D. W. Kelly, gen. superintendent

## OUR BUSINESS GETTERS

The following named employes have been instrumental in securing revenue business for the company, furnishing traffic tips and by personal solicitation. It will be noted that the Coast Division employes again head the list in their activities toward securing business.

In addition to the foregoing, the following list of employes is furnished by General Passenger Agent W. B. Dixon:

C. J. Winandy .....	Office of Auditor of Inv'stm't & Joint Facility Accts. .	Chicago
Elmer A. Keller .....	Chief Clerk .....	North Milwaukee
Margaret Lodge .....	Accounting Department .....	Chicago
Caroline Malchow .....	Car Accountant's Office.....	Chicago
Frank Voeltske .....	Freight House Foreman .....	Wausau
Harvey Zunker .....	District Accountant's Office .....	Milwaukee
O. C. Stainer .....	Claim Prevention Dept.....	Chicago
Fred Terrien .....	Trucker—Green Bay Freight House.....	Green Bay
Zane D. Jenkins .....	Train Baggage man .....	Sioux Falls
B. J. Weichbrod .....	Office of Auditor of Overch'ge Claims, Fullerton Ave..	Chicago
A. P. Rhemer .....	District Accountant's Office, Milwaukee Shops....	Milwaukee
F. H. Jeffrey .....	Auditor of Station Accounts .....	Chicago
Harold Scott .....	Office of Coal Traffic Manager.....	Chicago
A. J. Wallander .....	Mr. A. E. Lodge's Office.....	Chicago
John Mott .....	Train Baggage man .....	Spokane
W. E. Cummins .....	Conductor .....	Spokane
W. H. Hunter .....	Conductor .....	Spokane
J. Downey .....	Conductor .....	Spokane
Dr. Paul McCarthy .....	Company Physician .....	Aberdeen
.....	Mechanical Department .....	Aberdeen
W. J. Beckel .....	Storekeeper .....	Aberdeen
R. P. Jorgensen .....	Steno.—Supt's. Office .....	Butte
N. J. Gorman .....	Dispatcher .....	Sioux City
Bertha Wilson .....	Central Station Accounting Bureau .....	Chicago
Mrs. Esper W. Fitz.....	530 S. Lombard Ave.....	Oak Park, Ill.
E. Evetts .....	Train Caller, Perry Round House.....	Perry, Iowa
W. H. Woodhouse .....	Baggage man .....	Mason City
Stephen Heup .....	Clerk .....	Menasha, Wis.
N. Abrams .....	Union Street Freight Office.....	Chicago
Mrs. Glenn Jones .....	% Mr. E. D. Crim, Passgr. & Ticket Agent.....	Green Bay
Ted Gajewski .....	Auditor of Expenditure's Office .....	Chicago
R. H. Kearney .....	Conductor .....	Savanna, Ill.
W. Constantine .....	Car Accountant's Office .....	Chicago
Wesley Nehf .....	Freight Traffic Dept. ....	Chicago
R. Schrader .....	Brakeman .....	Savanna, Ill.
C. C. Mason .....	Baggage man .....	Tacoma
W. J. Moriarty .....	Store Department .....	Aberdeen, S. D.
Mabel Price .....	Steno.—DF&PA's Office .....	Butte
Roy Jorgensen .....	Steno.—Supt's Office .....	Butte
J. L. Brown .....	General Superintendent of Transportation .....	Chicago
P. H. Linderoth .....	Signal Inspector .....	Milwaukee
Martin Wortz .....	Wauwatosa Depot .....	Wauwatosa, Wis.
Mr. Hiscox .....	Electrician Foreman, % Master Mechanic.....	Chicago
C. J. Sellens .....	Storekeeper .....	Coburg, Mo.
John T. Burke .....	General Freight Dept. ....	Chicago
Otto L. Thomson .....	Waiter-in-Charge, Dining Car Department....	Kansas City
Howard Walker .....	General Freight Dept. ....	Chicago
J. A. Dolle .....	Traveling Auditor .....	Tacoma

J. T. Sibbert, train baggage man, one passenger, Tacoma to Stevens Point, Wis.  
Mrs. Ellen Noble, local freight office, Seattle, one-way ticket, to Detroit, our line to Chicago.

W. E. Cummins, conductor, round trip ticket, Spokane to Chicago and return.  
W. H. Hunter, conductor, one-way ticket, Spokane to Lynchburg, Va., our line to Chicago.

Mrs. Ellen Noble, local freight office, Seattle, two one-way tickets, Tacoma to Omaha, Neb.

Ed E. Smith, former operator, Bridge Switch, Minn., two round trip tickets, Tacoma to Buffalo, our line to Chicago and return.

J. C. MacDonald, general storekeeper, Tacoma, two round trip tickets, Tacoma to Missoula, Mont., and return.

Peter Erateack, car repairer, Tacoma, two one-way tickets, Tacoma to New York, our line to Chicago.

W. C. Densmore, coach yard foreman, Tacoma, one-way ticket, Tacoma to Omaha.

B. W. Ganz, sleeping car department, Tacoma, two one-way tickets Tacoma to Chicago.

O. C. Cardle, Tacoma, tip regarding prospective passenger returning from east. Will use our line.

Earl Christy, train baggage man, Spokane, two one-way tickets to Chicago.

W. L. Hubbard, general substations foreman, two round trip tickets to New York and return, our line to and from Chicago.

C. M. McCauley, conductor, four one-way tickets, Spokane to Chicago.

P. T. O'Neill, ass't dist. master mechanic, two round trip tickets, Spokane to Toronto, our line to and from Chicago.

Mrs. Hazel Diltz, operator boarding camp at Duvall, furnished tips on two prospective passengers.

Louis Rusch, dining car department, Tacoma, two one-way tickets to Detroit, Mich., our line to Chicago.

Fred Brown, machinist, Tacoma, one round trip ticket Tacoma to Milwaukee and return.

P. Lundemo, pipe fitter, Tacoma, two round trip tickets to St. Paul and return.

Charles A. Johnson, engineer, one round trip ticket Tacoma to Norfolk, Va., our line to and from Chicago.

Miss Anna I. Johnson, clerk, district accountant's office, Tacoma, four tickets to Montreal, our line to Chicago.

P. J. Cowling, switchman, Tacoma Yard, tip on prospective passenger returning from the east, who will use our line on her return.

Wm. Dolphin, assistant supt. S. & D cars, Tacoma, round trip ticket to Chicago and return.

Bert Roberts, P. F. Inspector, Seattle, two round trip tickets to Des Moines and return.

Fred Best, lineman, Tacoma, two round trip tickets to Chicago and return.

Wm. Dolphin, ass't supt., S. & D. cars, one one-way ticket to Omaha and one one-way ticket to Minneapolis.

F. W. Brown, machinist, Tacoma, three round trip tickets to Chicago and return.

W. W. Cutler, Spokane, two round trip tickets, Spokane to Minneapolis.

L. M. Weigand, chief export clerk, Tacoma, two and one-half round trip tickets to Omaha, our line in both directions.

C. L. Sandberg, general timekeeper, Tacoma Shops, one one-way ticket to Marinette, Wis.

Frank E. Berg, checker, local freight office, Seattle, three one-way tickets to Chicago.

C. A. Geelhart, section foreman, Bayne, Wash., tip on four round trip tickets to New York. He accompanied passenger

department representative to interview the parties and secured the business, our line in both directions.

Ed DeBaly, section laborer, Janesville, Wis., one-way ticket Janesville to Tulsa, Oklahoma.

John Turney, master mechanic, Mason City, Iowa, and Mrs. Turney, two one-way tickets, Minneapolis to Chicago.

Brakeman J. Jenkins, Sioux Falls, S. D., six round trip tickets, Sioux Falls to Chicago and return.

Joseph Huber, Reclamation shops, Dubuque, one round trip ticket Dubuque to

Los Angeles, Cal., and return, our line to and from Kansas City.

Mrs. Marian Cashill, telephone switch-board operator, St. Paul, secured routing on one car of canned apples, from Winchester, W. Va., to St. Paul.

A. G. Broome, freight office, Sioux City, secured routing on one car lumber, from Greenville, Miss., to Sioux City, our line to Stevensville, Mont.

J. W. Moss, telegrapher, CGO, secured routing on 33 cars freight from Kankakee to Milwaukee during months of January, February, March and April.



## THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville, Ill.  
 A. M. Dreyer.....Fullerton Avenue, Chicago  
 Ruby M. Eckman.....Care Trainmaster, Perry, Iowa  
 John T. Raymond.....Dispatcher, Marion, Iowa  
 Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa  
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa  
 Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City  
 Miss C. M. Browning.....Care Superintendent, Green Bay, Wis.  
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.  
 Miss N. A. Hiddleston.....Care Mechanical Department, Minneapolis  
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.  
 Ira G. Wallace.....Clerk, Red Wing, Minn.  
 W. J. Zahradka.....Care Superintendent, Aberdeen, S. D.  
 A. T. Barndt.....Care Supt. Car Dept., Milwaukee Shops

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

### La Crosse-River Division—First District

#### Scoop

THE traveling public is straining its neck these days to get a second look at the big sign of HIAWATHA on the station lawn at New Lisbon not to mention the buildings and switch engines which have been newly painted.

Speaking of paint, don't neglect to glance at Portage depot which has a brand new coat of paint inside and out. A feller even took off his hat entering the depot recently. Must have thought he was in church!

The extra gangs on the east end between Watertown and Milwaukee are getting the track rapidly in shape and one gang under W. A. Moberly has moved away, having completed their work. However, we still have plenty of work trains and trains are still being detoured which makes jobs for several extra operators. Several new men have been hired to handle the crossover and relief work: Opr. Robertson at Elm Grove in place of agent Spoor; Ostrum at Hartland, place agent Wills; Ryan at one crossover job and Van Wie on another.

The Hiawatha business has increased to such an extent that there are now two sections daily each way which serve the lake region handled by the Wisconsin Valley division. The weather is just about perfect for vacations now and people are taking advantage of it which increases our ticket sales.

A. J. Farnham and J. H. Jungwirth are relieving dispatchers at La Crosse, A. J. Obermowe is relieving Farnham at Portage on third trick and J. C. Meyers is relieving at La Crosse on side table.

Agent A. D. Finegan has resumed at Wisconsin Dells after a short vacation during which he attended the convention of telegraphers at Chicago and New Orleans as local chairman from the La-Crosse division.

We are sorry to announce the death of Mrs. Frank Groth, wife of former La Crosse division conductor, Frank Groth, for many years employed on the west end of the La Crosse division between Portage and La Crosse. Mrs. Groth had been sick for some time. She was associated with Frank in their grocery store adjacent to the depot at Portage for many years. The sympathy of the division is extended Mr. Groth and family.

Duck McMahon, while recently patrolling the platform looking for a sign of the M&P way freight, was startled out of his reveries by a shrill scream in the direction of the lunchroom. Having in mind the big snake he and Mike Keaveny dispatched last year, Duck, always a man of action, grabbed a truck stake and ran for the lunchroom, where he found the proprietress, "Wee Wee" Marine in hysterics, pointing at the partition which separates the conductors' rest room from the lunch room. Duck listening closely could hear an ominous gnawing near the door and by the sound he figured the rat must be nearly through, so raising his trusty stake he quickly opened the door and nearly beamed Frank (Mahoney) Beak, who was calmly scraping a few days' growth of whiskers off with his razor. "Mahoney" says, "What's the matter? Can't a feller shave in peace around here?" When Duck enlightened him he indignantly denied that his razor could be the cause of it all, claiming that it was as good as new, even if it was given him by his great-grandfather, who brought it from over-across in the far distant past.

Duck is thinking of starting a haberdashery for needy brakemen as a side line, as recently conductor "Ach Louise" Wieland came to him in distress claiming that while peering out behind a long and narrow one that a sudden gust of wind had whipped his hat from his head into a bunch of Gandies, and it was irretrievably lost. Anyway Louise said he wouldn't think of wearing it again if it was returned to him even if it was a ten dollar hat which he claimed was what he paid for it.

### West End of Trans-Missouri Division

#### P. R. H.

E. J. CLIFFORD is holding down the second trick as operator at Terry. This job recently put on to assist in the handling of gravel trains.

Joseph Peschl, time revisor at Miles City, spent a few days in May visiting his parents at Janesville, Minn. He reported a very enjoyable trip.

Most everyone on the division has had the opportunity to become acquainted with our new district storekeeper, Mr. G. A. J. Carr, who succeeded Mr. J. V. Anderson, whom we understand is now

comfortably located with his family in Minneapolis.

Chief dispatcher C. A. Nummerdor has returned to work after several weeks' illness in the hospital, where he submitted to an operation. We are all glad to have him back on the job again, well on the road to recovery. Phil Kearney acted as chief during Mr. Nummerdor's illness, and did a fine job handling the work.

Neil Grogan, dispatcher from Lewistown, is working temporary on the Trans-Missouri division.

Agent J. P. Kennedy of Vananda is now on his annual pilgrimage to New York. J. W. LeRoy is holding fort at Vananda during his absence.

Robert K. Burns, secretary to superintendent P. H. Nee at Miles City, has been promoted to the position of secretary to the general manager, Mr. C. H. Buford, at Seattle. We were all sorry to have Bob leave the ranks at Miles City, but congratulate him on his promotion. He has been succeeded by Malcolm B. Spurling, formerly of Mr. N. A. Meyer's office at Seattle. Welcome to our midst, Mr. Spurling.

Another newcomer to our midst is F. E. Kirkland of Tacoma, Wash. Mr. Kirkland is working in the capacity of file clerk in the superintendent's office at Miles City.

Gordon Spear, son of conductor and Mrs. Frank Spear, and a student at the University of Minnesota this past year, has received a letter in baseball and one in basketball. We also understand John Anderson, son of J. V. Anderson, recently of Miles City, also a student at the University of Minnesota, was given a letter for baseball. Congratulations, boys.

Among the new arrivals at Miles City superintendent's office is W. K. Griffiths, our new assistant roadmaster, and J. F. Grier, who has accepted the position as instrument man, replacing Thos. A. Hunt, who was recently assigned to the Real Estate Department in Chicago. We are glad to welcome these men and their families to Miles City.

Graveling work on the Trans-Missouri Division between Miles City and Mar-marth is progressing satisfactorily. The head gang is at Whitney at this time, and the dressing gang at Calypso. The ti gang is working westward from Miles City and has reached Sumatra.

Business in general in the vicinity Baker is on the upward trend due to ti

oil gusher recently brought in about twenty miles north of Baker, which is supposed to produce 7600 barrels a day. Several more wells are to be drilled so as to thoroughly explore the field.

J. T. Gillick, C. H. Buford, W. H. Penfield, N. A. Meyer, and party made a trip over this division during the first week of June. They were accompanied over the division by superintendent Nee and master mechanic Riccius.

Elmer L. Dunlap, engineer on the Trans-Missouri Division, is seriously ill at his home in Miles City. His many friends hope his condition will soon improve and he will again be out greeting his friends.

Mr. and Mrs. Norman Anderson of Miles City made a trip to Detroit last month and drove back a new Plymouth car. They also visited with friends in Minneapolis and Moberidge, and report a very enjoyable trip.

Sincerest sympathy is extended to engineer H. A. Davis, of Miles City, in the loss of his father, who passed away the forepart of June at Perry, Iowa.

## H. & D. Notes

Walt

**A**T commencement exercises held June 15th at the University of Minnesota, Warner P. Blake, son of assistant engineer H. C. Blake of the Engineering Department at Aberdeen, received his degree in civil engineering.

Out of a class of eighteen students, Warner, with one colleague, was chosen to represent his class at the annual Degree of Honor Banquet held at the Nicollet Hotel on June 4th. The banquet is sponsored each year by the Minneapolis Civic and Commerce Association. Following his graduation, Warner accepted a position with the Minnesota State Highway Department with headquarters at St. Paul, Minn.

James Phelan, son of district adjuster Phelan at Aberdeen, was notified recently of his appointment to Annapolis Academy of the U. S. Navy with instructions to report there on June 19th to take examinations for entry into the academy.

Mr. and Mrs. Martinson returned to Aberdeen the week of June 7th from a vacation trip in the Southland. Mr. Martinson spent several days in Atlanta attending a convention.

We are glad to see chief dispatcher Adams back on the job after an absence of nearly a month.

It is with regret we write of the death of Mrs. Antoinette Silvernail, mother of special officer Martin Silvernail of Mr. Burke's office. Mrs. Silvernail was 72 years old and passed away on May 30th. Funeral services were held on June 2nd at Aberdeen.

On May 19th occurred the death of switchman Bert Daniels of Montevideo. Mr. Daniels passed away in the Montevideo hospital after a brief illness.

An item of interest to Milwaukee employes in Aberdeen is the marriage on May 19th of John Rieger of the Store Department and Miss Setter. Congratulations.

Our attention has been called to an item which may well be classed as an oddity in the news. Train 263, May 19th, handled DRX 6105, petrol, destined Petrel, N. D., which station carries No. 6105.

Mr. and Mrs. Leo DeWalt recently returned from Chicago, where they spent several days visiting with friends. Mr. DeWalt is a clerk in the freight office at Aberdeen.

On June 1st, Mr. O. A. Beerman was transferred to Milwaukee Terminals as assistant superintendent. Mr. Beerman made a host of friends during his short stay on the H&D Division and we regret to see him leave, but wish him every success in his new position.

Among the newcomers at Aberdeen we find the names of S. F. Philpot and J. C. Holloway. Mr. Philpot relieved Mr. Beerman as trainmaster and Mr. Holloway has taken up duties as a rodman in the en-

gineering department office at Aberdeen.

Mr. and Mrs. Frank Faeth recently visited with friends in Minneapolis and St. Paul. Mr. Faeth is a member of the freight office force at Aberdeen.

Mr. Frank Gobershock, brakeman on Nos. 15 and 16, and Mr. H. L. Marlette, relief train dispatcher at Aberdeen, were temporarily on the hospital list during the early part of June. We are happy to report at this time that they are again back on their jobs, fully recovered from their illness.

Mr. and Mrs. C. B. Summers of Andover have just returned from a five weeks' vacation at New Orleans, La. Mr. Summers is employed as our agent at Andover.

## Northern District—Car Dept.

O. M. S.

**G**CDS, F. J. Swanson has purchased a new 1936 Chevrolet Coupe. It is a very nice looking car.

Mill foreman, R. Hughes and wife enjoyed a vacation at Excelsior Springs and other points.

Foreman M. R. Johnson and wife from Austin, Minn., visited Minneapolis during Mr. Johnson's vacation.

GCF, J. Hemsey of Minneapolis Shops, and wife are fishing in northern Minnesota Lakes on Mr. Hemsey's vacation.

Foreman F. M. Washburn and family visited at Austin over Memorial Day.

Gust Pietz, upholsterer in the Car Department at So. Minneapolis Shops for thirty years, passed away on June 10th. We regret his passing and extend sympathy to his relatives in their loss.

A rumor has been passed that one of our Light Repair Track men will have a new Chevrolet car delivered soon. We want a ride, Wimpie!

Carman John Bjorneraas, who has been home due to illness, for three months, returned to work this week.

The car Department, in cooperation with

home run with bases loaded in the 3rd. Bob Carlson, Don Hollingsworth and Geo. Sirany led the attack with three hits out of four times up. Pitcher Clarence Olson allowed 8 hits, getting 8 via the strike-out route.

## I. & D. Items

ECA

**S**INCERE sympathy is extended by the I&D Division to the family of Mr. Chas. W. Jacobs, for many years agent at Rock Valley, Iowa, who passed away suddenly on May 20th.

The I&D Division extends sympathy to family of Mr. George Livernash, train dispatcher, who passed away at Madison, S. D., on June 12th. Mr. Livernash was formerly train dispatcher at Mitchell, S. D.

Assistant engineer M. A. Bost accompanied Mr. Hilliker, rail inspector, over the division during the latter part of May, on rail inspection.

Supt. Ingraham, division engineer Tusler and division storekeeper Smola made a recent trip over the division from Mason City west.

Rodman G. L. Muchow from division engineer's office at Mason City is accompanying the weed killing outfit over the division. At this writing, the crew is eastbound and nearing Mason City.

James H. Gumm and Paul O. Hansen are now employed in the division engineer's office at Mason City as rodmen.

Mrs. C. H. Tusler and daughters, Lois and Phyllis, returned to Mason City June 15th after a visit to Seattle, Washington.

Messrs. Smola, Mutschler and MacGregor are sure burning up the golf course nowadays. That is, so we are told. CCS makes it a point to see that his opponents get a full chargeout.

See that V. P. Sohn, agent, Ruthven, was in the city not long ago for one of



Hiawatha Streamliners—C.M.St.P.&P.R.R.

Baseball Team—So. Minneapolis Shops

Reading from left to right—Standing—S. Olson, Coach; V. Kelly, 3rd Base; T. Sirany, 1st Base; F. Harvey, Utility Infielder; J. Kirkland, Short Stop; B. Carlson, Catcher; C. Olson, Pitcher; W. G. Johnson, Asst. Manager.

Reading from left to right—Kneeling—

R. Makousky, Outfielder and Pitcher; G. Sirany, Outfielder and Pitcher; G. Hollingsworth, Utility Infielder; B. Mauher, Utility Infielder; M. Allan, 2nd Base; D. Hollingsworth, Center Fielder; Mascot, Bobby.

Carmen's Lodge, No. 299, are sponsoring a baseball team and have chosen the name, HIAWATHA STREAMLINERS, to conform with our famous Hiawatha Streamline train. The team has been outfitted with new uniforms, bats and balls and the financing was accomplished by ticket "sales"—all departments cooperating—as well as a donation from the Minnehaha Carmen's Lodge, No. 299. A good share of the credit for organization belongs to Mr. F. J. Swanson, who has acted as Manager, and Stanley H. Olson (son of P. A. Olson, Chairman, Carmen's Lodge No. 299) who is coaching the team.

Headlines of the game played Saturday, June 13: Hiawatha Streamliners in new uniforms, upset Wells Memorial for League lead in Commercial League. Score, 17 to 5. Coach Olson's pep talk pepped up the boys before game time.

High lights of game: Morgie Allan's

his "hot point" treatments on the tonsils. Vern claims nothing like getting them burned out.

Yardmaster Dickoff is back on the job after a short fishing trip. Frank honestly states he caught some mighty nice trout.

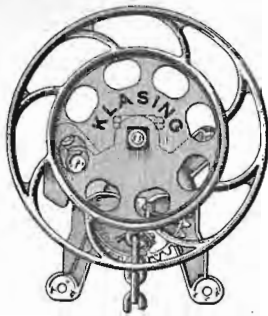
Gust Carlson, foreman of tie gang No. 2, is nearing Mason City with his gang and plans to move his outfit to the west inside of a week.

Foreman E. A. Schindle, in charge of angle bar gang, recently completed some work between Yankton and Napa, S. D.

This column was recently criticized, constructively of course, by a former I&D member. We will sure try to do better in the future. How is everything in Seattle? Attention Tony Pajari.

Anyone wishing a match game of horseshoe, please inquire of engineers Bill Barr and Theo. Pattschull.

Correction: We are now informed that



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Artists—Photo Engravers

SUPERior 0065

448 N. Wells St. Chicago, Ill.

Bayside is under the regime of dictator L. M. Coe.

Chief carpenter A. M. Glander recently made his first business trip over the Black Hills Line. Art says he likes the country.

Kathleen McDonald had the misfortune to break her arm the other day but she can't blame it to the new bike.

We are all mighty glad to hear that O. A. Beerman was recently appointed asst. superintendent at Milwaukee, Wis.

G. A. Kellow, formerly in division engineer's office at Mason City, is now located at Milwaukee, Wis., as instrumentman. We are wondering if "Bill" is now doing any odd jobs around the house.

Don Woodhouse is having quite a time just now trying to talk straight, but we don't know whether it is because of the uppers or the lowers.

### First Dist.—D. & I. Div'n

E. S.

MRS. ANNA BAHNE, formerly Engineer's Timekeeper in the Superintendent's office at Savanna, visited friends in Savanna the forepart of June while en route to New York City to visit her son and family. Mrs. Bahne now resides in Seattle, Washington.

Mr. and Mrs. Donald Ford and sons Robert and Kenneth arrived Tuesday, May 26th, from their home in the Balboa, Panama Canal Zone, for a four months' visit with Mrs. Ford's relatives. Car Dept. employe, and Mrs. Gill Coats and Mr. and Mrs. A. C. Novak.

Mr. and Mrs. Albert Lahey spent the Decoration Day holiday with the Louis Rabun family in Ottumwa, Iowa.

Engr. James Baily of Elgin, and a former resident of Savanna, Ill., who has been a member of Masonic Lodge No. 385, AF&AM, for fifty years, was an honored guest at a meeting of the Lodge held in Savanna, May 21st, at which time Mr. Baily was presented with a fifty-year Jewel. Mr. Bailey is also a veteran railroad man, having entered the service of the Milwaukee Road Oct. 20, 1879, as an Assistant Engineer on the Transfer Boat Even Osborn, transferring cars where the Mississippi River Railroad bridge now stands, then entered the machine shop as a machinist helper, becoming a fireman in 1882, and was promoted to an engineer July 19, 1890, and is still in service on the switch engine at Elgin.

Mr. and Mrs. Nolan of Savanna, Ill., celebrated their 50th wedding anniversary with a family dinner served in their home on Sunday, June 14th, and open-house Monday, June 15th, on which date the wedding took place fifty years ago. Mr. Nolan, until his retirement a few years ago, was a car inspector in Savanna Yard. We extend to Mr. and Mrs. Nolan our hearty congratulations and hope the remaining years of life's golden Autumn brings them much happiness and contentment.

Mr. Frank Bliss, an engineer on the Milwaukee Road for 53 years, died at his home in Rock Island on May 25, where he has resided since retiring in 1913.

Iowa Divn. Condr. W. H. Smith, who had been ill for some time, died at the home of his daughter, Mrs. Ross Storm,

in Chicago, June 13th. Mr. Smith was born in Savanna on Jan. 22, 1874, and was a Milwaukee veteran. Sympathy is extended to Mrs. Smith and daughter, also Iowa Divn. Condr. and Mrs. Ben Freeze. Funeral services were held in Savanna on Monday, June 15th with interment in the Savanna Township Cemetery.

Sorry to state that we overlooked mentioning the death of former Car Dept. employe, Mr. Christ, whose death occurred on April 23, 1936, in St. Mary's Hospital, Madison, Wis., where he had been ill for two months following a stroke of paralysis. Mr. Christ was a veteran employe of the Milwaukee Railroad and had lived in Savanna over 40 years. Mr. Christ was the father of Iowa Divn. Condr. Harry Christ and father-in-law of car man Floyd Staples. Sympathy is extended to the immediate family and other relatives.

We are glad to report that night yardmaster C. A. Manson, of Savanna, is recovering nicely following a major operation performed in Washington Blvd. Hospital, Chicago.

Relatives gathered in the home of Agent and Mrs. L. G. Fisher at Albany, Ill., on May 17th, to celebrate the 32nd anniversary of their wedding and the 56th wedding anniversary of Mrs. Fisher's parents, Mr. and Mrs. O. C. Handell. The Fishers have been residents of Albany ever since their marriage and Mr. Fisher has rounded out 34 years of service with the Milwaukee Railroad. We extend our congratulations to Agent and Mrs. Fisher.

Mrs. Walter Dyer, wife of Baggageman Dyer, Savanna, is slowly recovering from an attack of acute indigestion, and we hope will be up and around in the very near future.

Mr. David Speck, well-known Illinois Division conductor, who had his leg amputated in Washington Boulevard Hospital, Chicago, a couple of weeks ago, is resting as comfortably as possible and we hope will be able to be brought home soon.

A farewell dinner was given Saturday noon, May 30th, in the Milwaukee Women's Club House, at Savanna, for Supt. H. F. Gibson and Asst. Supt. W. G. Bowen, who left the D&I Division on June 1st. A black pigskin zipper brief-case was presented to each of the gentlemen with the best of wishes from the D&I Divn. employes.

Mr. A. J. Elder, who was appointed superintendent of the D&I Divn. June 1st, and Mr. G. H. Rowley, Asst. Supt. of the Illinois Divn., were located at Savanna at one time in their career and we welcome them back to the Staff of the D&I Division.

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

R. R. T.

IT seemed good to see our popular Branch Line chief train dispatcher, Mr. P. L. Hays, back at his post again, after his long siege of illness. He looks quite well, too, and we hope that he may soon be able to shoot his old eighty or less on the golf links. Mr. Fred Beal, who relieved him in the meanwhile very efficient-

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ly, is back at his old job as telegraph operator.

Lieutenant of police, Fred Brothie is back at work again after the very serious illness which had him in the hospital at Seattle for so long, is gradually recovering his strength and has even gone on a brief fishing excursion, with our fish expert, Harry Hill, of the car desk, trying their luck at Deer Lake for Mackinaw trout. We regret to report, however, that the results were absolutely zero, due, no doubt to the weather or the moon or something else, for ordinarily they are the boys to bring home the fish.

We had failed to mention that Master James Andrew Sullivan, grandson of our genial district claim adjuster, Andrew Bullwinkel, had to undergo an operation for appendicitis recently. He has made a rapid recovery.

Mrs. McGinnis, wife of that noted crossword puzzle expert, Henry McGinnis of the Spokane car force, had a narrow escape recently when she fell down a stairway of fifteen steps at her home. Henry heard her fall and came on the run, fully anticipating to find her dead. The family was gratefully relieved to find after the first shock that quite miraculously she was not even seriously injured, though naturally considerably bruised.

Mr. Carl Lillwitz, clerk to asst. superintendent George Hill, recently suffered from an attack of pluerisy, which was not enough to keep him away from work but proved very inconvenient for a time as the doctor had him encased in a cast or stiff bandage to prevent him from stooping over. Nobody has ever accused Carl of a lack of courtesy or geniality, but he certainly proved himself to be exceedingly stiff and unbending for a time. However, we are glad to hear that he is quite well again.

Our good friend, Chris Finsand, car inspector at the Union Station, who was absent from duty so long because of an ulcerated stomach, is back at work again and feeling quite well.

After an absence of three years, Mr. M. C. Helmer returned to his post as agent at Neppel, Washington, on May 20th, but after working only ten days he took another leave of absence. He is again being relieved by Mr. J. H. Stevens.

Mr. R. F. Breitengross, agent at Lind, left on June 10th to visit his aged mother (in Wisconsin, we believe). He is being relieved by S. C. La Marche.

Conductor C. M. McAuley of the Spokane-Marengo run, who is rebuilding his house in Spokane, was recently assisting the carpenters, when he sustained painful injuries by one of the new windows falling and catching his fingers. A few days before that a timber fell on his head, but that being Mac's hardest spot, he was not much hurt. Since then the carpenters, we understand, have paid him wages to stay away from the job.

We regret having to report that fireman Myron Richardson, of Nos. 293 and 294 of Spirit Lake, was the victim of an accident which had serious results for him. While he was doing some work at his home, a blow from his hammer caused a nail to glance off and unfortunately it struck him in the eye. He was taken to Sacred Heart hospital at Spokane but all efforts to save the eye failed and it had to be removed. We tender our sincere sympathy to Mr. Richardson.

The station at Clarkia was reopened June 1st and Mr. C. M. Pease assigned there as agent.

The force at St. Marie's has been increased by the addition of a station clerk; C. M. Tveter of Tacoma bid in the position.

On account of increased business on the main line, a third trick operator, has been added at Malden. E. A. Brown is working on it, pending assignment.

Operator J. C. Maddox has been assigned by the third trick at Plummer Junction, formerly held by operator Hull.

"Slim" Clizer, our featherweight champion brakeman, is at present pilot in charge of a pile driver working east of Malden. The time of the Pen d' Oreille passenger

run between Spokane and Metaline Falls has been shortened by about two hours; the change is expected to make this train more desirable for passengers.

Our good friend, conductor Mike Shaughnessy, has taken charge of the logging train on the Elk River branch and will be out in the tall timber all summer. Brakemen W. F. Johns and Newt Keel are assisting him, and engineer James Reigart, who was in the ring out of Malden, is handling the air, while fireman James Jordan gave up his switch engine assignment at Spokane to fire on the log run.

Lloyd Modeland, the efficient switch engine foreman on the first trick engine at Spokane, was away on two weeks' vacation, which he spent with his family leisurely motoring to various points of interest over on the coast.

Conductor E. A. Bell is again back on Nos. 291 and 292 between Spirit Lake and Spokane and Charley Little is braking on the Marengo run out of Spokane.

Firemen Joe Clark and James McBride, who have been firing in the passenger ring out of Spokane, have both been promoted to engineers on the extra board. Their places have been taken by firemen Tracy Boyle, from the Malden ring, and Dave Stocking of Nos. 291 and 292 out of Spirit Lake. Fireman Jack Service left the extra board to take Stocking's place at Spirit Lake.

### Iowa (East) Division

J. T. Raymond

C. J. FULTON has been appointed section foreman at Marion and Merrill Bartlett at Delmar.

Conductors J. L. Roberts, Fred Holsinger and C. Wescott left Marion June 11th for a ten-day fishing trip at lakes near Bemidjie, Minn.

The Milwaukee Road handled the Shriners' special from Sioux City to Cedar Rapids, including the thirty white Arabian horses. Also the Madison, Wis., special, including four camels from Madison, Wis., to Cedar Rapids, the latter part of June. The Cedar Rapids ElKahn shrine, assisted by the Templars from Sioux City, Madison, Wis., Des Moines and Davenport, celebrated their 50th anniversary. There were forty-seven candidates, including three worthy representatives from the Milwaukee Road, H. Wuerth and L. R. Boetcheer from Marion, and H. J. Petersen, from Anamosa.

W. C. Givens of Ottumwa was transferred to Marion as superintendent of the Iowa division June first. He is rapidly becoming acquainted and is being given a warm welcome with pledges of hearty cooperation by the various forces.

Conductor John (Jack) Higgins, 78, passed away at his home at Monticello Sunday, May 17th, after a long illness. He was born in Davenport Dec. 7th, 1857. Early in life he became a telegraph operator but tired of the confining work and at the age of sixteen became a brakeman on the old Davenport and North Western Line. After two years' service he was made conductor and two years later the road was merged with the Milwaukee Road. Jack began serving this company as a conductor in August, 1879; for many years he served on the run between Davenport and Monticello, also between Cedar Rapids and Calmar and on the Maquoketa run and the Chicago-Cedar Rapids run. He held the distinction of being the oldest conductor in service of the company between Marlon and Omaha, where he made his last trip.

Mrs. H. C. Van Wormer of Marion has gone to Pequot, Minn. Mr. Van Wormer will join her there July 1st for a month's vacation. The Van Wormer's cottage is on the lake at Oscawanna Park.

The station at Elk River Jct. has been closed. Agent A. M. Bollinger has been appointed third trick operator at Green Island in place of opr. Lindmeir.

Supt. and Mrs. J. A. McDonald of Madison, Wis., visited friends in Marion, Memorial day.

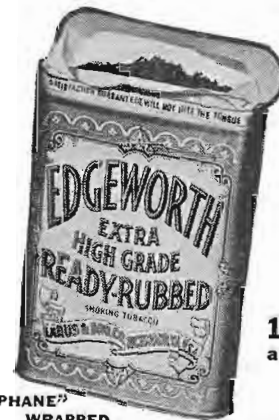
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**CHICAGO**



Guests at Farewell Dinner to A. J. Elder

ent of the Iowa Division at Marion for nearly eight years, went to Savanna Tuesday, June 2nd, where he has been transferred to the superintendency of the Dubuque-Illinois Division. During Mr. Elder's superintendency of the Iowa Division he has administered its affairs with fairness and understanding. The division has practically rebuilt during Mr. Elder's administration with heavier rails and larger rolling stock. His talks at the regular monthly meeting of the staff and weekly reminder messages to all concerned stressing "safety first" and the great desirability of making the division a safe place to work was no small factor in placing the Iowa Division at the head of the column for "safety first" operation on the system. Mr. Elder has made many warm friends on the division who regret his leaving and who hope that the future contains for him much satisfaction and success in every way.

Mrs. L. A. Turner of Marion passed away at her home Sunday, May 24th, after a long illness. Mrs. Turner was born and spent all of her life time in Marion with the exception of two years spent at Perry. The news of Mrs. Turner's death will be received with much regret by a host of friends on the railroad and on their behalf the Employees Magazine extend their deep sympathy to the family in their great bereavement.

Mr. and Mrs. E. E. Edwards of Marion, accompanied by their son, Allen, went to Perry May 30th, where they will reside during the summer while Mr. Edwards is occupied with the extra train dispatching.

R. Heitman of Sioux City is a new member of the civil engineer's force at Marion. M. B. Kauffman of Marion, who has been a member of the civil engineer's force for several years, left Marion June 8th, transferring to the same force at Chicago Terminal. Mr. Kauffman is a fine sociable man and has made a lot of friends at Marion during his long stay and his leaving is very generally regretted. During years past we have observed that single fellows working in this department have been shrewd enough to capture as a helpmeet one of the desirable maidens that grow to maturity in Marion, but so far there has been no wedding bells for M. B. K. Maybe he intends to come back?

Conductor J. F. Coakley of Marion was responsible for the routing of a party of four revenue passengers via the Milwaukee Road from Minneapolis to Seattle. John finds great satisfaction in advancing the interests of this railroad and never misses an opportunity.

Conductor W. D. Shank of Marion is now on Nos. 3 and 4, Marion and Chicago, during conductor Pringle's absence. Conductor W. I. Farrell of Marion is on the Omaha-Calmar run.

A patrol train was put on the latter part of May until June 9th between Oxford Jct., Worthington and Delhi, doing the switching at Monticello. This train mostly handled gravel and cement for road work at Delhi.

Gerald Griswold of Savanna is now employed as clerk for the storekeeper and signal foreman in the Marion office.

Eric Smith of Chicago is taking Mr. Kauffman's place in the division engineer's office at Marion.

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

D. H. A.

MR. AND MRS. R. W. WOLFGRAM and daughter, Grace, have returned from a trip to Fresno, Calif., where they went to attend the golden wedding anniversary of Mr. Wolfgram's parents.

Miss Trudix Lease, formerly of Moberg was married on March 23rd at Tegate, Mexico, to Mr. James Bond. They will make their home at Ontario, Calif. Congratulations.

Mrs. A. W. Vail went to O'Neal, Neb., for a visit with her son, Bruce.

Although a little late we want to tell of the arrival of a daughter at the home of Mr. and Mrs. Wm. McFarland on March 31.

Conductor Jimmie Downs and wife went to Wells, Minn., to visit Mr. Downs' mother, Mrs. Catherine Downs, and help her celebrate her 100th birthday on May 15th. They also spent Mothers' Day with her. Mrs. Downs lives alone and is in good health and does part of her own work. She is the mother of eight children, four of whom are living. Her many friends at Wells, where she has lived for three score years, gave a party in her honor. She was also able to attend church that day.

Mrs. Dan McGrath went to Harlowton to attend the funeral of Mr. Bud Asbury.

Mrs. H. B. Mosher of Redfield, S. D., is visiting at the home of her son, H. A. Mosher, and family.

Mrs. A. W. Arvidson spent a few days at Minneapolis visiting her daughter, Verneeta, who is attending the university there.

Mr. Abe Youngman, formerly operator in the relay office here, passed away on May 3d at the home of his mother at Santa Paula, Calif. Mr. Youngman had made his home in Moberg for a number of years and has many friends who were grieved to hear of his passing.

Mrs. George Hilton, who has spent the past three weeks with her mother at Minneapolis, returned home Tuesday. While there she purchased a new Plymouth car and drove it back. She was met at Bristol, S. D., by George and they made the trip back together from there.

Mrs. Milt Riffe of Marmarth spent a few days here with old friends.

Mrs. James Griffith of Tacoma met Mr. Griffith here and is enjoying a few days with her many friends at Moberg.

Mr. and Mrs. Elbert Taylor have as their guests Mr. and Mrs. C. F. Rietz, who have spent the winter at Phoenix, Ariz., and are now on their way to their home at Salem, S. D.

**Twin City Terminals**

J. T. H.

ON May 29th the Hiawatha celebrated its first anniversary. Quite a crowd assembled at the Milwaukee R. R. depot here in Minneapolis to witness the colorful proceedings which took place. Engineer Ernest Oeltjendier became Chief Swift Arrow, being given that name when taken into their tribe by Chippewa Indians; this ceremony took place shortly before departure time, the Indians being

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garbed in ceremonial dress, the peace pipe was smoked, and engineer Oeltjendier put on the head-dress of a Chief. Your correspondent took a snapshot of the ceremony and a copy of it may appear somewhere in the magazine. A capacity crowd was on board the train out of the Twin Cities. The many friends of operator Dell



Engineer Oeltjendier Joins the Tribes

Kanar, who holds forth at the St. Paul Yard, were glad to see him up and around, after an accident had put him in bed for a while.

Mr. Patrick Corcoran, veteran yard clerk at South Minneapolis, passed away at his home in Minneapolis on May 22nd. Pat had worked at South Minneapolis for over twenty-five years and his passing brought sadness to his many friends. Mr. J. P. Rouen, veteran switchman at South Minneapolis, and one of the pall-bearers at Mr. Corcoran's funeral, died of a heart attack the same week.

Mr. John Olson, who had been in the service of the Milwaukee for some fifty-odd years in the capacity of section laborer, section foreman, and finally crossing flagman, passed away at Minneapolis on June 9th. John Olson was well known on the railroad.

William Kramer of Aberdeen, S. D., Iowa, and St. Paul was married at St. Paul May 16th to Miss Margaret McGinn. Bill is working on the medical car Metz.

According to the most reliable information our scouts can give us, Leo Montgomery and Irma Wilhelm will become Mr. and Mrs. on June 18th and will leave immediately for California on their honeymoon. We all wish them the best of luck and happiness.

Youth must be served. Mr. John Dougherty of the Police Department has turned up with a classy Ford V-8 coupe that can get a fellow places in a hurry. Rumors

have also reached us that General Car Department supervisor F. J. Swanson has got himself a new Chevrolet coupe.

News has just reached us that Mr. R. J. Roberts, veteran secretary to the general superintendent at Minneapolis, passed away at his home June 12th, after an illness of several months. Mr. Roberts entered the employ of the Milwaukee Railroad in 1906 and has been in the general superintendent's office for the past twenty years. Mr. Roberts was taken ill last year and ever since has been fighting a courageous but losing battle to regain his health. He is survived by his wife and daughter. Loved and respected by all who knew him, and his many friends are scattered over the entire railroad, his passing will be keenly felt.

## West Coast Notes A. M. R.

HOWARD P. WALDIE, son of section foreman, Wm. Waldie, at Tacoma, passed away May 8, leaving a wife and two children.

Glenn Russell, our depot baggage agent, was called east by the death of his sister-in-law at St. Cloud, Minn.

Her death was accidental, caused by a fractured skull, the result of a fall down the basement stairs.

We sincerely hope this winds up the deaths in Glenn's family, as this makes three within two months.

Fred Zurfluh, 73, father of Rose Shipley, our switchboard operator, passed away June 4 while she was away visiting in

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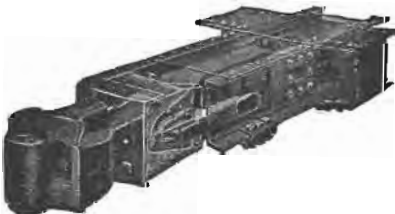
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the east. Mrs. Zurfluh passed away just recently, which makes it doubly hard for Rose. Services were held in Tacoma June 8th.

Kenneth Alleman, son of Fred Alleman, our agent here, was married recently and now resides in Seattle. We all wish the young couple the best of luck.

Robt. Eccles, son of our chief clerk, is home for the summer, from Waterville, where he is language instructor in the high school. But as it has rained for two weeks now, his summer won't be very hot unless the weather changes.

Your correspondent drove down to New Meadows, Idaho, to accompany his son Winston (who is also a high school instructor) home for this alleged summer of ours.

The trip through the Salmon River Country is well worth taking, being over what is known as the north and south highway. The road runs for miles along the Big Salmon, the one river in this country that can only be navigated in a flat bottomed boat, and is known as the "River of No Return," as you only go down stream, never up.

Half way down this river road is a mound of stone erected on the edge, in memory of a doctor who fell asleep at the wheel and went over the bank. As there are no posts or other protection along this road, it's not to be wondered at, that the doctor went over. But at that, the usual speed is 50 m.p.h.

N. R. Engman, from Milwaukee, has been appointed asst. roadmaster, with headquarters at St. Maries, Idaho. N. R. has a fine country to work in and we hope he likes it here.

George W. Blair, D. F. & P. A. at Bellingham, is in the hospital there in a very serious condition, having suffered a stroke recently.

## Twin City Terminals—Mechanical and Stores Depts.

N. A. H.

ASST. roundhouse foreman John Powers is confined to the hospital, having undergone an operation for appendicitis. Boilermaker Frank Dvorak is still confined to his home after having been at the hospital for further observation.

Boiler foreman John Goodrich is now completing his two weeks' vacation—no definite reports from him, but we all assume he will catch the biggest fish in the lakes.

Mr. Chas. E. Haaack, engineer Twin City Terminals, comes to work loaded down with peonies for all. He slights no one and we are in hopes we will be able to produce a good picture of his gardens in the next issue.

The "HIAWATHA" celebrated its anniversary and Big Chief Oeljendiers with feathers took the train out of Minneapolis. Also, wish to say that Hiawatha engine No. 3 is now in the big parade.

George Meyers, chief caller, Minneapolis roundhouse, and family took a jaunt with his Buick to Arcadia, Wis., and reports the most wonderful scenery en route.

Paul Kronebush, caller, is sporting a new 1936 Dodge.

## Good Old Dubuque Shops

Lucille Millar

AS the immortal Will Rogers used to say, "All I know is what I read in the papers"—we see by the May issue of this magazine that—

Mr. George Conrad is still playing ball; well now we think that's just simply fine—George must be about eighty years old by now, and to think that he's still in line. (Perry is the place.)

We also note that Mr. Chandler, out there in Milwaukee way, is living at Hales Corners (by gum). Can it be that he's cutting hay?

In a roundabout way we discover that Mr. Shoulty, and his missus too, were out in this part of the country, just for a day or two. But he didn't come to look over—

our scrap cemetery (of which we're so proud). So we'll give him no personal mention. From henceforth, he's just "one of the crowd."

At Dubuque—we ain't got no bowling team, cause we ain't got enough to play. Had a fine league "way back when," but that was another day.

We ain't got no baseball team, nor no rooters to holler "hooray"—time was when we were a regular team. (When Jim Smith had a great big—say.)

Yep, when the Shops were in their prime, we had a regular team. The shop-men kicked in for the beautiful suits and Oh did our faces beam—when our team copped the pennant say, those were the days all right! I bet some of you guys who read these lines will remember that great big fight.

Those days the shops were plum full of rooters—we had a fine basketball quint too, yessirree; well, that's enough of the reminiscences, we must face old-man-reality.

"Erv" Miller, our B&B foreman, met the post-man last night at the door ('twas June 15—a memorable occasion acknowledging days "gone before"). "Erv" signed the receipt, and his small son said, "Daddy, will I get a bonus-check too, when I am a whole lot bigger and older, just like you" The post-man and Ervin together, in one breath quite loudly exclaimed, "I hope you will never receive one," but to "Sonny" the question remained.

## Kansas City Division

K. M. G.

ONCE again a group of Milwaukee officials and employes assembled in the ballroom of the Hotel Ottumwa, this time to bid farewell to W. C. Givens, superintendent, transferred from the Kansas City division to the Iowa division, with headquarters in Marion. A dinner was given in his honor at 6:30 p. m. on June 6; engineer T. H. Kemp acting as toastmaster; Harry S. Zane, general southwestern agent, was one of the principal speakers of the evening. Chief clerk J. W. Sowder made the speech preceding the presentation of the diamond ring to Mr. Givens, a gift from officials and employes on the K. C. division, all of whom wish him success in his new field of work. Since he is not so far away it is hoped he will find time to occasionally visit Ottumwa. W. B. Tigerman of Kansas City and P. L. Mullen of Savanna were among the guests, with numerous other employes from stations on the division. W. G. Bowen, assistant superintendent at Savanna, has been promoted to superintendent on the K. C. division. He and his family moved to Ottumwa on June 15.

T. J. Carville, section foreman, Walford, was called to Rochester, Minn., on May 16, account serious illness of his brother.

J. W. Nolan, who for the past twenty-five years was ticket agent in the Cedar Rapids passenger station, has retired and moved his residence to California. He started his railroad career as an operator at Williamsburg, Iowa, when the Marion line was under construction, and had been in the service for over fifty years. His wife accompanied him to San Diego, where they have one daughter located who is head of public school music and also holds a position as a church organist. Tom Nolan, a son living in Los Angeles, was at one time a dispatcher in the Ottumwa office. Another son, John Nolan, third trick operator at Rutledge, with his wife and daughter, will spend the month of August in San Diego in the new home of his parents.

Visitors in California during the summer are Mrs. Henry McCoy and daughter Betty of Kansas City, who are in Inglewood visiting in the home of another daughter, Mrs. M. A. Smith, the former Irene McCoy. They expect to return the latter part of August. Mr. McCoy expects to journey westward about August 1 and will spend some time with his family before they return to their home in Kansas City.



Several changes were made recently in the engineering department: Frank Woods was transferred to Milwaukee and Wm. Neutzel to La Crosse. G. C. Blackaller and Robert Loftus are new members of the engineering force in Ottumwa.

W. W. Bates, assistant master mechanic, Milwaukee, was on the Kansas City division for several days during the week of May 25 making tests and made a call to the office of the superintendent to greet old friends.

Mrs. L. J. Buehler departed from Ottumwa on May 19 via the Burlington, in a special car that connected with a special train at Denver for San Francisco to attend the World's Conference of Seventh Day Adventists, May 26 to June 11. Following the convention she visited friends in other cities of the Golden State, returning the southern tour.

On June 8 Helen Grubbs, daughter of Conductor Perry Grubbs, received the degree of bachelor of law from the law college of Drake university. Mrs. Franklin D. Roosevelt, wife of the President, was the speaker at the commencement exercises. Miss Grubbs was one of two women in fifty-seven applicants passing the Iowa state bar examinations held earlier in the week at Des Moines.

Engineer Wm. H. Worthen, accompanied by his mother, went to St. Louis to visit relatives, en route to Galveston, Texas, where they were to visit indefinitely in the home of the oldest son of Mrs. Worthen.

Mrs. J. W. Sowder, with her daughter, Norma, and son, Ralph, departed from Ottumwa on June 12, for Independence, Mo., to visit with relatives; Mrs. Sowder to return the following Sunday and Norma and Ralph to remain for a prolonged stay.

Funeral services for Lem Norman, uncle of D. R. Norman, were held on June 11 in Powersville, Mo., his home, at 2:30 p. m. Mr. and Mrs. Don R. Norman and son Lawrence of Ottumwa were in Powersville for the funeral services.

Residents of Ottumwa for thirty-four years, Mr. and Mrs. F. E. Orvis, celebrated their golden wedding anniversary on Monday, June 15. The marriage of Mr. and Mrs. Orvis took place on June 15, 1886, at Prairie du Chien, Wis. Mr. Orvis, an engineer on this division, was presented, at a dinner given by the engineers' organization on February 23, 1933, with a "forty-year" pin by the grand council of the brotherhood, for his long and continuous service with the Milwaukee. Their immediate family includes one son, Alvah C. Orvis and Miss Genevieve Orvis; also have one grandson, Alvah C. Orvis, Jr. Plans for a reception were cancelled because of the death of the mother of Mrs. Alvah C. Orvis at Streator, Ill., on June 11.

The official opening of Lake Wapello found several of the employees of the superintendent's office wide awake at early dawn, with the necessary paraphernalia, en route to the lake and all ready for a "big catch." Judging from their accounts they all caught their allotted number of fish, a number of which were certainly big fellows.

### Chicago Terminals

Guy E. Sampson

AS your correspondent is leaving just prior to date we usually write our news, we are going to have to miss out this time—or that is, almost—

General yardmaster H. E. George and wife enjoyed his vacation at Excelsior Springs, Mo.

Train director who was on vacation the first half of May has been under the weather since and has not as yet been able to resume duty, Harry Mewhirer working his position. Harry Beeson will work third, place of Sampson, who is spending the last half of June in Portland, Ore.

The Terminals are enjoying a good business for this time of the year and every one is kept on his toes to be sure that every shipper is more than well pleased. That is what brings more business and

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

**I JUST CAN'T FIGURE IT OUT! HOW CAN I GET ALL THIS DIRT OFF MY HANDS AFTER WORK— I SCRUB AND SCRUB BUT THE DIRT WON'T COME OFF.**

**GO ON, MY MITTS WERE DIRTIER THAN YOURS 'FORE I PUT LAVA SOAP TO WORK— LAVA GETS GREASE AND GRIME AND STUBBORN DIRT OFF HANDS FAST.**



**WEIGH** this one fact well:— more railroad men use Lava than any other soap. And there's a reason. Lava gets dirt other soaps can't. Its pumice-filled lather makes short work of even

ground-in grease. Its soothing oils are good for the hands. Lava saves time . . . you get home sooner. Lava saves money . . . it lasts much longer. Get 2 or 3 cakes today.

**LAVA SOAP** GETS THE DIRT . . . PROTECTS THE SKIN



A Procter & Gamble Product

makes work for more men. The Milwaukee Spirit "DO YOUR BEST, AND YOU'LL NEVER HAVE CAUSE TO REGRET IT."

Word has been received from Mrs. Horn, who was called to Mauston account of the illness of her sister, that the sister passed away. Sympathy of all employees is extended to the bereaved ones.

Mr. Harold Klevans accompanied his son and Virginia Sampson to Prairie du Chien, Wis., where the youngsters are going to spend the entire vacation on farms with relatives. Great opportunity for them to get away from the city for summer.

In closing, let's remember what we did last year with our SAFETY RECORD and better it this year. So hopin' to see you next month with more news, here we go.

### Iowa (Middle and West) Division

Ruby Eckman

THERE is a new daughter in the Joe Shippers home. The little miss, who has been named Betty Jean, arrived May 31st. Joe works at the round house.

A number of prenuptial parties have been given in honor of Miss Helen Narver, daughter of conductor John Narver, whose marriage takes place the early part of July.

Mrs. J. H. Whittier, of Minneapolis, died May 19th at her home. She was a daughter of operator R. E. Fitzgerald of the Manilla station force and sister of Edward Fitzgerald of the Perry yard force. The remains were brought to Perry for burial.

George Sinclair Fry, weight seven and three-quarters pounds, arrived in Perry May 19th. The lad is the grandson of engineer Charles Sinclair as is indicated by the name given him.

Dr. P. W. Beckman, company oculist at Perry, announced the marriage of his daughter, Francis Marian, to Mr. C. D. Powell of Columbia, South Carolina. The ceremony took place May 16th. The young people will make their home at Clinton, North Carolina.

### ENJOY JULY ENERGY!

Balanced air circulation prevents fatigue



*a full ventilated cap*

Sunshine is the source of vitamins and life

### WILL NOT WILT OR SAG IN RAIN

BUILT FOR HOT WEATHER!

Don't keep your head in the dark, shutting out the free air and sunshine. Take care of your hair before it's too late. Wear the KROMER AIR FLOW SUNSHINE CAP OR HAT AND ENJOY 100% equalized Air circulation and Sunshine it admits.

Dirt Proof—Non-Binding—Washable—Self Starch.  
 White or Blue Caps . . . . .50c each  
 White or Blue Baseball . . . . .50c each  
 White or Blue Hats . . . . .75c each

Write for our catalogue. If your dealer cannot supply you write

**KROMER CAP COMPANY**  
 430 N. WATER ST. MILWAUKEE, WIS.  
*Keep Cool! Give your Head a Break.*

### DELICACIES FOR THE TABLE

*Specialties*

**Butter, Eggs, Cheese, Poultry, Game, Fruits and Vegetables**

**E. A. AARON & BROS.**  
 CHICAGO, ILLINOIS

News of the death of conductor Jack Higgins was learned with regret by his many friends on the Iowa division.

Conductor Fred Briggie was off duty in May and June due to an operation for appendicitis.

Everett Olson, who had been working with one of the small extra gangs on the Iowa division was killed in Perry yard May 31st. He had boarded a freight train to ride to the yards where the bunk cars were spotted and in alighting from the train fell and was instantly killed. Olson was a native of Sweden. He had been a

member of foreman Lamps' crew for some time. Burial took place in Perry.

Engineer and Mrs. Frank Banyard were called to Tulsa, Okla., the fore part of June by the death of Mrs. Banyard's mother.

W. J. Whalen, J. J. Kindig, J. A. Chervin, A. J. Kressen and W. N. Foster were all in Marion to attend the farewell party given A. J. Elder when he left the Iowa division to go to the Illinois division as superintendent. The folks on the Iowa Division all regretted to see Mr. Elder leave as he was always considered a real Iowa division man, he having learned telegraphy in the yard office at Perry when he was hardly large enough to reach the telegraph instruments. The employes have, however, pledged the same loyal support to Mr. Givens the new superintendent and he has already found that the Iowa division is a pretty good place to work.

A group of high school students from Perry recently gave an entertaining program over the radio from station WOI at Ames. Included in the group were several members of the Milwaukee family, namely, Dorothy Fuller, Orlan Emerick, Harold Rankin, Dorothy Swift and John Wicheal.

Mrs. W. J. Whalen and daughter, Mary Adele, and son, Billie, were in St. Paul the middle of May to attend the wedding of Mrs. Whalen's brother, William Kramer. The ceremony took place at St. Mark's church, Miss Margaret McGinn being the bride. Following the wedding breakfast served to about forty relatives and close friends, Mr. and Mrs. Kramer took a honeymoon trip to Duluth. Mr. Kramer is the clerk-stenographer on the Medical Car Metz and has a host of friends all over the division who will extend their congratulations.

Engineer Benton Stitzel and wife and their daughter, Mrs. Thos. Connell, and family, enjoyed a motor trip through the south and east in May. They visited New Orleans, Pensacola, Fla., and returning north stopped in Washington, D. C., Niagara Falls and places of interest in Canada. Their trip covered five thousand miles.

Engineer Thos. Rellihan's wife was a patient at Washington Boulevard hospital where she submitted to a major operation the latter part of May.

There were two important events recorded in the history of the family of engineer A. L. Richardson the fore part of June. One was the announcement of the birth of a grandchild, a son having been born to Mr. and Mrs. J. W. Richardson of Minneapolis. The grandson is the first in the family. The other important

event was the admission of engineer Richardson's other son, Simon, to the practice of law in the state of Iowa. Simon graduated from the Des Moines school of law in May and took the state bar examination given after the close of the school year and passed successfully.

Burdette Boisen, a member of one of the Boy Scout troops in Perry, had a real thrill May 23rd when he and another scout were engaged as caddies for Gene and Glenn two popular radio stars when they were making a personal appearance in Perry and played a couple rounds of golf at the Perry golf and Country club. To add to the excitement of the event one of the radio stars made a "hole in one" on the course so the scouts had something to tell their boy friends.

Raymond Carey of Adaza station was the senior applicant for Jolley when that station was bulletined following the death of D. A. Myers. Glenn Hughes was appointed to Adaza when Carey was checked in at Jolley.

Donald Whitlock, who has been making his home in Perry with his grandparents, conductor and Mrs. H. O. Whitlock, left soon after his graduation from Perry High school for Los Angeles, where he will make his home with his father, who recently located there. Donald will enter college in Los Angeles in the fall.

There were two weddings of interest to railroad employes in one of the railroad families in Perry recently. Mrs. George Lyons, widow of a Milwaukee engineer, was married to conductor Arley Needham and Mrs. Needham's son, Dean Lyons, was married to Miss Ethel Willis, daughter of Elmer Willis of the car department force.

Miss Dorothea Franks, daughter of switchman George Franks, had a nice trip to the west coast, starting June 9th. Dorothea has been attending Des Moines College of Pharmacy and has been affiliated with the Lambda Kappa Sigma Sorority, and during her trip west will attend the national conventions.

June 9th, the Iowa division handled one of the special trains carrying Register and Tribune newsboys to their annual frolic in Des Moines. The special started at Spirit Lake and landed in Des Moines on time with about five hundred lively boys abroad. The lads were not nearly as chipper after having spent the day taking in the city but all were landed home safely, tired but happy.

Engineer W. F. Thompson's wife attended the G. I. A. convention in Cleveland during May and June, leaving the city just before the National Republican Convention.

June 6th was the 31st wedding anniversary of conductor and Mrs. J. M. Reel and the occasion was fittingly celebrated by a group of their friends who planned a surprise on them.

E. E. Edwards came out from Marion the fore part of June to work as relief dispatcher in the Perry office while the regular men take their vacations. A. J. Krohnke was the first man on the list. He and Mrs. Krohnke took several short trips from Perry for their holiday. Chief dispatcher Kindig will spend his time in Minnesota at the lakes fishing.

Wilbur Goodwin, son of conductor Ralph Goodwin, who has been at the Great Lakes Naval Training station for three months, had a ten day furlough which he spent at home in May. Wilbur took the first three degrees in Masonry while home on his leave so will be privileged to join the Masonic club composed of young sailors and also visit various lodges while on a cruise which he will start soon.

### I. & S. M. Division A. J. S.

WE were all glad indeed to see Dick Hogan of the yard office looking so well when he visited the office on June 6th. Dick and three of his friends met with a serious automobile accident near Marion, Iowa, morning of May 17th when return-

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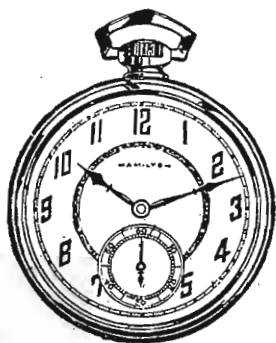
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Consult them when considering the purchase of Watches or Jewelry

ing from a dance at Clear Lake. The car was totally wrecked and the occupants taken to the hospital at Mason City, where Dick was confined for over two weeks.

Condr. Louis King was stunned by lightning during a storm at Blooming Prairie on May 22nd.

Wonder if fireman Chas. Bonnelle thinks his car will run on air? We heard that he required the assistance of a gas truck to get him to a station before continuing a trip to Mason City recently. "Where, oh where has my little dog gone," wailed Violet as she placed the "Mexican hairless" in the mail bag. The box which she received, labeled "do not tease," "will not bite," "perfectly harmless" proved to be a rubber hot-dog.

The Austin Daily Herald of June 1st contained a very good picture and an interesting write-up of condr. Thos. Murphy and Edw. P. Brook, engr., who made their last run together on Friday, May 29th, after having ridden the same trains together for over half a century. Tom had completed over 56 years of service, while Ed. has ridden the cab of a locomotive since 1880. The best wishes of his many friends go with Tom as he says farewell to his railroad career. Tom is planning a trip to the west coast some-time soon.

Steve Ames has also advised that he made his last trip on the I&SM Divn., and has made application for pension. Steve was born Jan. 20, 1867, began work as a brakeman March 15, 1894, was promoted to frgt. conductor Aug. 27, 1895, and to passenger conductor in 1904.

We were sorry to hear of the serious illness of trick dispr. Livernash at Madison, S. D., who suffered a stroke on the morning of June 9th.

Earl Jorgensen is acting as roadmaster's and chief carpenter's steno and clerk until Dick Hogan is able to return to work, which he expects to do about June 15th.

Deepest sympathy is extended to flagman August Kortz and children account the sudden death of Mrs. Kortz, which occurred at General Hospital, Minneapolis, on May 8th.

Rose Krulish plans on taking a week's vacation commencing June 22nd. Hope this nice weather holds out, Rose.

The golf bug has been working overtime; understand he flew out on the way freight and bit condr. Bill Smith, who sold his fishing rod and bought a bag of clubs. And, from the looks of the "trophy" which reposed on the wall of the dispatchers' office a couple of weeks ago, the bug must have spent some time there. Veteran golfer Al Seeman and his protegee, Ed. Laugen, may be seen doing their daily dozen and then some at Hillcrest. From the appearance of the ball we saw, Ed must have used his "shootin'" iron instead of the mid-iron.

Haven't heard any good fish tales yet, but our agent at Faribo advises that Clyde Peed landed a 5 lb. walleyed pike at Roberts Lake a short time ago.

Oh, what is so rare as a day in June?—no below zero weather, snow blockades, high water, etc., to think about; just the golf game, fishing, swimming AND the weeds in the garden and the lawn to be mowed, hedge to be trimmed and—what's the use?

Deepest sympathy is extended to the bereaved relatives of engineer Chas. Gilleece, who passed away at Austin, June 11th. Mr. Gilleece was born Oct. 12, 1858, entered service as a fireman in July, 1880, promoted to engineer in November, 1885; he had been seriously ill for the past three months.

There is a reason for D. K. and E. E. B. going about with clean-shaven faces every day—there are still 5 inmates of the St. Peter institution at large.

A short time ago the Milwaukee Employees Austin Credit Union posted a notice that there was considerable money in the treasury. We wish to withdraw that statement, and in its stead issue a plea for some funds with which to fill loan ap-

plications now on file. A safe and sound place for your bonus money is in the Credit Union. We have a number of promises already and hope that a large amount of the Bonus money will find its way into Credit Union treasuries.

### Dub. Ill., Divn.—2d Dist.

E. L. S.

WE chronicle with much regret the untimely passing of condr. Ed. C. Chaloupka (familiarily known as "Bead-eye" by his fellow employes) on Sunday, May 17th, at his home, where he slept peacefully away. It was a great shock to his family who had left him but a few hours previous to go to the cemetery to decorate his wife's grave, who had passed away 7 months previous. He was in apparent good health, having returned from his freight run early that morning. He was well liked by all who worked with him, and sympathy is extended to his son and other members of his family. Funeral services conducted by members of the B. of R. T. Lodge at Dubuque and burial made May 30th.

Our Division inaugurated new freight service May 25th, when No. 96 made its initial trip between Marquette and Savanna, and No. 95 the next day from Savanna to Marquette, doing the short work and hauling dead freight as a tri-weekly service between those two points. The schedules of Nos. 61 and 68 were accordingly changed to leave their respective terminals at a later time, and No. 61 effecting an earlier arrival for Mason City merchandising, etc.

Mr. W. L. Ennis, general supervisor of refrigerator and claim prevention bureau, was in the second district on business for several days in the interest of claim prevention, etc., at Dubuque, Marquette, Bellevue and other points, fore part of June.

Condr. P. J. Handley has returned to his old job in freight service on the north end and, incidentally, has joined his old pals again on this run. Condr. W. S. Hartley is now on passenger trains 35 and 38.

We learn that condr. F. W. Luke is also the owner of a new car, having



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**Because**  
Accidents and illness occur.

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YOUR turn may be next.

**Because**  
When it comes — YOUR  
PAY STOPS.

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The CONTINENTAL will  
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(No lodge to join—no initiation  
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(The Railroad Man's Company)  
CHICAGO TORONTO  
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Standard on The Milwaukee Road. Designed for super-strength to meet the requirements of modern high-speed traffic.

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Manufacturers of  
**ANTI-FOAMING COMPOUND**  
Western Office  
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traded in his "chevy" for a brand new Ford V-8 recently.

Agent C. W. Petters has applied for a 60-day leave of absence, to take place about June 20th, and the job is now on bulletin. We hope Mr. Petters will enjoy his leave and that he will return much refreshed in health, and a continuance of his enthusiasm for the railroad and his interest in claim prevention.

Agent E. Hurley returned to work on

May 30th from his several weeks' absence on acct. of being at Excelsior Springs and attending O. R. T. Convention.

Opr. J. T. Gerling, formerly employed on this Divn. is now doing extra work on the La Crosse Divn. at Sun Prairie, Wis.

Mr. B. H. Bothmer, operator on this Divn., extra list, has been loaned to the I&D Divn. for a few weeks' work.

Mr. and Mrs. V. K. Clark visited friends and relatives at Des Moines June 8th and 9th, having made the trip in their new car. They told us about the tornado they encountered on June 9th about 10 a. m. when about 10 miles west of Grimes. It looked so bad and threatening that they turned back to Grimes and sought shelter behind an oil station there. The storm lasted about 1 hour or more, raining very hard. He said it was the blackest looking cloud he ever saw, and was preceded by a yellow dust cloud. It tore up trees from their roots and did a lot of damage otherwise. He added: "It looked like it was headed for the Republican National Convention in session at Cleveland, but we learn since that they did not experience this additional excitement at that time.

We welcome Mr. A. J. Elder as superintendent on the D&I, and hope he will like our Division also.

Harry Smith, 61, passed away in Chicago Saturday, June 13th. Funeral services were held at Savanna Monday, June 15th. He began work for this company August 30th, 1897, and was promoted to be a conductor September 9th, 1906. Mr. Smith had not been working the past 2 or 3 years on account of being ill. His entire railroad career has been spent in service on the Eastern Iowa Division, where he has made a fine impression, winning the high regard of the officials and his co-employees by his industry and genial personality. We were unable to get further details owing to these notes being due in Chicago. The Milwaukee Employees magazine joins the friends on the railroad in extending their sympathy to the bereaved family in their great loss.

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

*Nora B. Decco*

WHAT, raining again? Well, if this isn't some country; you put in wheat for six years, and well, you don't

get much wheat in the fall, so you don't put in any wheat this year, and if you had put in some wheat this year you would have got lots of wheat this fall. Ho hum, such a life, the only way to win is keep on guessing as long as your money holds out or your credit with Uncle Sam. Honestly, there are weeds as high as my waist up around my end of town and I am going to take a lay off and organize a get-together club and see if we can't get a road cut through them. Pat O'Ragan has a nice farm out on the south bench right where the new dam is going to be built, so it can rain or not just as it pleases next year and from then on, says he. I am sorry I signed up for irrigation with the city water department now; I would have been ahead if I had let it alone; still this isn't July or August, yet, either . . . hope the weather man keeps this up.

Mrs. James Campbell is visiting friends and relatives in Chicago and Princeton, Ill. While she is gone Jimmy is having a swell time, looking at his fine new service station on the best corner in town, and working second trick in the absence of operator Harrington, who has laid off to oversee the sheep shearing on his ranch.

Mr. and Mrs. R. G. Griffith from Martinsdale have gone to Arizona and California for a visit with relatives and friends. They also took Dixie along with them.

Mrs. McKenna left her husband to do the fishing and the cooking and mining and what ever else he wished to do or had to, whether he wished to or not—and went a-visiting her two daughters, Helen in Denver and Lois in Kansas City, and did she have a good time, I'll say. Mr. McKenna has a long face every time he thinks of being left at home, too.

Operator Monthey, third at Harlowton, has returned from taking a few weeks lay-off; think to count his money since the stock market started upward some time back. He was relieved by operator Plumb.

Mrs. Jack Weatherly, wife of the good-natured agent at Gallatin Gateway, is visiting in Seattle; while she is gone, Jack has picked out a nice job for himself, third trick train dispatching over in Butte, which is so easy train dispatcher Peterson up and left it so he could get a good sleep; the only thing Jack is thinking about is, if it's better to be seeing the sights of a large city (such as Butte) or missing all the gals who come in on the busses from the Park, from now on . . . about fifty-fifty, say we.

Operator DeChant has returned from New Orleans where he went to the Telegraphers' convention, last of May, and reports too hot down there for him, but he can speak their language, even if it's 90 in the shade at midnight. Says, Butte for him, too.

Operator Ralph Kemberling has been assigned to the Butte yard job and he doesn't like it, I hear. Well, now, that is a nice place for Ralph, should think he would like it.

Joe Jost from Hilger came over here for a few days' visit and took the Mrs. and the boys back with him for the summer. C. R. Van Alystine has been assigned to Roy Agency for a while.

Engr. Townsley and family have moved to their fine farm up near Kalispel, Montana, where the scenery starts looking like Glacier Park and they never had a crop failure. Does he like it up there? Ask him. The girls are batching for the summer and say the silence at home is so loud they can't hear anything; so they don't stay home any more than they have to. Don't blame them much, either.

Miss Caroline Busche, daughter of the late A. J. Busche and Mrs. Busche, of Bozeman, has been announced recipient of a Frank Alvah Parsons Memorial scholarship, and will leave for Paris soon to study art there. She is a graduate of Montana college, 1932, and well known and popular in her home town as well as wherever her father was known. We wish Miss Busche much success.

Supt. L. K. Sorenson sailed June 6th from New York on the steamship Queen Mary for a sixty-day vacation visit with

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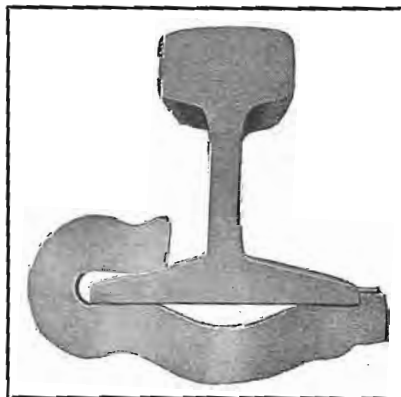
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**NEW YORK**

friends and relatives in Denmark. Mr. A. C. Koehlhase, train master, is acting superintendent in the absence of Mr. Sorensen.

### Missoula Division Ramblings

H. W. M.

**MISS VIVIAN SPAYDE**, Daughter of Condr. and Mrs. Ralph C. Spayde, and Mr. Alton Beck of Deer Lodge were married at Spokane, Wash., Monday, June 8th. Both are popular members of the younger set. Mr. and Mrs. Beck are at present on their honeymoon on the coast and upon their return will make their home in Deer Lodge where Mr. Beck is at present employed.

Announcement is also made of the marriage of Miss Bernice Beaumont, formerly of Deer Lodge, and Donald Aldrich, son of Mr. and Mrs. Grover Aldrich of Missoula. After a short honeymoon they will make their home at Missoula, at which point Mr. Aldrich is employed by the Montana Power Co.

We also received the news of the marriage of V. J. Roberts, engr. on the west end, and Mrs. S. Wrigley, at Missoula. They are at present on their honeymoon in the east, and will reside at Deer Lodge on their return. Mr. Roberts is engineer of Nos. 7 and 8, between Deer Lodge and Avery.

May we wish the couples a long and happy married life.

Mrs. Edna Waldron of Los Angeles is visiting in Deer Lodge, after which time she will leave for points in Illinois for a visit with relatives. Mrs. Waldron was an active member in the Milwaukee Women's club, during her residence in Deer Lodge.

Another California visitor and former prominent member of the Milwaukee family on the Missoula Division, is Mrs. Bell Pears, who is at present with her daughter at Anaconda.

We regret to report the death of engineer George McKay at Missoula, Montana, since our last write-up. George had been sick for some time and after showing considerable improvement in health, suddenly had a relapse, passing away due to pneumonia. He was one of our old timers, coming to the Missoula Division 29 years ago. He lived up to the Golden rule and his passing will leave a vacancy among the many friends, that cannot be replaced. Our deepest sympathy to the surviving relatives.

Well, our vacationists are coming back. Mr. and Mrs. Gephart returned from touring the east and south and are back to work and feeling fine and looking forward to another trip just like the last.

We also hear that Billy Gress is back on the job. Likewise Mr. and Mrs. George Davenport and Mr. and Mrs. Carl Wilson.

Conductor and Mrs. John Rice are on a vacation on the coast and will also take in Salt Lake City before his return to work.

Scotty got lonesome and sent for his Mrs. He was real happy until some of his friends made their report and since then for some reason or other he treats us all cool. We wonder why.

Now we have another job on our hands. Mrs. Jim Campbell decided to take a vacation in the Dakotas and Jim is a bachelor. Just he and the dog left at home and the dog keeps track of him. Of course the dog will be assisted by Jim's friends.

Agent Logan has established a new paying office. All anyone desiring time drafts has to do now is to go over to the N. P. Depot, pack on a truck, about 7 p. m., and then have someone call WH on the phone to come to the depot and deliver the time drafts. It might be well to be sure that he is giving the hedge a haircut also. That makes it more interesting. You may be sure that he will get the time drafts from the safe and deliver them to the N. P. Truck. He may of course ask you to come to the Milwaukee to sign the check, but that is merely a matter of routine. His vocabulary is both extensive and convincing. He will even yodel if properly prevailed upon.

F. K. Kummrow, our genial car foreman, is on his vacation visiting his folks at Great Falls and later he will visit in the east for a short time.

Things are humming around Deer Lodge. Business is picking up and all hands and the cook are busy. Jack Lacey superintending the goat—Ore moving both here and at the phosphate mine and plenty of wool in sight, and W. W. B. and his force are working all hours keeping the trains moving.

### Chicago Union Station

**BILL AHERN'S** son held the lucky ticket on the Hiawatha trip raffled at the May Booster Club meeting.

It's another boy at the W. S. McKee's—William Everett—nine pounds, on June 17. And it's a boy at the Edward "Red" Theis home—Bennett Edward—who arrived some time in May.

The Traffic Department Softball team's record in the Evening American League is 3 won and 1 lost.

W. E. Kloss, the manager, no longer publishes the batting averages. He says the boys worry too much about their individual averages. Incidentally he was batting a mean .196 at the last report. "Daddy" McKee headed the list.

The Freight Traffic Department's annual outing at Twin Lakes will be held on July 11 and 12. All welcome.

Laura Franzen recently announced her marriage. Good luck, Mrs. Edward Garry.

## HINT TO WIVES WITH TENDER NOSES



**I**F he won't clean his pipe and give up that coal-gas tobacco, clip this ad and lay it beside his easy chair along with a pack of pipe cleaners and a tin of Sir Walter Raleigh. 'Tis thus many a loving wife has freed her home from tobacco far too strong and odorous for this sensitive world. Sir Walter Raleigh is a fascinating blend of extra-mild and extra-fragrant Kentucky Burleys. Smoked in a well-kept briar, it makes the air clearer and sweeter, and your curtains stay fresher. It's your move!

SWITCH TO THE BRAND  
OF GRAND AROMA



**FREE** booklet tells how to make your old pipe taste better, sweeter; how to break in a new pipe. Write for copy today. Brown & Williamson Tobacco Corporation, Louisville, Kentucky. Dept. K-67

**O**UR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

**UNION REFRIGERATOR TRANSIT CO.**  
Milwaukee, Wisconsin

# CLASSIFIED ADVERTISING

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

**FOR A RESTFUL VACATION:** Rent a Cottage at West Okoboji Lake, Miller's Bay, plenty of Natural Shade, Finest Fishing, Boating, Bathing; close to Golf Course and Country Club. New Gull Point State Park. Reasonable Rent. Directly opposite Boat House, The Cove, Miller's Bay, C. E. Smith, Lock Box 102, Sanborn, Iowa.

**FOR SALE—Four Lots Nos. 359-360-445-446** in Midland Heights Addition, Mason City, Iowa. Good Location. Close to School, Stores, etc. Also Small House, acre of land, shade trees, paved street, 3 blocks from Milw. Depot. For further information, write Lock Box 7, Sanborn, Iowa.

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

**FOR SALE—One modern 5-room bungalow with garage.** Lot 50 by 150. One modern 4-room house with garage. Lot 50 by 150. Inquire of Eugene S. Fiedler, 226 Center St., Bensenville, Ill., Box 294.

**FOR SALE CHEAP—2-Flat brick and frame house, 5 and 6 rooms,** close to Lincoln Park, Chicago. Streets and alleys paved, no assessments. Good investment. 12 per cent on your money. Write for further information to R. W. Graves, Room 848, Chicago Union Depot.

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

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

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

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

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

One 50x156 foot lot located near Third Rail station at Wheaton, Ill.

Write for further information to Carl J. Struve, 711 Bluff City Blvd., Elgin, Ill.

**FOR SALE—45 Perfect Blue White Diamond in setting.** Value of stone alone \$125. Will sell for \$60. E. A. Keller, 2556 N. 56th St., Milwaukee, Wis.

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

Spend your vacation at the beautiful pine wooded Ranch Lake Resort. Excellent fishing and swimming. Cottages for rent with boats, linen, ice and fuel. Room and board if desired. Rates are reasonable. C. M. & St. P. is 14½ miles from resort and is closest railroad. For further information write Ranch Lake Resort, Pound, Wis., or Henry Reader, 2436 N. Lockwood Ave., Chicago, Ill.

**FOR SALE—Five-room, modern brick bungalow, 2-car garage on lot 32x125 on Austin Ave., vicinity Elston and Milwaukee Ave., Edgemoor, Ill.** Street paved, all improvements in and paid for. Will sell reasonably if interested. Write to Mrs. J. Rapp, 1978 South 76th St., West Allis, Wisconsin.

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

## How Nosey

The teacher was explaining to the class the meaning of "recuperate." "Now, Johnny," she said to a small boy, "when your father has worked hard all day, he is tired and worn out, isn't he?"

"Yes'm," replied Johnny.

"Then when night comes, and his work is over for the day, what does he do?"

"That's what mother wants to know," Johnny explained.



**ACTUALLY KILLS FLEAS**  
Instead of Merely Stupefying them



DIFFERENT . . . in a class by itself, because Pulvex also prevents reinfestation for days! Non-irritating. Harmless to pets. Ideal for cats. Backed by 93 years' experience. Sold on money-back guarantee. At drug and pet stores, 50 cents.

*Kills Them Off and Keeps Them Off*

**PULVEX FLEA POWDER**

Thirty

## CONTENTS

	Page
Vacation Days Are Here.....	Front Cover
The Vigilante Trail.....	Lon Cook 3
Field Mass Celebrated at Beloit.....	4
Hiawatha Celebrates .....	5
The Great Lakes Exposition.....	5
Railroad Week .....	6
Receives His Forty-Four Year B. of R. T. Emblem.....	6
Courtesy.....	J. T. Gillick 7
Charles W. Jacobs—Obituary.....	8
Heavy Item of Expense.....	8
Silver Anniversary .....	8
Accident Prevention .....	9
Agricultural and Colonization Department.....	10
Veteran Employes Association.....	11
A Letter to a Milwaukee Boy.....	11
Milwaukee Railroad Women's Club.....	12
Spring and Summer Fashions.....	15
Way Freight.....	Frieda Marty 16
Appointments .....	16
Special Commendation .....	17
On the Steel Trail.....	18

# MAGNUS COMPANY

INCORPORATED

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*Journal Bearings and  
Bronze Engine Castings*

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NEW YORK

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CHICAGO

## BINKLEY COAL COMPANY

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

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

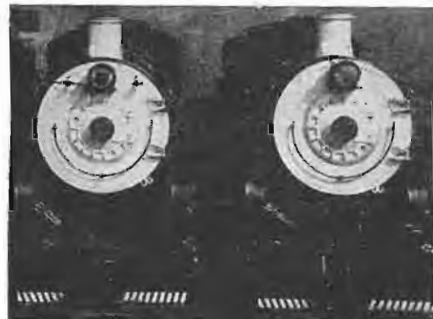
A great many people must like our fuel and service. Anyway, we appreciate every order and try to take good care of it.

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230 North Michigan Avenue

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*Branches in Minneapolis, St. Louis, Indianapolis.*



### NO-OX-ID ALUMINUM COATING

NO-OX-ID Aluminum Protective Coating adds the beauty and cleanliness of aluminum to the long time chemical and mechanical rust prevention of NO-OX-ID.

Used on walls and ceilings of machine shops, and on equipment, it gives a fine appearance. Keeps inside of locomotive cabs clean and improves lighting. Illustration shows effective use on locomotive exteriors. Inquiries invited.



### DEARBORN CHEMICAL COMPANY

310 S. Michigan Ave.,  
CHICAGO

205 E. 42nd St.,  
NEW YORK

*Thirty-one*

# "We're doin' OK, buddy!"

**I**N THESE homely words you hear expressed the self-reliant spirit of one of the foremost industries of the nation, the American railroads.

They're driving ahead to new triumphs in service and efficiency — going after business, and getting it, in a way to make any railroad man justly proud.

Of course the recent lean years have not been easy; they have been tough for the railroads just as they have for almost any other business you can name.

But in face of tough times these dependable carriers have made their bid for increased business by stepping up freight train speed by 43%, by cutting the running time of passenger trains, and by increasing their comfort by air-conditioning, which means greater cleanliness, restful quiet, safe agreeable travel at its best.

And at the same time there has steadily gone forward a vast program of improvement which only a man who works on the



**SAFETY FIRST -**  
*friendliness next*

railroad could see and appreciate in full — \$172,000,000 invested in the past six years in laying heavier rails — a third of a billion dollars spent during the same period in new track construction and *more than three billions* put into right-of-way maintenance — all of which make faster schedules possible with safety.

Yes, a lot has been happening to the railroads — astonishingly more than most people realize.

We believe if you'll look about you with a friendly eye, you'll discover surprising evidence of how superbly the job is being done!

## ASSOCIATION OF AMERICAN RAILROADS

HEADQUARTERS: Transportation Building, Washington, D. C.

### DID YOU KNOW

- that the railroads haul a ton of freight a mile with a glass of water and less than a handful of fuel, and at rates averaging less than a cent?
- that the speed of freight trains has been stepped up 43% in recent years?
- that the railroads maintain their own "highways" — a quarter of a million miles of rails?
- that 44% of every dollar the railroads take in goes for railroad payrolls?
- that by increasing the efficiency of combustion the railroads have cut fuel costs a half billion dollars in the past ten years?
- that many railroads will carry an automobile to vacation spots for the price of a third ticket?
- that people are far safer on a railroad train than they are in their own home?