

The

MILWAUKEE MAGAZINE

NOVEMBER, 1937



COURTESY
The BELL STUDIO
RAPID CITY

BINKLEY COAL COMPANY

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

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BINKLEY COAL COMPANY

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Branches in Minneapolis, St. Louis, Indianapolis.



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On the world's longest and highest single span, the new Golden Gate bridge, NO-OX-ID is used on the saddles to permanently lubricate and protect them from rust. Perfect lubrication and absolute protection for the saddles, which support the cables, were essential. NO-OX-ID was the proper selection. To prevent loss of metal and to avoid costly replacement and renewals in bridge maintenance, use NO-OX-ID. Inquiries invited.

DEARBORN CHEMICAL COMPANY
310 So. Michigan Avenue CHICAGO
205 East 42nd Street NEW YORK

MAGNUS METAL CORPORATION

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

CHICAGO

Rapid City, South Dakota, and The Black Hills Wonderland

RAPID in progress, rapid in achievement, beautiful to look at and pleasant to know, is Rapid City, South Dakota's western metropolis. Twenty-five years ago, "Rapid" as it is known among the local citizens, was, in the vernacular, just a "cow town." It did not partake of the feverish temperatures common to mining camps, possibly, because it was too far removed from the gold diggings in the hills to have taken on more than a slight coloring from those more hectic scenes which brought the Black Hills into such prominence during the days of the great gold rush.

However, a "cow town" of early days had its own local color, and as Rapid City is located in the wide so-called "West River" valley, which in bygone days was range country—but is now, by the way, a fine farming region—the town quite naturally reflected the conditions and activities of those early day cattle raising communities. Twenty-five years ago, there were wide dusty streets in the summer time and wide muddy thoroughfares most of the rest of the year, with a population that could be counted in the small four figures. A Nickelodeon show or two, wide-open card games and the big Indian school on the hill about made up Rapid City's list of "attractions."

When in 1928 President Calvin Coolidge selected the State Game Lodge in the Hills, to be his summer White House,



South Dakota School of Mines.

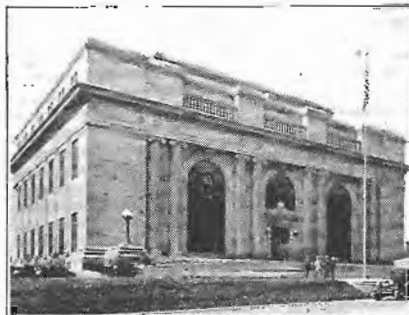
Rapid City was just jogging along at a comfortable gait. It had among other improvements a big, fine high school building which the President took over for the summer, for his office and office staff; and daily the Silent Executive drove thirty miles from the White House to the summer Capitol while the populace from far and wide poured in to catch a sight of what had never before been seen in the western country—a President of the United States in residence and a daily figure on the streets of a western town.

As visitors from east and west and north and south crowded into the little city and spread out over the grandeur of the surrounding country, "Rapid" woke up to itself, and it has never since subsided into even a semblance of a nap. Depression, drouth, and dust has made

scarcely more than a dent in its progressive stride, and "The Hills" have become a Mecca for travelers of wide objectives—those who come to see and marvel at one of the grandest scenic pictures that Nature has provided on this western continent: those who are awake to the great possibilities in the unlimited resources that lie atop and below ground on every hand; those who seek health and rest in the rare, clear air of the hill country and those who delight in magnificent mountain highways, where vistas open that are breath-taking in their splendor, overtopped by the great master-pieces of granite sculpture which look out from the heights of Rushmore Mountain; so Rapid City has blossomed and grown with strides, into a fine little city of upward of nineteen thousand people, with commerce, industry, manufacturing, mining and all the adjuncts and accessories of modern life keeping step to modern progress.

Rapid City has been described as "a tabloid metropolis in that it is modern in every way—having all the cultural and educational advantages—as well as financial, industrial and commercial facilities of communities much larger in population, situated in the east," and when one realizes that upward of forty-five different articles of commercial and industrial importance are produced there that description does seem fit.

The city lies in the foothills at the mouth of the Rapid Canyon, through which flow the sparkling waters of Rapid Creek, giving the city its name. Advantage is being taken right along of the city's location to add to its natural beauties. Not so many years ago, the city fathers concluded that a park and a lake was a paramount need toward a city beautiful, and forthwith a city park and a lovely little lake were produced. Canyon Lake, it is, has a fine, rugged shore line which dips to a sandy bathing beach, recreation ground in the summer for thousands of bathers with



Five Million Dollar Court House, Rapid City.

bath houses, diving towers and floats, all provided.

In Halley Park, not so many years old, a rose garden is maintained by the city, whose beauty and thrift would put to the blush many a similar plot anywhere. Roses just seem to grow of their own accord in this climate. Few in-

sect pests trouble their development or their beauty, and the long sunny fall weather gives roses in October, even later.

And before leaving the city to visit the marvelous wonderland of the Hills, we must go for a view from the magnificent new skyline drive, where, rimming the foothills, a winding highway leads to the summit with everywhere magnificent vistas of the widespread valley and on the horizon's edge the dark wall of South Dakota's mysterious Black Hills. A feature of this spot is the unique Dinosaur Park, topping an eminence, where rise, towering figures in cement and steel, reproducing some of the pre-historic reptiles that inhabited this region in the dim ages past, and whose fossil remains and footprints have been found in the neighborhood.

Looking toward the setting sun, from Rapid City, these towering reptilian giants are silhouetted against the sky, a weird picture to carry away in memory. The Black Hills of South Dakota in spite of their modest claim to being hills are really mountains, with altitudes ranging from five to over seven thousand feet above sea-level with Harney Peak, the highest of the range rising over two thousand feet above the plain out of which it springs. The "Hills" are highest rising ground in the United States between the Atlantic and the Continental Divide. They are mantled in heavy forests which give to the eye the dark green verdure that look at a distance like towering walls of black, hence the name. Out of the forested slopes rise grim granite rocks that have taken extraordinary forms in the ages of wind and storms which have blown over them since Mother Earth thrust them up from her western Rocky Mountain barriers.

The range covers an area of approximately 6000 square miles, is oval in shape, into which is crowded a varied scenic panorama of undulating hills, jagged crags, deep and sudden abysses, magnificent canyons, the forest primeval, sunny glades of birch and oak and maple through which gleam the sparkle of mountain brooks, where the wily trout lurk in their cool depths; of broad mountain parks that look as if they had but just emerged from the hand of a master landscape engineer; huge granite crests whose walls rise straight and forbidding into the skyline, needle-like peaks, and lofty spires, deep bowl-like formations that sink hundreds of feet into the lower strata. Scarcely a feature of rugged or beautiful mountain scenery that has not a counterpart somewhere in the Black Hills.



Main Street, Rapid City.

And winding through this maze of wonderland are miles and miles of fine highways—both state and federal, reaching everywhere into the mountains. Most of the Hill country is either national or state park territory, with every facility provided for comfort and enjoyment, including during the summer season regular bus service of the Black Hills Transportation Company.

Speeding away from Rapid City toward The Hills, naturally the great objective of the present time, is Mount Rushmore and the colossal National Memorial in granite which Mr. Gutzon Borglum and his corps of artists and engineers are producing atop the mile high mountain. Already, within the past four years since the work was first begun, the heads of Washington, Jefferson and Lincoln have been unveiled to view, and from the many vistas along the highway the view is inexpressibly thrilling. Even from a distance of thirty miles the Washington head may be seen in clear distinct profile. This head occupies a bold promontory of the rock wall, the head of Jefferson and that of "T. R." are recessed a trifle and again the Lincoln head stands out in all its majestic solemnity. The Rushmore road winds upward with many vantage points for viewing the scene above, and breath-taking bursts of the grand scenic panorama that unfolds below. Fascinating little brooks ripple through the woodlands, sunny glades of birch and aspen and maple give touches of lightness to the dark mantle of the pine trees. Wherever the highway negotiates its ascent by means of a tunnel, these are found to be so located that it forms a telescope framing the memorial at the farther end.

Arrived at the studio fifteen hundred feet below the summit where the best views of the work going on so far above, are obtained, there is a sound as of muffled machinery, occasionally a call from a human throat comes floating down, while along the practically perpendicular surface of the rock the work progresses and what seems at that distance, to be merely a lot of flies swarming over those august faces are the men who are carrying it on. Projecting from the flat summit of the mountain may be seen the booms and cables and derricks used in the engineering work.

The workmen—engineers and artists all—get to and from their eerie roost, by means of a cable and small cage extending from headquarters below, to the summit. Out over depths that are awesome, swings this little car many times a day, transporting men and material to the camp on the top.

The head of Washington was unveiled more than two years ago, next the placid face of Thomas Jefferson came out from under its stars and stripes—

and on September 17th, last, the beloved features of Abraham Lincoln looked out from under its starry flag "veil." Recent visitors to the terrace in front of "the studio" say that the eyes and nose of Theodore Roosevelt have already taken shape. That, the fourth and last head is between Jefferson's and Lincoln's.

In August, 1927, President Calvin Coolidge dedicated the work and handed the tools to Mr. Gutzon Borglum. In the dedication Mr. Coolidge said: "On this towering wall of Rushmore, in the heart of the Black Hills is to be inscribed a memorial which will represent some of the outstanding events of American history, by portraying with suitable inscription the features of four of our Presi-

men are symbols in the annals of our country: Washington, symbolizes the founding of the United States in 1776; Jefferson, the adoption of the Constitution in 1793 and the purchase of the Louisiana Territory, in which was embraced the section where the Memorial is located. The preservation of the Union in 1865 is symbolized by the Lincoln figure, while that of Theodore Roosevelt expresses the expansion of the United States and the completion of the Panama Canal.

The late President Coolidge was to have written the inscription but his untimely death prevented and since that time, the Hearst newspapers conducted a competition for the best inscription, to which over 800,000 texts were received.

One asks of course about the dimensions of those titanic figures and the answer is that they are on a scale of men 465 feet in height. 60 feet from the crown to the chin, the nose of Washington is by measurement, just four feet longer than the entire head of the Egyptian Sphinx. The dome of the capitol building in Washington would settle down just a good fit over his head.

The models of all the figures may be seen in the studio, and the cubic capacity of each head on the mountain, is 1,728 times that of the models.

Another question that is always asked is how do the workers on the mountain know they are following exactly the models—how do they get the eyes, the nose, the mouth, in the right places and of the right sizes? How is it possible to make such accurate portraits of these famous men? That is a mathematical equation, just as all fine engineering work is. The models in the studio are made one inch to the foot. On top of each head is a flat steel plate upon which

(Continued on Page 11)



Ceremony at Unveiling of the Lincoln Figure.

dents, laid on by the hand of a great artist in sculpture." and in the intervening ten years, more than four hundred thousand tons of granite have been blasted and cut from the face of Mount Rushmore, and there still remain many thousands more tons to be removed before the great work is completed and those graven stone faces are left in solitary grandeur to carry the memory of great events and outstanding leaders of our nation. On the opposite side of Mount Rushmore an entablature 80 by 120 foot in size, is to be carved in the rock containing an inscription setting forth the historical events of which these four



Winding Road, Black Hills.

Appreciation of Good Service

TO give credit where credit is due is always a pleasure—and the letters following, are published in order that the employes of our railroad may fully realize that the little efforts put forth by them to make travel on our passenger trains comfortable and enjoyable, have brought good results in the friendliness created for our service. The expressions of good will and of intent to "travel Milwaukee" again made by so many of our patrons, in these letters, which are picked at random from a huge file of similar correspondence, our employes should feel well repaid for every effort as well as proud of the good service by our splendid Milwaukee trains.

Unusually Capable and Efficient OFFICE OF THE MAYOR City of Chicago

Mr. H. A. Scandrett,
President.

Dear Mr. Scandrett:

Whenever a man performs his duties in an unusually capable manner, I feel that he deserves appreciation and encouragement.

On my last trip to Iron River, I was fortunate in having as a porter a man named Louis Chapman. His service was so outstanding that I am impelled to commend him for his intelligence, efficiency and courtesy. Best of all, he did not single me out for special service because I happen to be mayor of Chicago, but seemed to treat everyone alike and have their comfort and interests at heart.

I congratulate your company on having men of the caliber of Mr. Chapman.

With kindest regards and best wishes, I am

Sincerely yours,
(Signed) Edward J. Kelly,
Mayor.

Wants to "Stage a Repeat Performance"

O'BRIEN, DIBERT & ACTON
Attorneys and Counselors
Proctors in Admiralty
San Francisco, Calif.

Mr. Frank Kennedy,
Gallatin Gateway Inn,
Dear Mr. Kennedy:

Now that a most delightful vacation is over and remains something to be remembered and relived around winter firesides, it certainly is proper that the circumstances which helped to make it so pleasant should receive recognition.

Needless to say, there is outstanding in the recollections of both Mrs. Blackford and myself the courtesies and service extended by The Milwaukee Road and its representatives. After all we had heard, naturally we were looking forward to an unusual trip over the "electrified" road but the comfort and thrills we experienced on the "OLYMPIAN" speeding over those hundreds of miles across, through and around mountains far exceed our expectations.

From the moment we crossed the threshold of the charming Gallatin Inn until Mr. Near met us at the train in Seattle not a jarring incident occurred to mar our enjoyment. We could not take advantage of the sight seeing trip which Mr. Near had arranged for us inasmuch as we left almost at once for Mt. Rainier, but we certainly appreciated that further evidence of thoughtfulness and consideration.

The Chicago, Milwaukee, St. Paul & Pacific Railroad Company is most cer-

tainly to be commended for the strides and innovation it has made toward personal comfort and pleasure in travel. Likewise, it is to be congratulated upon its representatives, for all with whom we came in contact did their utmost to make our trip doubly enjoyable, and to you individually and also in your official capacity goes our sincere gratitude for your endeavors in our behalf.

It will be my pleasure to direct the attention of any of my friends becoming travel-minded toward The Milwaukee Road, and incidentally I might add it is my ambition to "stage a repeat performance" over your line.

Once again, thanking you most heartily and wishing you every success, in which Mrs. Blackford joins me, I am

Cordially yours,
(Signed) Lillian M. Wollitz.

A Good Company and a Good Train

KANTOR BOTTLING COMPANY
Beloit, Wis.

Mr. Geo. B. Haynes.

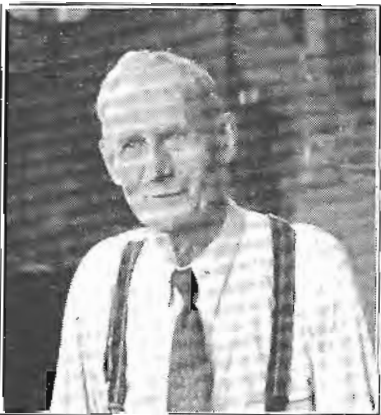
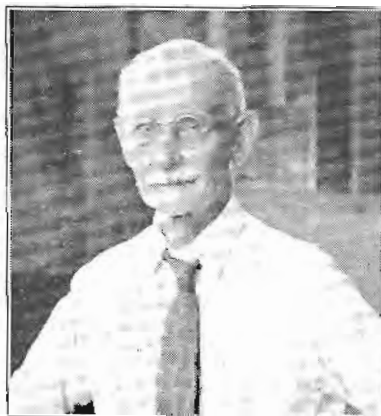
Dear Sir:

Wish to express my appreciation for the return of my wallet containing \$100.00 in currency which was lost on your Hiawatha out of St. Paul, Minn., July 16.

It is gratifying to know that a good company and a good train not only takes into consideration the comfort and safety of the passengers but gives the utmost in thought to the safe-guarding of personal property and the return of lost property to the rightful owner.

Please extend my thanks to Conductor Carleton who made it possible for the immediate return of my billfold.

Very truly yours,
(Signed) M. Kantor.



Milwaukee Shops Veterans. Top: William Zimmerman, 56 years of service. Below: Morton A. Stark, 50 years of service.

The Last Word in Transportation Service

ATLANTA CONVENTION AND
TOURIST BUREAU
Atlanta, Ga.

Mr. L. M. Jones, A. P. T. M.

Dear Mr. Jones:

I surely enjoyed my trip on the HIAWATHA the other day and can truthfully say in my eighteen years of travel, which has carried me to every part of the country, that it is just about the last word in transportation service. You have certainly successfully combined speed with comfort, beauty and safety. Never before have I had such wonderful meals so moderately priced. It's not difficult now for me to understand why the HIAWATHA has become one of America's most popular trains.

I also deeply appreciated the many extra courtesies shown me by the train crew. This surely had me feeling like a big shot and several times I almost had to pinch myself to find out if it was not a dream. Nothing was left undone to make my trip interesting and enjoyable for which I am most grateful.

Cordially,

(Signed) Faber A. Bollinger,
Faber A. Bollinger, Exec. Vice-Pres.

"Best Advertising"

ANSUL CHEMICAL COMPANY
Marinette, Wis.

Mr. F. F. Buechler, Supt.,
The Milwaukee Road,
Green Bay, Wisconsin.

Dear Mr. Buechler:

Through your efforts, The Milwaukee Road has put into operation a very excellent train, the CHIPPEWA. Its service to this part of the country is certainly appreciated by those who must travel frequently. There is a spirit among the operators on the train that is somewhat unusual in railroad circles today and through their efforts and the goodwill they are creating, I think this passenger service is going to be your best advertising.

Mr. Bussee, the trainman, is certainly a plugger with the interests of the railroad at heart and is certainly contributing much toward developing interest in this train.

Very truly yours,
ANSUL CHEMICAL COMPANY,
By (Signed) H. V. Higley,
H. V. Higley, Sec'y.

Friendly Service and Unusual Attention

BOHME & BLINKMANN
Incorporated
Cleveland, Ohio.

Mr. C. C. Burns,
City Passenger Agent,
Cleveland, Ohio.

My dear Mr. Burns:

Our trip to Montana from which we returned about a week ago was a most pleasant and enjoyable experience.

The accommodations on the "Olympian," the service and attention we received while en route were most satisfactory. We noticed that the cars were kept in an excellent condition; their smooth riding and the air-conditioned atmosphere in them afforded our party restful sleep during the four nights we were aboard the trains.

The reception in Three Forks and the personal attention given us by your Mr. Young in Gallatin Gateway surpassed anything we might reasonably have expected. We went on a most interesting tour through Yellowstone Park under his personal guidance; we visited two dude ranches with him for the purpose of choosing one for our stay out there; we were shown by him personally all the interesting points within a wide radius of Gallatin Gateway. His untiring friendliness and attention made the three days which we spent at your very excellent Gallatin Gateway Inn so pleasant and homelike that we felt only regret when the time came to move away to the ranch.

It has been one of the best trips we have ever taken and the excellent accommodations of The Milwaukee Road as well as the friendly service and unusual attention rendered by its personnel, particularly by Dan Young in Gallatin Gateway have in no small degree helped to make it that.

My thanks go to you also, Mr. Burns, for your kind efforts and considerate service from this end which certainly have been appreciated.

With best wishes for continued success to you and your company, I remain,

Sincerely yours,
(Signed) H. H. Binkmann.

The Olympian Best of All
Oxnard, California.

Mr. L. M. Jones,
Ass't Pass. Traffic Mgr.
Dear Mr. Jones:

My daughter and I are still on vacation but expect to return home before long and we would like you to know that of all trains that we have traveled on, including the Streamliner "Dallight," that we enjoyed the OLYMPIAN best of all.

There was such a friendly spirit amongst the crew and we would specially commend the dining car steward who made our meals so pleasant.

We have been praising your trains to our friends and we ourselves would not want to ride on any other when going west again.

Yours very truly,
(Signed) O. M. Cooper.

Hitched Their Wagon to a Lucky Star
THROUGH THE ROCKIES

The Milwaukee Road,
Chicago, Illinois.
Gentlemen:

Nearing the end of our tour, we wish to let you know that we have had an altogether pleasant journey. We surely hitched our wagon to a lucky star when we selected The Milwaukee Road.

We are especially grateful to Mr. Wm. Wallace for arranging the tour and to Mr. J. F. Etter for conducting it so efficiently. The porters, too, have done their very best for us.

All on the tour are enthusiastically cheering The Milwaukee Road and its fine personnel.

Sincerely yours,
(Signed) The C. Geo. Ericson Party.

Attention to a Sick Passenger
GUY D. RANDLE
Chicago, Ill.

Mr. D. O. Sheppard,
Passenger Representative,
Chicago, Illinois.
Dear Mr. Sheppard:

Please accept my sincere thanks for the attention I received on my last trip to Victoria.

My sister and brother-in-law, W. W. Forrester, were with me and we had to take Mr. Forrester to the hospital the day we arrived in Victoria. When he was well enough to leave, Mr. Marshall in Victoria and Mr. Carson in Seattle, were invaluable. Mr. Marshall made all the arrangements and Mr. Carson met us at the dock in Seattle with an ambulance and took us to the train, without the slightest hitch of any kind.

As usual your dining car service was perfect. We went out and returned with the same diner. Mr. Triggs, the steward going out, gave us every attention. Also Mr. Hayes, the steward on the return trip. The crew were one of the finest trained I have ever seen on a diner and their service was most courteous and cheerful.

The orderly who accompanied Mr. Forrester home, is returning some day this week and I will take advantage of our friendship and ask you to arrange accommodations as soon as I find out what day he is leaving.

(Signed) Guy D. Randle.

Chicago, Milwaukee, St. Paul and Pacific Railroad Employees Certified for Annuities Under the 1935 Railroad Retirement Act Reported to October 1st

Name	Occupation	Location
Lenzner, August	Store Helper	Minneapolis, Minn.
Walker, John Henry	Section Laborer	Polo, Missouri
Peck, Henry	Section Laborer	Three Forks, Mont.
Andrus, Edward Manley	Engine Hostler	Madison, Wis.
Skarolid, Joseph	Transfer Man	Milwaukee, Wis.
Kozakiewicz, Louis	Boilermaker Helper	Milwaukee, Wis.
Dalton, Reginald Gordon	Engineer	Portage, Wis.
Callahan, Dennis	Engineer	Milwaukee, Wis.
Moulster, Lewis Lyman	Agent	Hanford, Wash.
Anderson, William Sherman	Police Lieutenant	Council Bluffs, Ia.
Ward, Thomas Austin	Crossing Towerman	Minneapolis, Minn.
Ebert, Ferdinand	Carman	West Allis, Wis.
Heinemann, Henry Herbert	Patrolman	Milwaukee, Wis.
Meyers, Joseph John	Engineer	Milwaukee, Wis.
Blaesing, Julius Wilhelm	Carman	Milwaukee, Wis.
Price, John Singleton	Hostler	Chicago, Ill.
Schweikert, John	Engineer	LaCrosse, Wis.
Ledman, William Franklin	Section Laborer	Kellogg, Minn.
Nelson, Gust	Bridge Carpenter	Marion, Iowa
Barden, Marshall W.	Engineer	Aberdeen, S. D.
Brown, Fred David	Conductor	Aberdeen, S. D.
Dunn, John	Painter	Milwaukee, Wis.
Shields, John	Pumper	Bowman, N. D.
O'Connor, Coleman Peter	Car Repairer	St. Paul, Minn.
Wib'e, Walter Black Conaway	Clerk, Car Dept.	Milwaukee, Wis.
Bishop, James Henry	Engineer	Ladd, Illinois
Galdunik, Steve Mike	Laborer (Car Dept.)	Minneapolis, Minn.
Campion, Michael Henry	Boilermaker	Milwaukee, Wis.
Gruen, Henry	Mach. Helper	Milwaukee, Wis.
O'Connor, John Thomas	Checker	Chicago, Ill.
Plains, William George	Machinist	Milwaukee, Wis.
Siegel, Hans August	Special (Car Dept.)	Minneapolis, Minn.
Landon, Leo Demoine	Special Officer	Kansas City, Mo.
Moore, Harry Everett	Clerk	Chicago, Ill.
Bartels, Robert Francis	Laborer (Car)	Dubuque, Iowa
Emerick, Thomas Hollister	Crossing Watchman	Chicago, Ill.
Harper, Robert Thompson	Section Laborer	Monticello, Iowa
Zillman, Albert William	Crossing Flagman	Wausau, Wis.
Lambert, Andrew Jackson	Engineer	Wausau, Wis.
Cronau, William	Store Helper	Milwaukee, Wis.
Wagoner, John Eugene	Laborer (Loco.)	Madison, Wis.
Greiner, Peter	Carman	Dubuque, Iowa
Zirbel, Henry August	Car Cleaner	Milwaukee, Wis.
Cummisford, Thomas Francis	Engineer	Milwaukee, Wis.
Bodowick, Paul Charles	Machinist	Chicago, Ill.
Andrews, Frank Owen	Switchman	Milwaukee, Wis.
Schunacher, Emil Ferdinand	Machinist	Milwaukee, Wis.
Hohenadel, John	Carman Helper	Dubuque, Iowa
Mehegan, Timothy	Stationary Fireman	Milwaukee, Wis.
Reynolds, Edward Arthur	Machinist	Milwaukee, Wis.
Wellendorf, Albert	Section Laborer	Channing, Mich.
Powers, Thomas Alexander	Section Foreman	Beloit, Wis.
Spahn, John William	Machinist	Dubuque, Iowa
Waldt, Anton	Crossing Flagman	Aberdeen, S. D.
Huberty, Peter John	Section Foreman	Lakeville, Minn.
Hess, John	Boilermaker	Milwaukee, Wis.
McRobert, Horace	Clerk	Chicago, Ill.
Hagen, Mathias	Machinist	Milwaukee, Wis.
Edson, Clement Huzzard	Switchman	Minneapolis, Minn.
Swadek, Frank	Section Foreman	Chicago, Ill.
Steckel, John Joseph	Carpenter	Dubuque, Iowa
Waligorski, John	Carpenter	Milwaukee, Wis.
Foles, Harris Burwick	Switch Tender	Milwaukee, Wis.

"Dan" and His Guests Welcomed Everywhere

STANDARD BRANDS INCORPORATED
Chicago, Ill.

Mr. L. M. Jones,
Ass't Pass. Traffic Mgr.

Dear Mr. Jones:

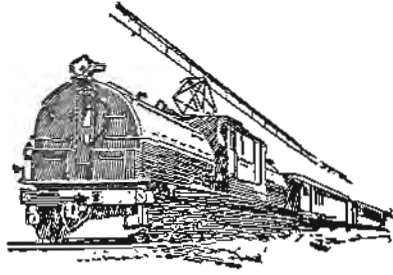
Mrs. Pugh, my daughter and myself spent several days during the latter part of June at Gallatin Gateway Inn. Our

stay there was so pleasant and Mr. Young and Mr. Burke were so energetic in arranging something for us to do every day, that I feel you should know how much "on their toes" the people at the Inn are.

It seemed to us that every employe there took a genuine delight in seeing that our stay was pleasant. They gave me the impression that our pleasure is paramount, and as a result, we will cer-

(Continued on page 12)

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



COURTESY AND SERVICE

Courtesy is a distinguishing quality of character and its development quite essential, especially by those who come in direct contact with the traveling public.

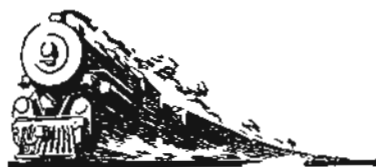
We spend a considerable sum each year in advertising our service and for improving equipment and facilities, but the maximum benefit cannot be derived from such expenditures if employes are discourteous to people who patronize our service.

With the coming of winter many difficulties will be encountered in the operation of our passenger trains, but an opportunity will be afforded to distinguish ourselves by establishing a reputation in providing a high standard of dependable service under trying circumstances.

(Contributed by Mr. Louis Pauly, Chief Clerk, Sleeping & Dining Car Dep't)

A handwritten signature in cursive script that reads "J. S. Fitch". The signature is written in black ink and is positioned above the printed name.

Chief Operating Officer





THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXV

NOVEMBER, 1937

No. 8



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

CARPENTER KENDALL, *Editor*

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

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

U. S. Postage on This Magazine Is Three Cents

Robert Floyd Scoffern

ROBERT FLOYD SCOFFERN, file clerk in the Engineering Department, passed away Sunday evening, October 10, 1937, at his home in Franklin Park, Illinois.

He was born in Chicago on August 1, 1880, and came to Chicago in 1918, entering the employ of the Engineering Department of the Milwaukee Railroad as file clerk, holding this position until his death.

Mr. Scoffern was well known by all in his home town, was a member of the Shrine, Knight Templars, Royal Arch Chapter, Medinah Club of Chicago, as well as the Modern Woodmen.

He had an excellent service record with the Milwaukee Railroad, and the Engineering Department has lost one of its most faithful and conscientious workers. He was highly thought of by all with whom he came in contact.

He was always interested in young people and assisted many in securing positions and in bettering their condition. He sponsored the placing of several crippled children in the Shriners' Home for Crippled Children, and was always ready to assist the needy.

John Brennan

ON September 14, 1937, at his home in Oak Park, occurred the sudden death of Mr. John Brennan of the Revising Bureau, Freight Auditor's office, at the age of 76 years. Mr. Brennan was a veteran of more than fifty years service with the Milwaukee Road. He had retired from the service on August 1st, in order to take the retirement pension.

He was born at Edgewood, Illinois, and came to Chicago as a young man, and started to work for this company at Union street, Chicago, as bill clerk, later transferred to Western avenue as operator and bill clerk holding different positions in the Terminals, in Aberdeen, S. D., and in the Accounting Department at Fullerton avenue, Chicago.

Mr. Brennan's friends remember him as a genial and delightful companion, with great capacity for friendship and considerations for other people. His going is greatly regretted.

He is survived by four daughters, eleven grandchildren, three brothers and two sisters, to whom the sympathy of The Milwaukee family is extended.

After his death, a pencilled memorandum in his own handwriting of the outstanding events in his busy life, was found among Mr. Brennan's effects, and is greatly prized by his family.

Appointed Oriental Traffic Manager

THE appointment of Robert T. McSweeney as Oriental traffic manager of the Milwaukee Road, succeeding the late Geo. E. Stolp, is announced. The appointment was effective October 1.

A native of Chicago and a world war veteran, Mr. McSweeney entered railroad service as a junior clerk in the road's Union street freight office in Chicago in 1910, and in 1913 was promoted to the Oriental traffic department. In December, 1917, he enlisted in the Coast Artillery. Following his discharge as Battalion Supply sergeant in June, 1919, he returned to railroad work. Since 1921 Mr. McSweeney has been export and import agent for the Milwaukee Road in the Chicago area and is widely known in rail and steamship circles. His many friends of the Milwaukee Road extend heartiest congratulations. He resides with his wife and daughter at 937 Division street in Oak Park, Ill.



Robert T. McSweeney

Talking Points

WHILE it is true that the railroads are gradually working back toward normalcy, the progress made so far is not and has not been as rapid as they had good reason to expect. Car loadings have shown an increase of about 15 per cent over the corresponding months of 1936 and the outlook is for this percentage to continue throughout the remainder of the year. The principal increases over last year has been in car loadings of coal, forest products and ore. The loadings of forest products and coal, however, have been far under 1929. For instance, car loadings of forest products in the first five months of 1929 totaled 1,414,481, while in the first five months of 1937 they were but 785,433. Car loadings of coal were also off 670,271 in the first five months of this year, compared with the same period in 1929. Car loadings of live stock in the first five months of 1929 were more than double those of the same period this year. The occasion for the decrease in car loadings of forest

products and coal is unquestionably largely due to general business conditions, which are not so satisfactory today as they were in 1929, while the drop in loadings of live stock is largely due to the competition of motor trucks.

A significant sidelight on the effect of the Panama Canal on the transcontinental traffic of American railroads is afforded by a recent item in news columns concerning arrival of a Japanese freighter in New York. The freighter passed through the Panama Canal, had established a new trans-Pacific record, and was loaded with silk, tin, oils and general cargo. It is stated that a newer boat, soon to enter the service, will maintain even higher average speed. Commenting on the news item and its relation to American railroads, the Chicago Tribune published the following:

"Twenty years ago all high class commodities from Japan were discharged at Pacific Coast ports and reloaded in railway box cars. 'Silk trains' were made up and operated across the continent on better than passenger train schedules. The goods were so valuable that the owners were willing to pay for speed—and got it. Railway men talked of earnings as high as \$2 per car mile. Then things change. Due to rayon competition the value of silk goods depreciated, while congress initiated a policy to prohibit railway bargaining. The whole framework of bureaucratic regulation was redesigned to force traffic through the Panama Canal. One would think that the American people objected to disfiguration of the landscape by the traffic that had so long distributed pay rolls and purchasing power across the overland trade route. With the United State willing to dig a canal through the Isthmus of Panama and operate it at less than cost, the Japanese merchant marine saw an opportunity. They decided to build speedy freighters for direct service from Yokohama to New York. Japanese industry could then absorb the earnings formerly paid to American railways. The overland "silk train" has become a thing of the past. Of course the railways are not bothered with special schedules, and the commission-made, scientifically perfect freight rate fabric has been protected from indentations necessary to retain this business, but the circumstances leave one to wonder how many more such gobs of traffic may be lopped off before the charges of the railways will be pushed beyond the reach of American industry."

The Agricultural and Colonization Department

Things Seen and Heard By Our Agricultural Agents

FARMERS and County Agricultural agent, Arthur F. Kulin, report a record crop of cabbage seed harvested in the vicinity of Grays Harbor, Washington. A number of seedsmen from various parts of the country have visited and inspected the field and declare the crop to be one of the finest they have even seen. Washington farmers annually produce a major part of all of the cabbage seed used in the United States.

* * *

The Government reports the purchase of ten Skagit County, Washington, farms for resettlement purposes. There are 1282 acres in these farms, all of which will be used for the relocation of farmers who are moved from submarginal lands.

* * *

George F. Yantes, Olympia, Washington, has been named Chairman of the Northwestern Regional Planning Commission. Mr. Yantes succeeds Marshall N. Dana, Portland, Oregon, who resigned a short time ago.

* * *

Neppel, Washington has a new industry. A California firm has sent a trapper to Moses Lake to trap turtles. From six to a dozen are trapped each day and shipped by express to San Francisco where they are converted into soup.

* * *

Effort is being made to secure a greatly increased acreage of asparagus in the Priest Rapids Valley in the vicinity of White Bluffs and Hanford, Washington, as it has been found that asparagus grown in this territory is very desirable for processing by the quick freezing method.

* * *

A group of farmers on the Olympic Peninsula have contracted for the use of a 40 horsepower diesel tractor with a bulldozer attachment. The contract calls for a total of 5,000 hours of work, for which the farmers agree to pay at the rate of \$3.25 an hour, half of which will be paid when the tractor completes its work and the other half after harvest of the first crop from the newly cleared land. The tractor will be used for removing stumps and leveling land in preparation for plowing. It is estimated that the 5,000 hours of work will add approximately 500 acres of cleared land to the group's cultivated fields.

* * *

A crop that has recently been introduced to the Olympic Peninsula is Austrian peas. These peas are grown for

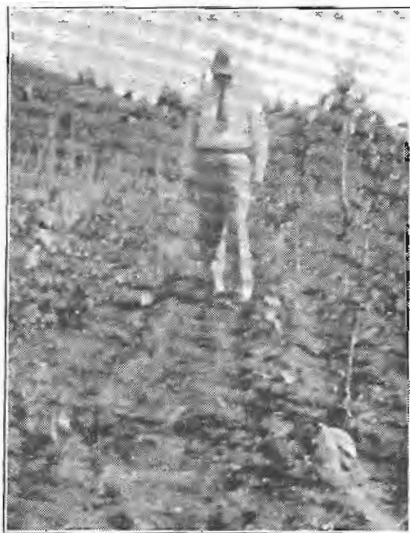
seed purposes, the seed being shipped generally to the South and Southeastern states for seeding for a winter cover crop. Being a legume, Austrian peas help to increase the fertility of soil on which they are grown, as well as prevent winter erosion. A new seed company organized on the Olympic Peninsula to handle Austrian peas state that they have on hand 250 tons of these seed peas and that in small lots the seed is selling for as much as \$80.00 per ton.

* * *

Experiments are being conducted to determine whether or not Tung oil trees can be successfully grown on cut-over lands in the vicinity of Hoquiam, Washington. Tung oil, produced from Tung nuts, is one of the quickest drying oils and is in especially good demand by manufacturers of paints, varnishes and lacquers.

* * *

Between eight and ten thousand students of Smith-Hughes high schools attended the Tenth Annual Convention of Future Farmers of America held at



Inspecting seedling tung oil trees on the J. L. Miller ranch near Hoquiam, Washington.

the time of the American Royal Livestock Show at Kansas City, Mo. Delegates from ten states traveled via the Milwaukee Road to and from this convention. These high school students take courses in agriculture during their high school years and carry on practical projects in agricultural production on their home farms. By so doing they receive the best possible training for agricultural leadership in the communities in which they live. The convention serves to broaden their vision of agricultural problems as well as extend

their acquaintanceship with similar leaders from all states in the Union.

* * *

Stockmen in the vicinity of White Sulphur Springs, Montana, are especially well pleased with the results secured because of construction of the Smith River Irrigation project. This project was completed this past Spring and the reservoir created was filled to about 40% of its total capacity. Even though the reservoir was not half full, stockmen say it is the first time in many years that they were able to cut a second cutting of alfalfa. The project demonstrates that the livestock industry adjacent to irrigated lands can be stabilized by making it possible to produce larger amounts of feed crops for use during winter months or during summer months when pastures are short.

* * *

Two ranchmen south of our station, Piedmont, Montana, grew and harvested 40 carloads of Netted Gem potatoes which will be marketed in middle western cities during the coming weeks. These fields further demonstrate the possibilities of potatoes as a cash crop on irrigated lands in Montana.

* * *

Farmers and ranchmen near Lewistown, Montana, have agreed to grow several hundred acres of sugar beets for one of the large sugar beet processing companies, during 1938. While this production may be more or less considered as experimental, it is realized that if successful it will do much to hasten the construction of an additional sugar beet refining plant in the Great Falls area.

* * *

About 900 acres of seed peas were grown in the vicinity of Jefferson Island, Montana. These peas were produced on irrigated land generally where no peas had heretofore been grown, and because of these favorable conditions are said to be very high quality, free from disease and will be shipped for seed purposes largely to areas in which there are canning factories that process peas.

(Continued on Page 13)



Typical cut-over lands on the Olympic Peninsula, Washington, where land clearing is being done with a tractor equipped with a bulldozer. The stumps are mechanically shoved out.



SAID TO BE HUMOROUS



Change There

Gladys—I'm so thrilled, dear. It's tomorrow that Reginald will conduct you to the altar.

Muriel—Yes, darling, and right there Reginald will stop being a conductor and start being a brakeman and porter.

Music Unnecessary

On his return from his first dancing lesson Bobby was asked how he liked it.

He replied: "Aw, it's easy. All you have to do is turn around and keep wiping your feet."

Wrong Again

The lecturer addressing a class sought to impress them with the necessity for weighing carefully the exact meaning of testimony.

"For example," he said, "supposing I told you that three frogs were sitting together on a log, and one decided to jump off, how many frogs do you think would be left on the log?"

"Two," cried the class.

"Wrong," corrected the lecturer. "The frog I specially referred to only decided to jump off."

The Agony of It!

"Did you hear the awful shriek that engine gave as it flew by?" asked a motorist as he approached a railroad crossing.

"Yes. What caused it?" rejoined his companion.

"I presume the engineer had it by the throttle."

Setting for a Tragedy

Pilgrim—If I come in will that dog bite me?

Housewife—We ain't no ways sure, mister. The feller that let us have him said he'd chaw up a tramp in less'n two minutes, but, land sakes, I ain't goin' to believe it till I see it done.

More Than Skin Deep

"Appearances count for a great deal."

"You can't depend on them too far," said Miss Cayenne. "I have never met a lady who got a real start in political life by winning a prize in a beauty contest."

A Future Geographer

"Yes, stamp collecting is educational," said the fond mother to the visitor. "For instance, where is Hungary, son?"

Without looking up from his stamp book the young philatelist answered promptly: "Two pages in front of Italy."

Knew His Religion

The English rector was commenting on some people's ignorance of religion. He told of a Lancashire man who recently brought such a charge against a friend and offered him half a crown if he could say the "Our Father."

The friend took up the challenge and recited: "For what we are about to receive, may the Lord make us truly thankful."

"Well, Bill," exclaimed the astonished challenger, "I'd never have thought you could have done it. Here's the half crown."

Persistency

It was an ideal day for golf. The members had turned up in large numbers at

the club. Thompson was among them.

"Hello! I thought you said you wouldn't be able to show up today," said one of his friends.

"It was a near thing, my boy," he replied. "I tossed up to see whether I should take the wife out or come here, and believe me, it took five spins before it would come right."

Professional Opinion

A woman went to see a doctor. "Doctor," she exclaimed, bouncing into the room, "I want you to say frankly what's wrong with me."

He surveyed her from head to foot in his best professional manner.

"Madam," he said at length, "I've just three things to tell you. First, your weight wants reducing by nearly 50 pounds. Secondly your beauty would be improved by freer use of soap and water. And thirdly, I'm an artist; the doctor lives on the next floor."

And He an Epicure

"Bring in the oysters I told you to open," said the head of a household, growing impatient.

"There they are," replied the new housemaid proudly. "It took me a long time to clean them, but I have done it at last, and thrown all the nasty insides away."

Pictures

A backwoods mountaineer one day found a mirror which a tourist had lost.

"Well, if it ain't my old dad," he said, as he looked into the mirror. "I never knowed he had his pitcher took."

He took the mirror home, and stole into the attic to hide it. But his actions didn't escape his suspicious wife. That night, while he slept, she slipped up to the attic and found the mirror.

"Mum-um," she said, looking into it, "so that's the old hag he's been chasin'."

Between Friends

A Washington matron had suddenly become very friendly with all her neighbors. There were two reasons for this state of things. She found that going out to meals saved washing up, and this was a consideration when she had just lost her maid. She also thought she might possibly come across another girl during her visits.

"I do wish I could get a good maid," she said, while having tea with the woman who lived next door but one.

"Why," replied the hostess, "perhaps Mary would do."

"Mary?" asked the other in delight. "Is she leaving you?"

"Yes," said the hostess. "she says she wants a situation where there's not so much silver to clean."

Back Seat Stuff

The husband drew up a chair beside his wife's sewing machine the other day and remarked:

"Don't you think it's running too fast? Look out, you'll sew the wrong seam. Slow down, or you'll stick that needle in your finger."

"Why, what's the matter with you? I've been running this machine for 10 years."

"Oh, I was merely trying to assist you. Just as you try to help me drive the car."

Might Be Worse

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

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

MM-M!

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

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

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

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

Cause and Effect

A fat man bumped into a rather lean gentleman.

"From the looks of you," he said belligerently, "there must have been a famine."

"And from the looks of you," replied the lean gent, "you're the guy who caused it."

And Without a Smile

They were discussing dogs, and the tales were becoming "pretty tall" when one of the group took the lead.

"Smith," he said, "had a most intelligent retriever. One night Smith's house caught fire. All was instant confusion. Old Smith and wife flew for the children, and bundled out with them in quick order.

"Alas, one of them had been left behind. But up jumped the dog, rushed into the house, and soon reappeared with the missing child. Everyone was saved; but Rover dashed through the flames again.

"What did the dog want? No one knew. Presently the noble animal reappeared, scorched and burned, with—what do you think?"

"Give it up," cried the eager listeners.

"With the fire insurance policy, wrapped in a damp towel, gentlemen."

One Way of Thinking

The president of a firm of cleaners and renovators held up a garment for his foreman's inspection.

"You see what I mean, Wiffle," he said, "and the other dresses bear me out. Look"—he turned over a pile and brought several articles of ladies' wear into view—"notice how those dresses that were re-colored by the older men are streaked and spotted, while these here"—he indicated the pile on the left—"which were done by the younger chaps are perfect."

"Ah, yes," said the foreman. "The old fellows have lost their eyesight for such work. I'd get rid of them but it's a hard thing for me to do. Some of them have been with us 40 years or more."

"I know," remarked the president, "but they must go. Remember, old fellow, that only the young dye good!"

Two Fine Children

Several members of a woman's drawing-room working party were chatting to a little daughter of their hostess.

"I suppose you are a great help to your mamma?" said one.

"Oh, yes," replied the child, "and so is Joan; but today it's my turn to count the spoons after you are all gone."

Agricultural and Colonization Notes

(Continued from page 9)

Efforts are being made to find a market for sale of a mine said to contain 150,000 tons of excellent quality asbestos. This mine is located in the Gallatin Canyon between our station, Gallatin Gateway and Yellowstone Park.

* * *

At the recent annual meeting of the National Reclamation Association held in Casper, Wyoming, South Dakota was represented for the first time. Because of irrigation minded men from South Dakota being present, all states served by our Road in areas where reclamation by irrigation is known to be feasible, are now identified with this national Association. The purpose of the Association is to set forth facts regarding the possibilities of irrigation in all territories where irrigation can be successfully done and to unite the citizens and organizations of the western states into a vast working body whose objection is to bring about the reclamation of western lands at the quickest possible time.

* * *

Ed Carpenter, a rancher south of Oacoma, S. D., has developed his own private irrigation project. On this ranch there are 500 acres under ditch, these acres being supplied with water from three artesian wells. Even during a drought as severe as was 1936, Mr. Carpenter was able to produce sufficient feed so that he could carry through a herd of 800 head of Hereford cattle.

* * *

Arrangements have been completed whereby the Big Store Canning Co., Big Stone City, S. D., and the South Dakota State College will cooperate in the development of a hybrid sweet corn suitable for canning purposes when grown in that latitude. The purpose of this cooperation is to secure a hybrid of uniform types of ear, high yield, good quality, free from disease, and the ears sufficiently well covered with husks to prevent attack by ear worms.

* * *

Effort is being made to establish at some point in Southern Minnesota a 4-H Club Lamb Feeders Show where the boys in 4-H Clubs will have an opportunity to exhibit pens of lambs that they themselves have fattened for market. The purpose of this show is not only to stimulate better feeding on the part of 4-H Club members, but to demonstrate to farmers in the territory practices that have been proven to be successful.

* * *

In the vicinity of Hayward, Minnesota, there are a large number of acres of peat and muck soils which are annually used for the production of truck crop. The 1937 crop amounting to several hundred carloads has been the best in a number of years. Onion yields are reported up to 800 bushels per acre, potato yields as much as 300 bushels are recorded.

* * *

Several lamb feeders tours are being arranged in corn belt areas served by our road. These tours offer opportunity

for inexperienced feeders to visit the farms of experienced feeders who practice various methods of fattening lambs. Generally the first tour is arranged so that visitors can see lambs soon after arrival on a farm on which they are to be fed, and discuss with the owner the methods that will be used in fattening. In 70 to 90 days after the first tour, a second one takes place, when the same men have opportunity to visit the same lots of lambs and observe the results accomplished by the different methods so that they themselves may determine how well one or more of the practices observed will apply on their own farms. This method of teaching communities the methods of lamb feeding has proven to be a very successful one.

Common Sense

Safety is not a creed strange or new,
To be comprehended by but a few;
Nor is it only some newfangled fad
That stresses weird horrors to make folks sad.

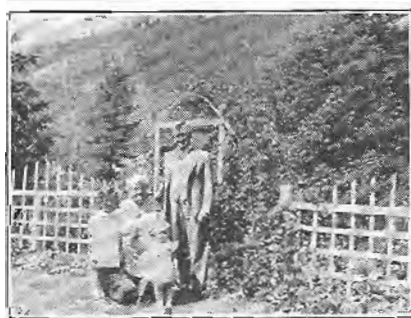
Safety is joyful, and bright, and gay;
It brings us hope of a better day;
It teaches that thinking stops accidents—
For safety is naught but applied common sense.

"Safety is gruesome," folks oft declare,
But this is a statement that is not fair;
"Absence of safety" indeed is drear
And soon breeds an air of distrust and fear.
Real, helpful safety is like a flower,
Abloom in a thorny, neglected bower,
Giving its fragrance without pretense—
For safety is naught but applied common sense.

Thinking of others at work or at play,
And watching your actions from day to day;
Teaching the children while they are at school;

Applying at all times the golden rule—
This, as you see, is a simple thing,
Yet brings joy in place of much sorrowing;
Brings happiness as its own recompense—
For safety is naught but applied common sense.

—National Safety Council News Letter
(Author Unknown).



A Rocky Mountain Division Beauty Spot.

THE accompanying picture is of the yard and garden of section foreman Hewitt, at Tarkio, Montana. This is one of the prettiest spots of the Division and it receives much favorable comment from passengers in the passing trains. Mrs. Hewitt tends the garden herself, and is justly proud of her work and its results.

Mr. Hewitt has been section foreman on the R. M. Division since 1913 and has been at Tarkio ten years. The two little girls in the picture are his granddaughters, Hazel, 4 years, and Georgia, 19 months.

A Wisconsin potato grower adopted practices followed by many of the western successful farmers and installed an irrigation system on his farm. The system used is a variation from the systems generally used in the West, in that it is portable and so arranged that the water supplied to the growing fields can be very easily regulated on the basis of the time water is pumped through the pipe system. Being a portable system, it permits this Wisconsin grower to irrigate several fields, though they may be scattered over a wide territory. It is reported that on one irrigated field this grower produced over 600 bushels per acre of potatoes this year. Measured as is customary in the West, this is a yield of better than 18 tons per acre.



Miniature HATHAWAY Locomotive Made by House of David School Boys.

But She Didn't Like It

He: "You're always asking me to tell you a lodge secret. Well, I could tell you one, but you wouldn't like it."
She: "Oh, George! I will, too! Tell me!"
He: "O. K. Here's the secret. I just paid my lodge dues, so you won't get a Christmas present this year."

The Little Red Caboose (to CHC)

The red caboose of yesterday is gone,
And in its place is one of silver bright;
Clean as a speeding arrow in the sun,
Or like the moon's clear crescent in the night.

The train crew welcomed the new silver one
And spoke of comforts and how smooth it ran;
But oh, that red caboose behind the train
Spelled romance and adventure to ev'ry man.

From out the cupola upon its top
They'd watch the train along the track;
The tops of box cars swaying on the curves,
The smoke from spurting smoke-stack streaming back.

Within the red caboose the bellied stove
Was comfort to the cold and tired crew,
When hand brakes made aching muscles sore
And the brief rest would send them out anew.

Upon the siding when each run was made
The crew would gather there for food and sleep.
The glow of old and trusted things it had
Like faithful friends, old houses, shadows deep.

But now it's gone. I felt it was the last
Of romance and adventure to remain,
But never from my memory I'll erase
The little red caboose behind the train.
—Martin E. Coutant.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE September meeting of the Wausau chapter was held at the club house Tuesday afternoon, Sept. 14. It was reported that there was a balance of \$271.62 in the treasury. A committee from the chapter had prepared and served a dinner at the home of a deceased railroad man during the preceding month. Favours at the three tables of bridge were won by Mrs. Felix Slonske and Mrs. Jay Campbell, and at five hundred by Mrs. R. P. Rawson and Mrs. Nellie McCarthy. Lunch was served by Mrs. Lawrence Nowitzke, Mrs. J. R. Campbell, Mrs. Amos Griffith, and Mrs. M. E. Donovan. It was decided to have a one o'clock luncheon on October 12, the next meeting date. The committee in charge was Mrs. Walter Freeburn, chairman, assisted by Mrs. Frank Davie, Mrs. August Krueger, Mrs. Minnie Staeger, Mrs. John Scherhart, Mrs. A. I. Lathrop, and Mrs. Ray Schultz.

Black Hills Chapter

Etta Patton Feuerhelm, Historian

BLACK HILLS Chapter has resumed activities after a vacation of two months, opening with a club picnic September 5, with about seventy-five members present, and two of our retired engineers, Mr. E. E. Smith and Mr. J. S. Johnson.

On September 13 the regular meeting was held with Mrs. R. I. Colvin and Miss Emma Renyer assisting. The various chairmen gave their reports. Relief chairman reported one case of relief and numerous good cheer.

Mr. and Mrs. Fred Diehl and Mr. and Mrs. Carl Zickrick went to Denver last week to enroll their daughters in the Colorado Women's College. They were accompanied by Mrs. Elsie Wallis (nee Elsie Diehl), who is here visiting her parents from New York City.

Marmarth Chapter

Mabel Richey, Historian

THE first of our fall meetings, held Sept. 30 after a hot summer vacation, was called to order by our president, Mrs. Harry Wood, at our club house, which during the summer had all been "gone over"—varnished, new curtains, new cook stove—and it looked so cheery that we are anticipating many happy winter gatherings.

Membership chairman Mrs. Richmond reported 31 voting and 32 contributing members. She also mentioned we were one of the chapters who won \$20 for membership prizes.

Welfare chairman Mrs. F. Williams reported 7 personal calls, 11 telephone calls. Librarian Mrs. R. Rushford reported 119 books in library and 35c collected in rental. Good cheer Mrs. Dernback reported 6 personal calls, 5 telephone calls and 6 families given good cheer without any expense to the chapter.

Treasurer Mrs. R. Rushford reported \$1.60 taken in and \$14.43 paid out. Total on hand, \$162.71.

We have lost many of our club members since our last meeting. So many changes have taken so many from Marmarth.

Our house and purchasing chairman, Mrs. P. Carolin, reported the expense of cleaning and painting club house would amount to \$14.43, but it is lovely and everybody was pleased with the fresh appearance the cleaning had made.

We are starting a series of card parties and ways and means chairman Mrs. Ed. Strieble was to start out with her chosen committee for the first one to be given in October. We are also having a sewing circle, which meets at club house the first

Wednesday of each month. Each lady is to bring some piece of fancy work to explain and pass on to some other member for our Christmas presents.

We are also having one of our "famous pot luck suppers," with all club members invited, for our last Thursday in November meeting.

We are expecting quite a good turnout at our next meeting, as we have \$4.00 in the bank for our voting members and \$1.25 for our contributing members.

No further business. Meeting adjourned and a lovely lunch was served by Mmes. Carolin, Hindert, Criger and Richmond.

New Lisbon Chapter

Mrs. George Oakes, Historian

ON TUESDAY, September 28th, 1937, the twenty-third regular meeting of New Lisbon Chapter was called to order by the president, Mrs. A. C. Shrake, at the home of Mrs. O. Gebhart.

Nineteen members responded to the reading of the club motto.

Reports by the acting secretary, Mrs. Wm. Wilcox, and the treasurer were read and approved.

The president informed us that anyone wishing to take up geraniums from our railroad flower bed were at liberty to do so before the frost would destroy them.

An attendance prize was given during our meeting. Slips of paper were passed to all members. The one, on which (B. O. V.) was written received the prize which was a Bottle of Vanilla (B. O. V.).

We also awarded another set of dishes on which we cleared one dollar and seventy cents. Ten cents a person being charged.

Sunshine money amounted to fifty-three cents.

After adjournment a very tempting luncheon was served by Mesdames A. G. Shrake, C. O. Smith, B. Bowman and Wm. Bernard.

This was our first fall meeting, as we had recessed during the months of July and August.

Janesville Chapter

M. E. R., Historian

ON TUESDAY, October 4th, the Janesville Chapter entertained our president general, Mrs. Carpenter Kendall, Miss Etta N. Lindskog, secretary general, and Mrs. George J. Ryan general chairman of constitution and by-laws. The day's program started at Mrs. Charles Gregory's lovely home. Mr. Charles Gregory and Mrs. Albert Hunter called for the guests from Beloit and Madison. Coffee and cakes were served and an informal visit held. We all inspected Mrs. Gregory's beautiful garden and were thrilled by the artistic arrangement of everything in it. At one o'clock a luncheon in charge of Mrs. Jas. Fox and Mrs. H. Dallman was served in the clubhouse to about fifty members. The tables were decorated with autumn leaves and flowers by Mrs. Jay Hymers. The invocation was given by Mrs. Charles Gregory. Talks were given by Mrs. Kendall, Miss Etta Lindskog, Mrs. A. Specknet, president of the Madison chapter, and Mrs. Robert Smith of the Beloit chapter. Mrs. Geo. Allen, a member of the Janesville club, gave an inspiring talk on "Friendship." Our gracious president, Mrs. J. A. Lovass, presented Mrs. Kendall with a basket of dahlias grown in Janesville. A beautiful silk flag was given to the chapter by Mrs. Howard Haffery and presented to us by Mrs. H. P. Carey. A group of songs were given, followed by a business meeting. The afternoon was spent informally. Refreshments were served before the guests left for home. We all agreed that

these contacts help us a great deal in our club work.

Mrs. Thos. Kennaugh, Mrs. Wm. Bennett and Mrs. Mort Kelleher gave lawn parties during the summer, and on July 20th, a picnic was held at Riverside Park, one of the most beautiful parks in the state. Coffee was made on an open fireplace and frankfurters were roasted. We all had a marvelous time. At this time plans are being made for our yearly hard time Halloween party. This is the occasion when we forget our ages and act like children. Mrs. George J. Ryan is in charge of same.

We've missed one of our most active members the last few months. Mrs. J. W. McCue. Mrs. McCue fell down the basement stairs, while calling on one of our shut-ins and crushed two vertebrae. She was in the hospital for a few weeks, and is at home now and is progressing nicely. We look forward to the time when she can be with us again.

A great deal of sunshine work has been done so far this year, also some welfare work.

Three of our charter members passed away recently. Mrs. Wm. McAuliffe, mother of seven children, Mrs. M. Griffin and Mrs. T. Cushing. Also two contributing members, Mr. John Koefl and Chas. Swan. Our deepest sympathy is extended to the bereaved families.

That's that.

Union Station Chapter

Gertrude Schoyer, Historian

THE first meeting this fall of Union Station Chapter was held in the club room at the Union Station on Oct. 4.

A delicious supper was arranged and served by the social chairman, Miss Antonette Welling, and her committee to forty-six members and their guests. Several members came later, making a total attendance of approximately sixty. The business meeting was preceded by selections played very beautifully on the piano by Miss Dorette Ostradt, a friend of Mrs. Roland Sanders. After the business meeting Mrs. Carson Taylor directed the playing of keno.

The members were pleased to hear the chapter won the 1937 membership prize. They are now busy planning for our usual fall dance and card party, to be held this year at the Hotel Sherman on Saturday, Nov. 13, to raise money for our Christmas basket fund.

Savanna Chapter

Marie J. Clifford, Historian

SAVANNA CHAPTER had its first fall meeting at the Lydia T. Byram clubhouse Monday night, Oct. 11, with a good attendance.

The meeting opened with singing of club songs and reading of minutes, followed by reading of reports of committees.

Mrs. Buswell, president, named the nominating committee for election of officers, which will take place in December, with Mrs. Ethel Casselberry as chairman, Mrs. Roe, Mrs. Plattenberger, Mrs. John Brown, Mrs. Van Bockern to assist.

The get-together supper meeting will be enjoyed by the club members and their families on Monday, Nov. 8. Supper will be served and will be followed by program and dancing. Mesdames D. R. Davis and D. H. Phebus were named as chairmen of the affair. The program to be in charge of Mrs. Raymond Phillips and Lew Schwartz.

The relief chairman reported \$20.18 spent in September, giving aid to three families. The good cheer chairman stated that 14 families were reached during September by personal calls, cards, etc. Membership is now up to 477 members. The steamboat excursion which we sponsored in June and put on by the ways and means committee netted \$66.40.

Following the business meeting bridge and "500" were played, honors going to Mrs. H. L. Stevens. Attendance prize was drawn by Mrs. Archie Day. Dainty refreshments were served.

Ottumwa Chapter

K. M. Gohmann

EXACTLY three dozen enthusiastic members attended the 1 o'clock luncheon, the opening function of this season of the Ottumwa Chapter on Oct. 8 in the clubhouse. To stimulate the interest of members to attend, our president, Mrs. J. H. Stewart, has introduced the "bank nite" idea by awarding one dollar to the member whose name is drawn during the meeting and who is "among those present." Mrs. Robert Yates was the unlucky one, as her name was drawn but she did not attend the meeting, therefore at the next meeting in November the award will be one dollar and fifty cents. The amount is to increase fifty cents each month for a certain period of time if the name of an absent member is drawn.

Mrs. Frank Ebberts, social chairman for the year, was in charge of the luncheon, assisted by Ruth Towns, Mrs. John Phleger and Mrs. C. W. Riley. The Hallowe'en decorations were furnished by Mrs. C. W. Riley and Ruth Towns, the table having six full-length strips of black and orange crepe paper, cellophane bags of candy attractively tied with the orange and black ribbon were placed at each plate, with the napkins carrying out the same colors and the Hallowe'en idea.

On Oct. 19 a dessert bridge benefit will be sponsored by the board members. The ways and means committee will hold a rummage sale some time during October, and a committee selected to arrange for a dance during the latter part of November.

The clubhouse had an atmosphere of cheer and hominess with the newly-cleaned walls, the new drapes and the fresh bouquets of artificial flowers. The members of the club wish to express their thanks to the officers in the Sherman street building who were instrumental in getting the interior of the clubhouse cleaned and repainted.

St. Paul Chapter

Mrs. O. D. Wolke, Historian

BOARD members of St. Paul Chapter met September 1st for a one o'clock luncheon and meeting. President Mrs. F. M. Washburn called meeting to order. Nine members were present. Reports were read.

Mrs. Washburn explained to board members, the commissioner of city parks, Mr. F. M. Truax, notified Mr. J. Pothen of an opening of Highland Park September 19th, and would be glad to let the Milwaukee Railroad Woman's Club use it. A committee meeting was called at Mrs. Washburn's home and arrangements were made for a booya to be given Sunday, Sept. 19, at Highland Park, booya being the topic of discussion and all necessary arrangements were planned. Board meetings for July and August being omitted, on account of the extreme heat, vacations, and sickness among board members. First regular meeting of the chapter was held Tuesday evening, September 14th, in club rooms in the Degree of Honor hall, following the three months' recess.

President Mrs. F. M. Washburn opened the meeting by reading of club motto. And routine business was taken up with thirteen members in attendance.

Mrs. E. Johnston, membership chairman, reported no increase in membership, 93 voting, 261 contributing. Total membership, 354 members. Mrs. Geo. Brew, ways and means chairman, reported no money taken in for month of August. Welfare Chairman Mrs. Joe Maher reported \$9.81 spent for month of August, two families being reached. Good Cheer Chairman Mrs. E. Chamberlain reported \$3.00 spent for month of August. Seven families were reached.

The president announced the booya to be held at Highland Park September 19th and appointed committees for serving and washing dishes.

Following meeting, light refreshments were served by Mrs. Allen and her committee.

The booya held September 19th at Highland Park was a big success and much credit is due Chairman Mr. Julius Pothen and his committee as follows: Messrs. Nelson, Rothmund, Washburn, Snider, Arseno, Maher, Napp, Kottke, and Wolke. Also Mrs. Geo. Brew, Pothen and Citzmore, who worked so hard to make the booya a success. One hundred and thirty-five gallons of booya was served. All present reported a very good time and hoped the chapter would give another booya next year.

Regular monthly board meeting was held Tuesday, September 5th, with a delicious 1 o'clock luncheon. Nine members were in attendance and reports were given.

It was planned at this meeting to serve a ham supper at regular meeting September 14th. It also was decided to have Miss Bee Baxter from the household forum on radio station KSTP to speak at September 14th meeting.

The regular meeting of chapter was held September 14th in club rooms in the Degree of Honor hall.

A 6:30 supper was served by social chairman Mrs. John Sitzmore and her committee. Mesdames Allen, Medinger, Johnston, Martin, Maher, Rutter, Brew and Wolke.

Following the supper President Mrs. Washburn introduced Miss Bee Baxter of the household forum from radio station KSTP, the club's supper guest, who favored us with a very interesting talk on radio. Following the talk names were drawn, and thirty-five lucky members were given very useful prizes, presented by Miss Baxter, furnished by her radio sponsors.

The drawing of prize article used as awards followed, conducted by Ways and Means Chairman Mrs. Brew. Mr. Forbs being the lucky winner. Profit on this article was \$1.85.

Following the drawings the business meeting was held. Reports were read from the various chairmen of committees.

The amount spent for relief work during September amounted to \$9.27, two families being reached. No expenditures for good cheer for month of September. Report on ways and means for September was \$35.00. No increase in membership during July, August and September, the number still remaining 354 members.

Members of St. Paul chapter are very happy to learn that Mrs. Stanley Walker and Mrs. A. Bishop are able to be with us again, after being confined at their homes for the past several months with broken limbs.

In fear that we might have omitted a name on committees for the booya, the chapter takes the opportunity at this time to thank all who so willingly and successfully worked to help to make the event the splendid success it was.

Sympathy is extended to Mrs. John Black and family in the loss of her mother. Also to Mr. and Mrs. Mortensen in the loss of Mrs. Mortensen's father. And to Mr. Harstad in the loss of his mother.

Kansas City Chapter

Mrs. Roy Larson, Historian

THE first regular fall meeting was held at 2:00 p. m., Thursday, Sept. 7. The meeting was opened by repeating the club motto. The sunshine chairman reported 24 personal calls and 38 telephone calls during the summer. Welfare chairman was not present.

The chapter accepted with regret the resignation of Mrs. Woodward as president. Mrs. Geo. Ferris was elected president for the remainder of the year. We are having an epidemic of resignations this year. Mrs. Deak resigned during the summer, account of moving out of the city. Her resignation was also accepted with regret. She has been a faithful member and worker and will be greatly missed. We wish her to know that our love and best wishes go with her to her new home. Mrs. Woodworth is our new treasurer.

Mrs. Woodward offered her home for a

card party to be held some time in October, which we are sorry to say will be the last of a great number of lovely parties given this chapter by Mrs. Woodward, as she is leaving Kansas City to make her home elsewhere. She has been an untiring and faithful worker and it is truly a loss to this chapter to have her leave; but as with all other members who leave us to make their homes elsewhere, we wish for her the best of everything, and want her to know she will always have our love and best wishes for her happiness.

The October meeting was held Thursday, Oct. 7, with a covered dish luncheon at 1 o'clock. A fine social hour was enjoyed before the regular meeting at 2:00.

The sunshine chairman reported 18 personal calls and 35 telephone calls. Welfare chairman reported two families helped during the summer with a total expenditure of \$47.00. There were four birthday offerings to swell our sunshine fund.

Mrs. Woodworth introduced four new members and we hope they like us well enough to attend every meeting.

Meeting adjourned.

Mrs. Woodward's card party will be held Monday, Oct. 18. We hope to have a record-breaking attendance to show our appreciation of Mrs. Woodward's hospitality.

Mason City Chapter

Mrs. W. J. Gaffney, Historian

WE RESUMED our activities September 27, after two months vacation. Our club rooms had been cleaned and decorated with bowls of cosmos and bitter-sweet. They certainly looked good to us.

Mrs. R. Sizer, our president, presided in her pleasing way. Mrs. Wm. Ingraham led our community singing. We acclaim her the best leader ever. The club motto was repeated, followed by the reports from our chairman.

Mrs. C. H. Kirsch reported 156 voting, 241 contributing and 14 junior members, making a total of 411 members. For our increase in membership over last year, Mrs. Kirsch reported \$30 received from the Rural Governing Board. This announcement received an enthusiastic applause from the members. Mrs. T. Pack, treasurer, reported a balance of \$569.67. Mrs. R. J. Goltz, welfare chairman, reported \$11.50 expended, 3 personal calls, and one telephone call. Mrs. R. J. MacGregor, corresponding secretary, reported 12 cards sent. Mrs. C. Tuslar, sunshine chairman, reported 16 telephone calls, 5 cards sent, 11 sick calls and 2 social calls. Also one family was assisted.

Arrangements were made for an evening card party for October 13 and a guest party for the evening of October 26. As we are desirous of having those who are not able to meet with us in the day time, come and "play" as Mrs. Kendall admonished us to do about a year ago. We are also planning a big dance and card party sometime in November.

Mobridge Chapter

Mrs. Roy Keating, Historian

AFTER our summer's recess the regular meeting of this chapter was held in the club rooms at 8:00 P. M., Sept. 20, with a goodly number in attendance.

Our president, Eileen Swanton, presided at the meeting which opened with the club motto.

An interesting letter from Miss Lindskow was read, in which she congratulated our local chapter for the splendid showing in increased voting and contributing membership.

After reports of the committees were read, the production of the Home Talent play was discussed in which it was definitely decided to be shown at our local Auditorium, Oct. 19, under the direction of Miss Jackson of the National Producing Co. of Kansas City, Mo. The play chosen is "Fly High" and promises to be a splendid production. The proceeds from the show will go for Christmas baskets.

A note of appreciation was sent to Ed. Ogden, conductor in receipt of \$5.00 dona-

tion, Mr. Ogden has previously been very kind in contributing regularly to our chapter, for which we are very grateful.

There being no further business, the meeting adjourned, followed by the following splendid program:

3 piano selections by little Patsy Fraber, 6-year-old daughter of Mr. and Mrs. Ralph Fraber; 2 piano selections by Sidney Hogen; a vocal solo by Wallace Patten De Klooe, accompanied by Mrs. Lobin; 2 piano selections by Helen Williams; bank note drawings went to Dora Anderson.

Closing the evening, delicious refreshments were served by Meses. Clyde Caldwell, Hopper, and Preston.

Miles City Chapter

Mrs. A. S. Condel, Historian

ALTHOUGH it was pouring rain more than 100 members attended the six o'clock pot luck dinner at the club house on October 4.

A short meeting was held afterward. Mrs. James, sunshine chairman, reported 28 personal, 98 telephone calls, 29 messages of good cheer and 42 families reached.

Mrs. Numbur, welfare chairman, reported a hospital bill of \$12.50 paid, 6 personal, 6 telephone calls and 2 families reached.

Membership chairman reported 465 members.

Mrs. Farr gave us a splendid talk on "Safety First." The program consisted of everyone present joining in singing two popular songs, a piano solo by Sallie Marie Faulkner, and two readings by Miss Grills.

The rest of the evening was spent playing "Beano," "Bingo," and Contract Bridge.

Tomah Chapter

Mrs. Hugh Johnson, Historian

THE September meeting was well attended after the summer vacation—and all were ready for the year's work.

The treasurer reported a balance of \$227.36; relief chairman reported an expenditure of \$7.36; and good cheer chairman, an expenditure of \$3.38. Nine telephone calls were made, four cards sent, and thirteen personal calls were reported.

Ways and means chairman reported receipts of \$15.25.

The chapter has 204 voting and 270 contributing members.

Arrangements were made to hold the annual Hiawatha dance on October 1st.

After the business session, refreshments were served.

The October meeting was held on the 5th, in Legion Hall, preceded by a one o'clock luncheon. It was the chapter's annual birthday party. A doiley was donated by one of the members which was contested for at a penny a person, realizing \$1.26—given to a Sparta member. Six dollars was realized on the sale of some towels—received by Mrs. Wegner.

The annual Hiawatha dance, which was held on October 1st, cleared \$100.00. Our former president, Mrs. Wm. Hovey, who is moving to Sparta, was honored guest and was presented with a corsage bouquet. The following verses, written by Bessie Bowen, were dedicated to Mrs. Hovey:

Fall days now are with us,
Time is fleeting fast;
Here's a little tribute
To our president past.

She has been a loyal worker
With a will to do us good;
Ever trying to better our club
In every way she could.

She still will work among us,
But in a newer field;
May her faithfulness to Sparta
Reap a bounteous yield.

Untiring in your work with us,
With comfort, cheer and smiles;
We can not be separated
By a few short miles.

Always in our memory
Linger thoughts of you;
With sincere good wishes
We bid you fond adieu.

Terre Haute Chapter

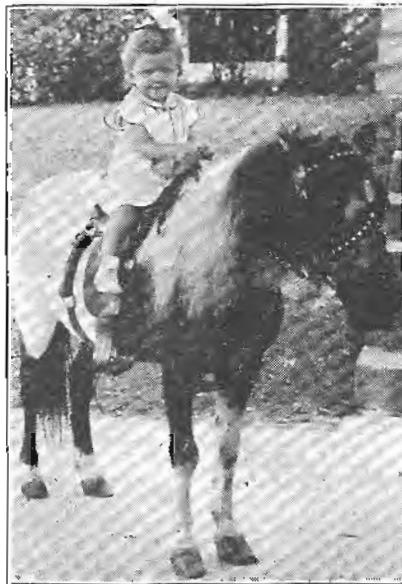
Mrs. M. C. Faris, Historian

THE first meeting of the season of Terre Haute Chapter, with Miss Lindskog, general secretary, as guest, was held in the club house on September 30. A delicious supper preceded the business meeting, at which plans for the fall and winter activities were discussed.

Ways and means committee reported serving a dinner to the officials as a farewell to Mr. E. H. Pfaffkin and Mr. Mike Murphy, who are retiring. About ten dollars was realized, and a very lovely meal was enjoyed.

The next meeting is to be held at St. Bernice.

There is much relief work to be done on the Terre Haute Division and the club is kept busy taking care of those in need.



Marjita Fjot, 18 months old. Little daughter of Assistant Chief Clerk, Supt., Car Department, Milwaukee.

TM Division, West End

P. R. H.

MRS. J. M. MICHELHILL, wife of roddman in engineering office, Miles City, was called to Omaha the forepart of October on account of death in her family. We extend our sincere sympathy to this family in their bereavement.

Adolph Norskog, pipefitter at Miles City Shops, has returned to work after being off sick in the hospital for two or three weeks.

Mrs. R. B. Aney, wife of traveling engineer at Miles City, is home again recuperating from a major operation to which she submitted in the Holy Rosary Hospital at Miles City in September.

Harry Kirkpatrick, son of Mr. and Mrs. A. D. Kirkpatrick of Miles City, is attending Wilson Business College at Seattle this fall.

Harry Swartz, son of Mr. and Mrs. H. G. Swartz of Miles City, recently graduated from the Air Corps Technical School of Rantoul, Ill. and is now awaiting authorization from Washington, D. C., to be transferred to Hamilton Field in California, where he will undergo a three months' practical training course. With his advancement to Hamilton Field in California he will be trained for further highly specialized assignments in the aviation circles. We congratulate this young man on the progress he is making in the aviation field.

At a pretty ceremony performed at high

noon, Saturday, September 25th, Miss Marilyn Lamphere, of Williston, N. D., became the bride of William L. Wise, son of engineer and Mrs. W. H. Wise, of Miles City. The wedding took place at the Fort Peck home of the bride's sister, Mrs. Don Mayo. After an extended honeymoon trip to the west coast, they returned to Miles City where Mr. Wise is assistant city engineer. We congratulate these young people and wish them many years of success and happiness.

Mrs. T. E. Wrenn, age 81, mother of Bernie Wrenn, baggageman on the Trans-Missouri Division, passed away September 15th at the home of her son in Butte, Mont., where she and her husband have been making their home. Interment was made at Bowman, N. D. Our sympathy is tendered these people in the loss of their loved one.

H. A. Bishop and wife of Miles City are planning a trip to Washington, D. C., where they will visit their daughter, Miss Jean Bishop who has been employed by the Government in that city for several years.

Vera Grainger, daughter of Mr. and Mrs. Hugh Grainger, has accepted a position in the ready-to-wear department of the Winkler Store in Kalispell, Mont.

For the first time in the history of the Order of DeMolay and Order of Rainbow in Miles City, a brother and sister were installed Chapter Heads, October 4th. They were Robert Nelson and Lois Nelson, son and daughter of Mr. and Mrs. Swan Nelson. These young people were installed as Master Councilor and Worthy Advisor of these two Chapters. We congratulate these young people on the advancement they have made in the two chapters.

Misses Catherine Croake, Marcella Shine and Dolores Norskog matriculated in Eastern Montana Normal School at Billings, this fall, where they will each pursue the Business Administration course, preparatory to entering the business world.

Mrs. Harry McMahon, wife of chief clerk at Miles City, returned the forepart of October from a visit to the Coast.

J. B. (Dad) Wynman, retired conductor on this division, has been released from the Holy Rosary Hospital at Miles City, where he was confined for several days. Reports from his home indicate he is getting along fine, which we are all glad to hear.

Robert K. Burns, private secretary to General Manager C. H. Buford, of Seattle, spent a few days of his vacation in Miles City in September, renewing old acquaintances. We are always glad to have Bob call on us.

S. A. Mayo, retired yardmaster at Miles City, is again confined to his home on account of illness. We sincerely hope he will soon be out again.

Mrs. Helen Madson, mother of Mrs. Leonard Richey of Miles City, has been visiting her daughter for the past two months. Her home is in Gillette, Wis.

Wisconsin Valley Division

Lillian

GUS Gehring took a 12-pound muskie from Gunlock Lake. He brought it home to show to his many friends as positive proof that his latest fish story is a true one.

Mr. and Mrs. N. P. Thurber, Beloit, were visiting at the home of Mr. and Mrs. M. M. Harrington and renewing old acquaintances in Wausau.

Roland Obey, 18-year-old son of Mr. and Mrs. N. A. Obey, was last week appointed to the U. S. Naval Academy at Annapolis, Md., by Congressman Gerald J. Boileau. He will enter the academy next July 1. Obey left for Madison last week to attend the University of Wisconsin, where he will take subjects that will qualify him to enter the academy without taking the entrance examination.

Mr. and Mrs. Ed Czanski of Randolph were visiting with Wausau friends for a short time recently. Mr. Czanski has improved considerably in health and we were glad to see him around and about again.

SPECIAL COMMENDATION

The following named operators have interested themselves in securing passenger business for this company, and we wish to extend special commendation for their interest and assistance:

Joseph Moquin	Machinist and Acting Night Roundhouse Foreman.....	Madison
Miss Naomi E. Johnson.....	Office, Ticket Auditor	Chicago
James Borrer	Sleeping and Dining Car Dept.....	Chicago
Harry Wilson	Marine Dept.....	Seattle
Pete Garvey	Chicago
Frank W. Runk	Switchman	Chicago
Miss Mabel Pearson	Office, Ass't Frt. Auditor	Chicago
W. M. Noble	Cashier, Healy Station	Chicago
J. Goodenough	Office, Frt. Claim Agent	Chicago
Mr. Cross	Yardmaster, Council Bluffs Yards.....	Council Bluffs
Miss Mable Purvis	Office, Gen'l SW. Agent.....	Kansas City, Mo.
R. W. Duell.....	Conductor	Spokane
W. W. Cutler	Local Freight Agent.....	Spokane
Dave Leaming	Conductor	Spokane
Frank D. Stevens	Storehelper, Western Ave	Chicago
Mrs. H. R. Beers	Wife, H. R. Beers, Div. Engineers' Office.....	Butte
Mabel Price	Stenographer, Office DF&PA.....	Butte
L. A. Geiger	Police Dept.....	Aberdeen, S. D.
W. P. Wood	Agent	Centralia
H. J. Thayer	Operator	N. Milwaukee, Wis.
Wm. Goecke	Chief Clerk, Frt. House.....	Watertown, Wis.
J. C. McDonald	Dist. Storekeeper	Tacoma
Fred Snyder	Chicago Terminal Fireman	Chicago
Elmer A. Keller	Chief Clerk, Frt. Station.....	N. Milwaukee, Wis.
C. E. White.....	Time Inspector	Chicago

Pat Morrissey, engineer, Coast Division, one way ticket, Seattle to New York; one way ticket to Washington, and tip concerning three others to follow in near future.

J. Downey, conductor, round trip ticket, Spokane to Washington and return.

A. I. Kindam, conductor, T. M. Division, furnished information on movement of several cars of sheep from Montana points. Mr. Kindam is always active in soliciting business for the company.

Katherine Bell, office of district accountant, Tacoma, two tickets, Tacoma to New York City.

Charles Tokley, office of district accountant, Tacoma, round trip ticket, Tacoma to Minneapolis and return.

W. M. Eschelmann, office of district accountant, Tacoma, one way ticket, Tacoma to Chicago.

Mrs. W. H. Bowers, Tacoma, three one way tickets, Tacoma to Chicago

L. C. Sargent, car department, Tacoma, two round trip tickets to Milwaukee and return.

Kenneth L. Bergstrom, brakeman, Tacoma, round trip ticket, Seattle to Minneapolis.

M. Cross, section foreman, Council Bluffs, two and a half round trip tickets to Detroit, our line to Chicago.

B. W. Buell, conductor, Spokane, one way ticket from Minneapolis and one way ticket from Ohio.

F. J. Allemann, local freight agent, Tacoma, three round trip tickets, Tacoma to New York and return, our line between Tacoma and Chicago, both ways.

F. E. Berg, Seattle, two round trip tickets, Seattle to New York and return, our line in both directions.

Charles F. Negley, office of superintendent, Tacoma, two round trip tickets, Tacoma to Minneapolis and return.

J. E. Brady, roundhouse foreman, Tacoma, round trip ticket to Minneapolis and return.

Car foreman Taschl, St. Paul, two round

trip tickets for HIAWATHA, Chicago to St. Paul and return.

Carman Wilfrid Anfang, one revenue passenger for HIAWATHA, from Chicago to St. Paul and return.

J. P. Hanrahan, brakeman, Spokane, two round trip tickets, Seattle to Sioux City and return.

Mrs. Hazel Fearn, % steno. agent, Tacoma, furnished tip concerning shipment of buses to Tacoma.

C. D. Ziegler, foreman, freight house, Butte, two round trip tickets, Butte to Portland, Ore., and return, and one one-way ticket to Portland.

Mary Osier, bookkeeper, Continental Telegraph Company, Butte, one and one-half round trip tickets, Butte to Chillicothe, Mo., and return.

Al Pentecost, general foreman, Tacoma, round trip ticket, Tacoma to Asheville, S. C., and return.

W. K. Griffiths, assistant to chief carpenter, Butte, round trip ticket, Butte to Seattle and return.

Mrs. Carpenter Kendall, editor Milwaukee Magazine, one way ticket, Libertyville, Ill., to Sheldon, Iowa.

A Hustling "Business Getter"

TELEGRAPHER J. W. MOSS of the Chicago General Office is always an active and interested "business getter" and his good work means much revenue to the company.

Assistant to the president of the J. W. Mortell Company, Kankakee, writes to Mr. Moss, as follows: "I thought it might be of interest to you to see a summary of car routings favorable to the Milwaukee, that resulted from your very earnest solicitation. With the statements previously sent you, and the attached covering July, August and September, brings the total to 83 cars up to October 1st, this year." Mr. Healy also adds a nice compliment for the HIAWATHA train service. He says: "It might interest you to know that a discussion came up among a number of our guests recently as to the merits of modern

trains operated by several railroads, and the writer took pleasure in giving a very vivid description of, and his preference for, the HIAWATHA. I feel certain that the gentlemen with whom I was conversing will try HIAWATHA the next time they have occasion to go to the Twin Cities."

In July, seven cars were routed "Milwaukee" Road, four outbound, and three inbound, with a revenue of \$345.76. In August, outbound, three cars—revenue, \$222.80. September, outbound, eleven cars; inbound, four cars, revenue \$1,001.43.

Cedar Rapids Terminal

"SERIALS FROM THE CEREAL CENTER"
C. R. T.

GENERAL agent, J. L. Coffey, and wife vacationed at various points in Illinois during September.

Mr. A. C. Dimock and wife motored through the Black Hills enjoying the various points of interest, Mt. Rushmore, the Bad Lands, etc. Mr. Dimock was enjoying his annual vacation from his duties as general yardmaster at Cedar Rapids yard.

On Sept. 22nd, at the Cedar Rapids Country Club, a successful and pleasant gathering of the traffic representatives and shippers, was held with an attendance of over three hundred. This outing was sponsored by Mr. H. F. Sundberg, who was formerly associated with the Milwaukee, and who is now with the Cedar Rapids Chamber of Commerce.

Clyde Williams, who has held the position as bill clerk in the general agent's office for the past several years has transferred to a position as yard clerk at Council Bluffs, Ia. Clyde formerly worked in the offices at Council Bluffs and it will no doubt be like returning home for him. The position left vacant by Clyde transferring, will be filled by Kenneth K. Taylor, who has been employed in the general yardmaster's office at Cedar Rapids for several years.

Asst. supt. W. J. Hotchkiss of Perry was in Cedar Rapids the forepart of October, and dropped in at the various offices to see his old friends.

William Dunson, who retired July 1st from his position as yard clerk, and Mrs. Dunson, have returned from a trip to California. "Bill" reports the climate very enjoyable and is enjoying the best of health these days.

T. M. Paulin, interchange clerk, is enjoying a vacation at this time and is spending a few days at his old home in Marshalltown, Ia.

Mr. and Mrs. Richard P. Jasa spent a few days motoring through Wisconsin during the time "Bunny" was enjoying a few days vacation from his duties as cashier at the general agent's office.

Martin Manton, extra P.F.I., stopped over in Cedar Rapids to visit at the home of his brother, Thos. Manton. Martin had attended the American Legion convention in New York City, and marched with the Iowa Delegation in the BIG PARADE.

We have reports that the residence of car clerk "Tommy" Feireisen has received several coats of white paint. "Tommy" decided to do a little painting while on his vacation the latter part of September, when he was not complaining about the telephone service at the general agent's office.

Richard Danielson, of the W. W. I. B., Clinton, Ia., called on friends in Cedar Rapids while here on business this week.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....Care Trainmaster, Perry, Iowa
 John T. Raymond.....Care Superintendent, Marion, Iowa
 Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Mrs. C. E. Zimmerman.....Care Superintendent, Green Bay, Wis.
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 Miss N. A. Hiddleson.....Care Mechanical Department, Minneapolis
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
 Ira G. Wallace.....Clerk, Red Wing, Minn.
 E. C. Adams.....Mason City
 A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops
 H. J. Swank.....Care Superintendent, Austin, Minn.
 Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.

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

Iowa (Middle and West) Division

Ruby Eckman

SUNDAY morning, October 3rd, Roland Audis, elder son of machinist Luther Audis of the Perry shops force, was married to Miss Marjory Mote of Perry. Roland is the manager of the Perry branch of the National Tea Company's food store. They went to housekeeping in an apartment in Perry.

The latter part of September the city of Grand Island, Neb., dedicated a beautiful new airport which they named Arrasmith Field in honor of Dr. W. W. Arrasmith, a former Milwaukee employe. Dr. Arrasmith's father was agent at Bayard for many years and Winn learned telegraphy and worked during the vacation periods while attending high school and medical school. He has been interested in aviation for some time and is a member of the Aeronautics Commission of the American Legion. It was largely through his efforts that the city of Grand Island was given a W. P. A. appropriation to finance the project.

The Milwaukee furnished a fine special train the first of October to take the Chicago and other eastern railroad officials to Omaha for the big celebration honoring Wm. Jeffers, the new president of the Union Pacific. Milwaukee employes, especially those on the Iowa division who knew of the special, were thrilled to hear the complimentary remarks Mr. Jeffers made about the train in the talk he gave at the dinner. Part of the talks were broadcast over the Omaha station.

Brakeman Claude Doud and family were in Chester, Iowa, the fore part of October to attend the funeral services for Mrs. Doud's mother, who passed away while en route to Rochester, Minn., for medical treatment.

Dick Houghtaling of the Des Moines division section force returned to work the first of October after a several months' layoff. Dick fell off a load of hay and injured his knee so he had to be off duty some time. He has decided that work on the section is less hazardous than farming.

A rearrangement of passenger schedules on the second district, Iowa division, reduced one passenger crew as 34 and 35 is handled by one crew between Des Moines and Rockwell City. They formerly operated between Des Moines and Spirit Lake.

Kenneth Swift, son of Engineer Charles Swift, has gone to Syracuse, N. Y., to a nice position with the Carrier Corporation. Kenneth was an engineering student at Iowa State College and since his graduation has been attending a special training school which the company operates to train their men.

Many of the employes at Perry saw the voca-film, "Friendliness Too," when it was shown at Perry.

Conductor George Havill, who has been ill in a hospital at Kalispell, Mont., for

several weeks, was able to continue his trip to California the fore part of October. Mr. Havill had started west to visit his daughter in Los Angeles, and was taken ill and had to go to a hospital in Kalispell where he was confined for eight weeks. He stood the trip to Los Angeles very well.

Allen Nye a grandson of Engineer Ira Hurless, was a member of the 1937 American Legion pilgrimage to France to commemorate the 20th anniversary of America's entrance in the world war. Allen's father was in the A. E. F. The young man planned to tour England after leaving the Legion party.

Engineer Orville Balsbaugh was the only Perry railroad man to attend the National Convention of the American Legion, which was held in New York in September. Orville's wife and son Richard accompanied him and they enjoyed visiting many places of interest in New York, Pennsylvania and in Washington, D. C.

M. L. Fromm, formerly of the Kansas City division, who was appointed to a position in the Perry office, on the retirement of A. J. Krohnke, has moved from Seymour, Ia., and is now a resident of Perry.

Arthur Lathrop, who was appointed water supply man at Perry, some time ago, has moved to Perry from Oxford Junction, where he lived for many years.

Agent Robert Gilliland of Portsmouth station was off duty for a few weeks as the result of monoxide gas poisoning. He was overcome while driving his car.

Mason Hildrith of the store department went to California on his vacation to visit his daughter, Mrs. Howard Whitlock, Conductor H. O. Whitlock, who retired recently expects to join his children in the west as soon as he disposes of his residence property in Perry.

Vic Hansen, chief carpenter at La Crosse, and Mrs. Hansen spent a part of their vacation visiting their many friends in Perry. They formerly lived here.

Albert and Clarence Nicholson, sons of Albert Nicholson, special agent, had a real thrill October 9th when they went to Ames with a group of other boy scouts and served as ushers at the Iowa-Nebraska football game.

Mrs. Willard Brewer, mother of Brakeman Leo Brewer, passed away at the family home in Perry the fore part of October, following a long illness.

Engineer James Wilson was off duty during September on account of the sickness and death of his aged mother, who passed away at the home of a daughter in Bondurant, Ia.

Mrs. Walter Walrath, wife of one of the middle division conductors, died at the hospital in Perry in September, following a major operation. She is survived by her husband and three children.

William E. Cinn, who many years ago was a brakeman on the Iowa division and who has been making his living by handling a sales line, announced the last of September that he was making his last trip. Bill lost an arm, a leg and a hand

when he was thrown from a car in December, 1893, but never allowed his handicap to down him. He traveled all over the Milwaukee system and employes who have always purchased their pencils and other small items from him will miss him.

Engineer Henry Theuten recently let the contract for a modern bungalow which he and his family will occupy as their home. Henry purchased a lot next to his former neighbor, Engineer Pat Ryan. Engineer Ray Burns will be his neighbor on the south, so no doubt the cinders will fly when the three men get out in their back yards.

Engineer and Mrs. W. F. Thompson have a new daughter-in-law, as their son, Lee, was married September 19th in Los Angeles, Cal., to Miss Wanda Hunnicutt of Des Moines, Icc. who learned the machinist trade in the Perry shops, is now employed by the Southern Pacific in Los Angeles where the young people will make their home.

On September 20th at Burlington, Ia., in the presence of a few close friends, Conductor Fred Tomer and Mrs. Pearl Dow of Perry were united in marriage. After a wedding dinner, a honeymoon trip included Galesburg and other Illinois points.

Notes from Tacoma and Coast Division, West

R. T. T.

THE many friends of Walter Messimore were very sorry to learn that he had received a serious injury to one of his hands in the early part of September, but we are pleased to report that he is getting along very well and will not lose the hand or any fingers, as was at first feared. He will probably be back at work before this appears in print. Congratulations, Walt.

Miss Ann I. Johnson of the district accountant's office, who has been absent from duty for several months because of serious illness, has completely recovered and has returned to work again, we are much gratified to learn.

Miss Nellie Hummel, extra clerk at the district accountant's office, recently had to undergo a serious operation and is now convalescing at her home. We offer our best wishes for her early recovery.

Mr. Charles F. Negley, general clerk in the office of Superintendent F. E. Devlin, celebrated his seventy-seventh birthday on September 28, in good health and full vigor. Though our congratulations on this auspicious occasion are a little belated, they are no less sincere and we wish him many happy returns of the day. He and Mrs. Negley are enjoying life to the fullest at their beautiful home, Dunmavin, in the Puyallup valley, near Tacoma.

Mr. and Mrs. Frank C. Clover, long of the local freight office force at Tacoma, but now on the retired list, left about the middle of September on a trip to Melbourne, Iowa, where Mr. Clover was agent for years. They are now visiting relatives and friends at various points in Illinois, Wisconsin and Minnesota. They report the best time possible.

We are very sorry to learn that leading inspector M. J. Trudowski of the Coast Division, on October 5 received a wire from Harlowton, Mont., announcing the death of his sister in that city. He and Mrs. Trudowski left for Harlowton the same evening. We extend our sincere sympathy.

Assistant Superintendent T. J. Hamilton is back at his desk again after a strenuous vacation of two weeks, during which he drove about three thousand miles, visiting Glacier and Yellowstone National Parks and many other scenic points of the Northwest.

A. L. Pentecost, general foreman at Tacoma Shops, at this writing is about to land at Honolulu, for which point he left at the beginning of October on a three-weeks' vacation. We hope he will have a good time at the Cross-Roads of the Pacific. His friends here were so anxious that he should not suffer from seasickness that they even went to the trouble of sending him advice for its prevention by radio-grams to the steamer. Doubtless he fully appreciates their tender solicitude.

Eddie Herzog of Mr. Devlin's office and Mrs. Herzog as this is written are about to leave for Flint, Mich., on a two-weeks' vacation trip, during which they will visit various relatives in Wisconsin and Minnesota and will then return, driving a new Buick which they will acquire at Flint. Eddie claims that he has not been mentioned in this popular Railroadmen's Fireside Companion for ten years and so we hasten to make up for lost time by wishing him and his charming wife a very pleasant trip.

Our good friend, "Elmer" Guttormson, assistant chief yard clerk at Tacoma on the first trick, with his wife and daughter has just returned from an extended vacation trip, during which "Elmer" followed the trail of the luscious lutefish clear to the Atlantic seaboard—but found none anywhere to compare with our Puget Sound brand. With much creaking and groaning Elmer has just gone to work again. You may be sure we are all glad to have his genial presence with us again.

On a visit to his ancestral home in good old Massachusetts, the state of the sacred codfish, Lester Prescott, genial industry checker and car clerk at Tacoma yard, together with his mother, is away on ninety-days' leave of absence, which we hope he may spend very pleasantly. If you should not know it, Lester is a descendant of Colonel Prescott, the immortal hero of Bunker Hill. During his absence George Gordon is doing the honors on his trick.

A. E. Folsom, inspector for the T. C. F. E., has just returned to his duties after a vacation trip which he put in chiefly in visiting relatives at Minneapolis and thereabouts. We hope "Foley" had a thoroughly good time.

Clint Miles, telegraph operator at Tacoma Yard office, relieved Mike O'Connor at the passenger station office for a few days in the early part of October.

The vacation season being just past, we may as well report on a few more who were away. Miss Ruth Ruedte of the district accountant's office just returned from two weeks' absence which she spent in large part at Butte, Mont., and Neil Lupton of the same office, together with Mrs. Lupton, likewise spent theirs on a visit to their son Dick, who is working for the N. P. at Butte.

Train Dispatcher Riley Beal of Tacoma and Mrs. Beal are away at this writing on a three weeks' vacation trip, during which they will visit their daughter living in Washington, D. C., and will then go to New York City and Canadian points.

W. S. Burroughs, cashier at the Tacoma local freight office, and Mrs. Burroughs are receiving loads of foreign mail these days, as their son Howard and his wife are touring Europe just now and writing to them from everywhere. Let alone all the travel literature they are sending, which makes one feel like packing the grip at once. They toured through the Netherlands, Germany, France and Italy and expect to sail from Naples Oct. 28th on the return trip to their home at Olympia.

Clinton Montague, son of general yardmaster Howard Montague at Tacoma Yard, is now yard clerk at St. Marie's, one of the prettiest little towns in the State of Idaho. We hope he likes it there.

Our Tacoma golfers still haven't been able to break the "kibosh" which Bill Keenan, warehouse foreman at Spokane, put on them with his magnificent record of 76 (or has he done still better than that this summer?). Guy Bell, chief timekeeper in Supt. Devlin's office, was our chief white hope, but the best he has turned in this season is 79, which is not bad but not good enough, and Ralph Bement, our divot-digging chief yard clerk, hasn't even done that well. The pillchasers at our neighboring village of Seattle have threatened repeatedly to come over here and give a demonstration of their superior brand of golf, but each time they suffered from cold feet and remained at home. So Bill Keenan and chief despatcher Hays at Spokane still challenge all comers. Let's see who will knock the chip from their shoulders.

Sergeant Paul James of the Tacoma Car Department is a proud man these days, for when he returned from a three weeks' absence at the great national rifle match at Camp Perry, Ohio, he brought back two more medals to add to his already large collection: one was the Congressional medal and the other one as member of the best Infantry team (he was on the Washington National Guard team). Considering that about three thousand riflemen attended this famous match, this is something of which he may justly be proud. This was his second participation in the match and he holds the rank of Distinguished Marksman, which is the highest attainable. Mrs. James was also with him and coming back they drove a new V8 which they brought from Toledo, Ohio.

MILWAUKEE BOWLING LEAGUE TEAM STANDINGS

Tacoma, Wash., October 1st, 1937

Team	Won	Lost	Pins	Pct.
Accounting Dept.	13	3	9006	.812
Supervisors	10	6	9215	.625
Coach Yard	10	6	8481	.625
Boilermakers	7	9	8350	.433
Machinists	7	9	8224	.433
Pipefitters	7	9	8184	.433
Roundhouse	5	11	8777	.313
Blacksmiths	5	11	7728	.313

INDIVIDUAL AVERAGES

No.	Name	Games	Total	Pins Average
1.	Collins	12	2234	190
2.	Cline, M.	12	2174	181
3.	Peterson	6	1041	174
4.	Scheutze	3	523	174
5.	Kinzner, F.	12	2063	172
6.	Rickett, L.	12	2005	167
7.	Murray	12	1986	165
8.	Pentecost, L. J.	12	1964	164
9.	Montgomery	9	1478	164
10.	Hutchinson	12	1952	163
11.	Kinzner	9	1451	162
12.	Thomas	12	1885	157
13.	Bretzer	12	1860	155
14.	Pyette	12	1846	154
15.	Piroh, Sr.	9	1385	154
16.	Carlson	3	462	154
17.	Rickett, A.	12	1840	153
18.	Sollis	12	1837	153
19.	Stumme	6	919	153
20.	Sommers	9	1370	152
21.	Pentecost, A.	9	1368	152
22.	Anderson, H.	12	1812	151
23.	Nelson	6	908	151
24.	Dorsey	2	454	151
25.	Sewell	9	1354	150
26.	Erickson	12	1735	145
27.	Sinclair	9	1285	143
28.	Thrasher	12	1712	143
29.	Bame	12	1702	142
30.	Piroh, Jr.	9	1256	140
31.	Dunbar	12	1636	136
32.	Roberts	6	808	135

23.	Hastings	3	403	134
34.	Rosenburg	12	1583	132
35.	Ostendorf	12	1551	129
36.	Clifford	12	1517	126
37.	May	12	1498	125
38.	Kimose	6	751	125
39.	Bryan	6	700	117
40.	Kirkham	3	346	115
41.	Hallberg	12	1341	112
42.	Wicklund	9	1004	112
43.	Hartwick	9	983	109
44.	Davidek	6	649	108
45.	Jones	12	1279	107
46.	Burr	9	949	105
47.	Cline, F.	3	305	101
48.	Snyder	12	1206	101
49.	Olson	12	1205	100
50.	Lackey	3	292	97
51.	Beinert	6	540	90
52.	Anderson, O.	12	1038	87

High individual game—M. Cline (of the Supervisors), 245.

High individual (3 games)—Collins (of the Boiler Shop), 610.

High team game—Supervisors, 906.

High team (3 games)—Supervisors, 2463.

The league plays every Friday night at the Broadway Bowling Academy, Tacoma; Mr. Collins (Boiler Shop) is President; George Pyette (Accounting Dept.) is Treasurer; Harry Anderson (Accounting Dept.) is Secretary.

Chicago Terminals

"Stout"



Guy E. Sampson

"OLD KICK," as he is familiarly known up and down the entire length and breadth of this enormous railroad system, has retired from the service. Unable to resist the urge any longer, he left Oct. 1 for the purpose of enjoying an easy living (as he so aptly puts it) while he is still young enough to be classed among the young men of the nation.

"Kickapoo" was born at Gays Mills, Wis., on Jan. 19, 1876, and spent the early part of his laboring days in the newspaper field. However, recognizing the fact that no newspaper man ever became wealthy, he regretfully hung up his apron and printer's ink and donned a pair of overalls, entering upon his career as a railroad man in 1901 with the old K. V. & N. as brakeman. This property was later taken over by the St. Paul Railroad, with whom he remained until Oct. 1, 1937.

"Kick" was long your correspondent for the Milwaukee Employee Magazine and his host of friends wish him long life and a

Submarine, 4th Vein, Ind.
 Crown Hill, 5th Vein, Ind.
 Jackson Hill, 5th Vein, Ind.
 Siepman, 6th Vein, Ind.
 Minnehaha, 6th Vein, Ind.
 Little Betty, 4th Vein, Ind.
 Patoka, Pike County, Ind.
 Monarch Brazil Block
 Dorthel, Fulton Co., Ill.
 Springfield, Illinois
 Delta, Southern Illinois
 Northern Illinois
 Sentry, Kentucky, No. 14

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Lehigh Valley Anthracite
 Crichton Greenbrier Smokeless
 East Gulf Pocahontas
 Millburn Smokeless
 Burnwell Dorothy
 Kentucky Blue Bell
 Kentucky Walnut
 Little Joe, E. Ky.
 Hard Burly, E. Ky.
 Sunday Creek Hocking
 Quickfire Domestic Coke
 Terre Haute Foundry Coke
 Shell Petroleum Carbon

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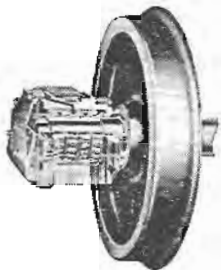
SPEED - COMFORT - SAFETY - ECONOMY

In those four words is summed up the whole story of American leadership among the railroads of the world.

Contributory to this leadership in a very great degree are (1) equipment; (2) personnel; (3) management.

But American railroads are not only the best equipped, best manned and best managed. They lead too in progressiveness . . . in willingness to adopt new ways of doing things. This is one of their greatest advantages.

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Freight Train Cars

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Caboose Car Trucks

Spring Planks

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Office and Works - Bettendorf, Iowa

full enjoyment throughout his remaining years. We understand he has purchased an automobile, rented his home in Bensenville and departed for that ever-alluring Pacific Northwest.

Here is an item that appeared recently. For obvious reasons the name is omitted, but it appeared under the following heading: "Called an 'Old Battle Ax,' She Receives a Divorce." "Mrs. T— M—, 51 years old, testified in divorce court today, Oct. 1, that her husband, J—, 45, kept calling her an old 'battle ax' because of the difference in their ages. She won a divorce." Husbands certainly are having a lot of their privileges taken away from them when the courts refuse to uphold them in the pursuit of their happiness.

Two employes of the Chicago Terminals, insofar as we are able to learn, have had the honor of making Floyd Gibbons' column in the Chicago Evening American. While you have to be more than good to make this column we feel that the experience of one of our employes who was a member of the Dumaru's crew far surpasses anything that ever appeared in this column.

The Dumaru entered the Pacific Ocean on Aug. 24th, 1918, from Portland for a short leg to San Francisco. On Sept. 12th they sailed with a cargo of kerosene, gasoline and T. N. T. and entered Honolulu harbor on Sept. 22nd; partly unloaded there and were at Guam seventeen days later. On the late afternoon of Oct. 16th the ship was struck by lightning and with a cargo of high explosives the crew quickly abandoned ship. Thirty-two men, including Switchman Lyall G. Sampson of the Chicago Terminals, were in one life boat and were practically within landing distance of Guam when the wind veered and blowing directly away from the island, started them on one of the most harrowing experiences that has ever befallen man.

A lot of my readers have read the story of the wreck of the Dumaru, but briefly for those who have not, there were thirty-two men aboard this life boat which drifted from Guam to the Philippine Islands, more than a thousand miles in 21 days. Maddened by hunger and thirst one after another sank and died. The others threw the bodies to the sharks until they were driven to the final horror. Those that died were eaten by the rest. The boat was finally beached on the island of Samar of the Philippine group. Some of the emaciated survivors were lost in the surf while others dragged themselves ashore where they were finally picked up by natives and nursed back to a shadow of their former health.

The first death occurred on the thirteenth day after taking to the life boats, two more died on the fourteenth day and from then until the landing, when but fourteen men were still alive, but in such shape with water-boils, ulcers and nearly dead from lack of food and water that their living today is a mystery.

Many ingenious methods were used by these men to get enough water to keep them alive and the survivors were only

kept alive by the constant thought that tomorrow might bring rescue or the sight of land they could reach.

Lowell Thomas, world-famous commentator, in autographing copies of the book for various members of the crew still alive, calls this one of the most sensational disasters in the history of the seas.

Space does not permit us to tell you of the other Chicago Terminals employe who made Mr. Gibbons' column, but this will be related in some future issue of the magazine.

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

Nora B. Decco

WHAT with a full life size picture of Miss Betty Bleichner, good looking daughter of chief train dispatcher C. G. Bleichner and Mrs. Bleichner, on the front page of all the Butte papers, and swell Indian summer weather, and hearing that Mrs. E. R. Stevens has been to China (of all places), and got safely back again, and that traveling engineer E. R. Stevens has returned from a visiting home folks in Connecticut including Irv who takes pictures for the Saturday Evening Post, no less,—and her husband Charles who writes special things for the same paper and the Country Gentleman and Scribners (no less), and President Roosevelt traveling through our state so near we could all dash over between meals and shake hands with him; and James Farley holding up traffic on Park and Main while he signed the little books with the old familiar green ink; and Beulah Griffith, wife of signal maintainer Griffith at Martinsdale, going a hunting all dressed up, too, and reading about the bear that got into the round house at Avery and what it did to the roundhouse, which reminds us of a time a little black bear got into a large window in a ranch milk house one time and tried to get out a small one opposite, and the milk was cooling all around in the open pans . . . but that is another story, and Mr. Stevens says there was nothing to the Avery bear story any way, it was a deer in the yards that stopped the trains, well . . . take it all in all, October has not been such an awful dull month.

Mr. J. R. Jennings, the pleasant and able young man who kept the passengers out this way cool and comfortable during the past summer, has returned to Milwaukee, early in October. We understand there is a wedding coming up in the near future.

Mrs. Lieb, wife of engineer Lieb, is back in Iowa on a short visit with home folks.

Mrs. John Smeltzer, wife of engineer Smeltzer, has returned from a two weeks' visit with friends at Great Falls and Lewistown.

Cond. Wm. Coffin and wife have moved to Deer Lodge where Mr. Coffin has the run between Deer Lodge and Harlowton on Nos. 15 and 16. Our town will miss

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ILLNESS BENEFITS from first day of Disability.

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ability, and Natural Death (Life Insurance).

HOSPITAL BENEFITS—For Hospital Confinement, you receive ONE and ONE-HALF times Monthly ACCIDENT or ILLNESS benefits—for two months.

Make application today

EMPLOYEES MUTUAL BENEFIT ASSOCIATION

Endicott Bldg.

St. Paul, Minn.

Tomorrow may be too late

this couple but we wish them the best of everything in their new home.

Condr. Earl Wilson is on the sick list and is being relieved on passenger by condr. Vanderwalker for the time being.

Young Russell Pogreba, my neighbor and son of condr. and Mrs. Pogreba, is now a student of the School of Mines in Butte. Only two young men from this town attending this year. We think there is quite a future in store for Russell.

Engr. A. E. Barnes has returned from a few days in Seattle. Mrs. Barnes spent part of the time during his absence visiting friends in Anaconda.

Mrs. A. A. Torgrimson and daughters Fay and Alice have returned from a few weeks' visit with Mrs. Torgrimson's sister in San Diego, California. They report a good time.

Brakeman Leo Eck and wife are in Butte for the past few weeks where Leo is switching at Butte Yard.

Rx-train dispatcher J. R. Weatherly, who during the winter is agent at Gallatin Gateway, (Kennedy's please notice), is now acting chief train dispatcher while Mr. C. G. Bleichner is off for a few weeks. Jack is pretty hard to get along with when he is chief, or any other time.

Condr. Ferris, many years on the switch engine at Bozeman on the Gallatin Valley line, is in the Bozeman hospital, where he was taken when he became suddenly very ill a few weeks ago. He is doing very well at this writing. Condr. Heier is working the job during the illness of condr. Ferris.

Mrs. Shaw, wife of engineer Shaw, is also on the sick list and is in the hospital at Bozeman. We hope to soon see her back home again.

Engineer L. J. MacCormack and wife have gone to Wausau, Wis., for a short visit with friends and relatives there. Also they are celebrating their 31st wedding anniversary. Mrs. MacCormack's old home is at Ripon, Wis. They have been enjoying a short visit with their daughter Evelyn, from Seattle. Her husband, Mr. F. M. Jones, is with the Milwaukee in the engineering department there.

Mr. A. C. Kohlhasse, supt. from Miles City, and Mrs. Kohlhasse, passed through this way going to Missoula first of October, where they attended the wedding of their eldest son. Why A. C. K. should not stop off and say how do you all do, is more than we can tell, wedding or no wedding.

The small daughter of Mr. and Mrs. Wm. Greeten of Deer Lodge has been taken to Seattle for medical attention. This little child has been very ill for some time and we hope soon to hear a good report from her bedside.

Mrs. A. Jorgenson, wife of the late engineer Jorgenson, has returned to her home in Bridgeport, Conn., after several weeks spent here with friends. She expects to stop off at Winona, Minneapolis and Chicago before reaching home about Christmas time.

Mrs. Frank Echard, wife of the late engineer Frank Echard, has gone to Caldwell, Kansas, for the winter where she will visit a sister-in-law.

Condr. Ralph Spayde met with a rather painful accident while switching on the west hill with his train last of September. Brakeman Manley was also shaken up a bit but came back to work almost immediately, but Mr. Spayde has a few broken ribs to nurse before he can report for his turn again.

A lovely wedding of interest to Rocky Mountain employes was that on September 29th in the bride's home in Three Forks of Mary Jane Carlson and Wm. D. Crowley of Logan, Montana. Mrs. Crowley is a daughter of condr. and Mrs. A. J. Carlson and a very lovely and talented girl, a graduate from the 1937 Three Forks high school where she was one of the outstanding players in the high school band. Mr. Crowley is with his father ranching near Logan where they will make their home. We extend our very best wishes to this young couple.

Ralph Kemberling has been assigned to the agency at Martinsdale where he has now gone to take possession of the job and the station Agent Reeser has been working as agent there since the retirement of Mr. Bell.

Operator Mattson relieved Mr. Kemberling on first trick Three Forks and was later displaced by operator Campbell who has been working third here until operator G. W. Smith arrived. Mrs. Smith has gone to Fargo, N. D., for a short visit with her relatives while Mr. Smith works hard on third trick.

Operator Reeser has been assigned to second trick at Harlowton and operator Van Alostine has gone to his new home in Danvers. Operator Willard now working second trick at Harlowton.

Fireman Percy Roberts is working the hostler job at Harlowton roundhouse given up by fireman Otto Heims.

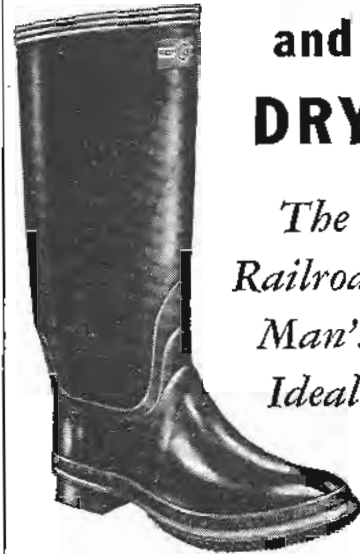
Fireman Bennet is on the Gallatin Valley local during the absence of fireman Fink, who has taken a west end turn for a while.

Condr. and Mrs. McHale have just returned from a short trip to Seattle where they visited friends. The cat left home and when they returned, back went the cat escorted by yours truly (the cat was in a basket and the night was dark, so it may not come back again).

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"U.S." PATROL

This red-soled, heavy, durable rubber has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.



"U.S." PORTLAND

This husky good-looking overshoe is built with an oversize sole and extension heel for heavy wear. The sole pattern is like that of the Patrol, designed to give the maximum of grip where sure-footedness is all important. The upper is tough and fleece lined for extra warmth.

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Because When it comes — YOUR PAY STOPS.
Because The CONTINENTAL will pay for your LOST TIME.
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 (The Railroad Man's Company)
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East Iowa Division

J. T. Raymond

MR. AND MRS. O. FOHEY of Marion were absent on their vacation Oct. 2 to Oct. 6. They attended a wedding in Milwaukee and visited other places. Mr. R. F. Tyler, chief signal inspector of Milwaukee, was in charge of Mr. Fohey's territory during vacation.

Mr. and Mrs. Earl Grant of Savanna left the latter part of September to visit other relatives at Huntington Park, Calif. They also visited their son, who is a seaman on the U.S.S. Lexington.

The Cedar Rapids Gazette of Sunday, Sept. 26th, had a picture of Ed McGuire and a nice write-up noting his recent retirement and his long career with the Milwaukee Road. The item also says that "Further proof that the railroad bug has bitten the McGuire family is the fact that a daughter, Miss Alice McGuire, is also employed as a stenographer in the B&B office at Marion. A son, Edward, is an operator and extra train dispatcher at Manilla, Iowa; a son, James, is an operator at Marion and a daughter is the wife of a Milwaukee Road employe at Cedar Rapids, Iowa."

William Givens, son of sup't W. C. Givens at Marion, resumed his studies at Iowa State College, Ames. Mr. Givens is taking engineering and last year attended Iowa University at Iowa City.

Mr. and Mrs. E. C. Ainley returned to Marion early in October after having visited relatives at Kimball, S. D. They accompanied Mr. and Mrs. Ralph Kendall, who have returned from a visit with relatives at Scotts Bluff, Neb.

Dispatcher L. A. Turner left Marion by auto, Oct. 11th, to visit relatives southeast of Springfield, Ill. The writer accompanied him as far as Springfield, Ill., and from there to Chicago by train. Both returned home the latter part of the week.

A number of prospective veteran employes have inquired concerning membership cards in The Milwaukee Veteran Employees Ass'n. Membership cards for 1938 are now ready and anyone joining now will receive a 1938 Card. This applies to anyone who wishes to renew his membership now. The sec'y-treas., Mrs. Grant Williams at Chicago, has recorded up to Oct. 1st, 1,628 new members since September, 1936. The superintendent's office at Marion, the assistant superintendent's office at Perry, and the writer have blank applications that are available.

C. W. Ramsey, appointed agent, Greeley; J. A. McDonald, agent, Spragueville; T. J. Allen, operator at Samoa; W. K. Hodgson, agent, Anamosa; B. F. Ottoway, third trick operator, Atkins Yard and G. E. Finders, agent, Waucoma.

Mr. and Mrs. Harry Murphy of Marion spent two weeks the latter part of September visiting relatives at Phillip, S. D., and Pierre, S. D.

Geo. W. Dipple of Marion was called to Puyallup, Wash., Monday, Sept. 13, by the death of his mother, Mrs. Elizabeth Dipple, who passed away at the family home at the age of 76. The sympathy of friends on the division are extended to the Dipple family in their bereavement.

Miss Nadine Dove, daughter of dispatcher and Mrs. L. S. Dove, went to Mt. Carroll, Ill., Sept. 15, to enter Frances Shimer College.

The Nebraska Corn Huskers, American Legion Special passed over the division Sept. 18th; 14 cars enroute to their convention at New York. The California Oldsmobile Special enroute, Chicago, passed over the division Sept. 21. Also several CCC specials from Idaho, enroute to Ft. Knox, Ky, and a 17 car CCC special enroute, Oregon and Calif. from the East, Oct. 7th.

Miss Helen E. Dick, of Cedar Rapids, and Otto R. Lambertson, of Freeport, Ill., were united in marriage Wednesday morning, Sept. 15th, at Cedar Rapids, Iowa. Mrs. Lambertson has been employed in the underwriting department of the Iowa Mutual Liability Insurance Co. Mr. Lambertson is the passenger and freight agent for

The Milwaukee Road at Freeport. Ill. The Milwaukee magazine joins with many friends in extending to this couple best wishes for a long and happy life.

Mr. Benj. P. Dvorak, operator at Cedar Rapids, Iowa, and family spent their vacation in the east where they attended the VFW convention at Buffalo, N. Y. Ben has a son who plays a baritone bugle in the Musketeer Drum Corp.; his daughter is color sergeant and carries the colors. His son placed 5th in the individual competition on the baritone bugle which is quite an achievement as he has only been playing since last August. He beat the bugle sergeant of the Musketeers by 12.35 points and Ben says he has been playing a baritone bugle for about 3 years. The final outcome the Corp finished 3rd in the preliminaries and 6th in the finals. The Eastern Corps finished ahead of the Western Corps in the finals. Ben states that you can't beat the judges and the Corps both. The East will see to that especially when the convention is held there.

Yardmaster A. C. Dimock of Cedar Rapids was off on a 2 weeks' vacation the latter part of July, accompanied by Mrs. Dimock. They visited the Black Hills and Denver.

Kenneth Shellenbarger of Minneapolis, was the guest of his brother, train master Lyle Shellenbarger and wife, at Marion, early in October.

Roadmaster O. Miller, and his daughter, Mrs. Lyle Shellenbarger, left Marion Sunday, October 10th going to McCracken, Kans., where they will be guests of Mr. Miller's daughter, Mrs. Vernon Lint and Mr. Lint.

Mr. and Mrs. Geo. R. Barnoske, of the superintendent's office, Marion, were in Minneapolis the middle of October on business.

Dispatcher R. L. Leamon is working first trick in Marion dispatcher's office in the absence of Mr. L. A. Turner, who is on a short vacation trip East.

I. & S. M. Notes

H. J. S.

FORMER passenger conductor, Dan Lawler, was an Austin caller Sept. 28th. He was looking younger than ever, but says that this "loaing" doesn't agree with him.

Word has been received from Fred Edwards, former agent at Albert Lea, that his condition is not improving very rapidly. We are very sorry to hear this, and are sure that Fred would be glad to hear from his many friends. His present address is 3926 Santa Ana Street, South Gate, California.

Guy Williams and family, also J. D. Williams, have returned from a fishing trip to Lake Kabetogama. They report a fine trip, but Guy says they really had to work for what fish they got.

J. F. Thomas, formerly at Winfred, has been appointed agent at Iona Lake.

V. E. West, agent, Spring Valley, has been appointed agent at Flandreau, S. D.

If you haven't had a ride on the Hiawatha yet, then you just "ain't had nothin'." Ask Geo. Johnson about it.

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FUSEE COMPANY
Beloit, Wisconsin**



"Your watch ticks nice, Grampa."

"It certainly ticks accurately, sonny. It's a Hamilton."

"Is that the kind you use on the choo-choo?"

"Yes. Ever since I started railroading forty years ago I've carried a Hamilton. I know I can rely on it to the dot."

"Will I have a Hamilton when I'm big?"

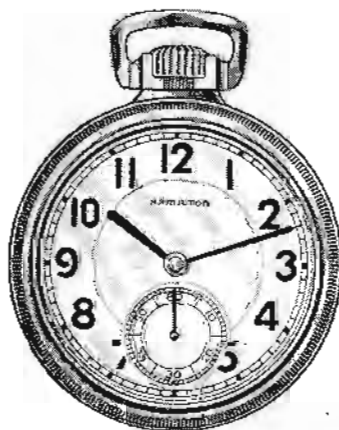
"You'd better—if you want to be an on-time railroad man. And being on time had a lot to do with my promotions."

"Buy me a Hamilton for Christmas, Grampa?"

"Not this year, sonny. But here's a little secret. I am going to buy your mother a Hamilton for Christmas. It's a beauty—a brand new style that's pretty as a bouquet. Accurate, too!"

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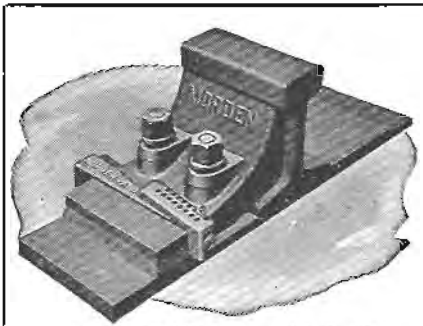


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on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound
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Member of Federal Deposit Insurance Corporation.

E. L. Rowlee of Wykoff has been appointed agent at Spring Valley.

I. J. Seward, Junius, S. D., has been appointed agent at Winfred.

E. H. Wood has been appointed temporary agent at Peterson.

F. H. Bruha has been appointed agent at Forestburg.

M. J. Kingsboro, agent, Rose Creek, is taking leave of absence, effective Nov. 1st. Clyde Deed, who went pheasant hunting (as well as about half a million others), was relieved by Pete Berg. Clyde says to put down that he got his limit, but from all reports the pheasants are rather scarce, so I'll wait until our next before disclosing how many he actually got.

News received from former superintendent G. A. Van Dyke is that they have had a wonderful summer out there, and he is getting along just fine. Am sure he would enjoy hearing from his many friends on the division. His address is 4342 Mississippi St., San Diego, California.

Understand engr. Chas. Leighton has moved into his new home on West College St. When is the house-warming party, Charlie?

Anyone wishing to get a winning number on a football or baseball pool, have Pete Berg draw the number for you—he drew winners for himself, Bill Tritchler and me. Nice going, Pete.

The boys all report good duck shooting—I hope the pheasants are half as plentiful.

I. & S. M., West

E. L. W.

MR. M. E. LARIMER is back on his job at Chandler, Minn., after spending about three weeks vacationing at Webster City, Iowa. He was relieved by Robert Gilbertson from Erwin.

Mort Doan is now located at Fedora, S. D., bidding in the job when Bennett went to Egan. Kenneth Gebhart, of Wess Springs, is in charge of Forestburg until F. H. Bruha, who got the job on bulletin, arrives.

E. L. Wopat is relieving at Flandreau at

present, succeeding Mr. James Snyder, who has taken the pension effective Oct. 1st.

Mr. Charles Monroe, section foreman at Naples, has moved his family and household goods to Fulda, Minn., where he is employed as section foreman. Feels good to get into Minnesota doesn't it, Charles? Mr. Chas. Jackson is acting as relief foreman at Naples for the present.

You will notice when the freight pulls into Flandreau that the sheep business must be good. They received 14 car loads from points in Montana.

Seems to be rather quiet around Lakefield now since Mr. Scheid has no more elephants to tame and train. We still say that Ed is a very good elephant trainer, so if you have anyone who would like to have one trained, just let Ed know and he will do it free of charge for you. How about it Eddie?

Mr. Gilbertson is relieving at Iona Lake, Minn., until Mr. J. E. Thomas takes over the station which he received on bulletin the first of Oct. Mr. Geo. Leiser, who was agent at Iona Lake for a period of 48 years has decided to retire under the railroad retirement act. He also was one of the Milwaukee's number 1 agent and he will be missed around the depot very much.

Mr. R. C. Dodds, our superintendent, made a business trip over the west end, Sept. 30th and Oct. 1st. Also made several inspections in depots while going through.

Things look a little better on the west end this year due to a little more rain. It has been a long time since we saw green grass like we have this year at this time. Guess the country is getting better.

Kansas City Division

R. M. Gohmann

ON SEPT. 20 a delicious home-made angel food cake was sent to the office force of the superintendent's office, which had been prepared by Bernice Riley to celebrate her birthday. Mrs. Riley occasionally does relief work in the office. The following day George Blackaller furnished a home-made cake which had been prepared by his wife. This was to celebrate his birthday, which had taken place on Sept. 8. Both cakes were greatly enjoyed and much appreciated. Forgot to mention in the magazine for October that Harold Henson treated the office force on Aug. 30, on which date he celebrated a birthday.

Hilma Pearson of the chief dispatcher's office spent her vacation in September visiting her sister in Minneapolis, stopping over for a few days in Chicago en route home.

Robert Loftus of the engineering department passed the candy on Sept. 30 in celebration of the arrival of a son, Thomas Andrew, in the St. Joseph Hospital, Ottumwa.

During the first week of October Paul J. Welland of Bridgewater, S. D., father of roadmaster Welland, visited for several days in Ottumwa.

Retired engineer V. Gore was a patient in the Ottumwa Hospital for several days

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WHITE OAK RED OAK
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ST. PAUL, MINN.

during the month of October. He has recovered and is planning to leave in the near future for a warmer climate.

On Oct. 11 Wayne Crigler, B&B carpenter, was called to Milwaukee to work with Foreman Skagel.

During the last two weeks of August brakeman Joe Reard and family were on a fishing trip at Star Lake, Minn.

Engineer Ralph Replogle, wife and sons, Ralph and Robert, departed for Denver on Aug. 12 where they were guests in the home of the brother of Mr. Replogle. While in Colorado they spent a short time in Estes Park.

Other Colorado vacationists were Wm. Rawlings and wife, who spent the month of August in Denver and Colorado Springs.

A surprise wedding was that of engineer Robert Dobratz and Esther Wiese, who were married in Clinton on Sept. 7. They will make their home at 129 W. Fourth St., Ottumwa.

On Oct. 7 Wm. B. Morrow and wife were advised of the death of their daughter, Grace, in Los Angeles, Calif., where she had been located for a number of years. Her death was due to pneumonia after an illness of ten days. Mr. and Mrs. Morrow will remain in Los Angeles for an indefinite time, as a second daughter, who lives in Oakland, has also been critically ill with pneumonia.

Engineer Leonard J. Buehler and wife were guests of relatives in Dubuque for ten days in September.

Mrs. Wm. M. Daugherty and little daughter, Susanne, of Los Angeles, were in Ottumwa for two months, returning to their California home on Sept. 7. They visited in the home of the parents of Mrs. Daugherty, Mr. and Mrs. Mike Reynolds. Mr. Daugherty is a member of the flying squadron of the Goodyear Rubber Co., all of whom are trained for responsible positions with the Goodyear company.

The week of Sept. 25 engineer S. E. Yoemans and wife spent in Excelsior Springs, Mo., returning to Cedar Rapids on Oct. 2.

Engineer John Phleger succeeded in securing three passengers from Ottumwa to Milwaukee, who rode the famous Hiawatha train from Chicago to their destination and were very enthusiastic in their praises of the equipment and service.

Geo. W. Anderson, district adjuster, spent his vacation during August in the east, including Boston and New York in his itinerary. While in the metropolitan city he made his headquarters at the Lincoln Hotel.

Theo. Runzler, engineer, joined some of his friends at Big Saint Germain Lake, Sayner, Wis., for three weeks during August; reports having had excellent luck and catching plenty of wall-eyed pike. Mr. Runzler secured two passengers from Chicago to Sayner on the Fishermen's Special which operated every Friday via the Milwaukee.

Word has been received by Ottumwa friends of the death of Mrs. John McEwen, widow of former agent at Hayesville and

Farson. She died on Aug. 1 at the home of her son, Harry Lindley, Butte, Mont. Funeral and burial were in Butte. She was preceded in death by Mr. McEwen two years previous.

Northern District—Car Department

O. M. S.

F. J. SWANSON, GCDS, addressed The Car Foremen's Association meeting in Chicago on Sept. 13th.

Geo. Kempf, air brake supervisor from Milwaukee recently made his regular inspection visit at Minneapolis Shops.

W. J. Lieb, trainmaster, I&M Division, visited Mpls. Shops recently.

Joseph Humphrey, carman at Minneapolis Shops for 43 years, who retired Sept. 1st to apply for RR pension, died Sept. 15th following a heart attack.

Laurence Larson, Hurley, Wis., visited his uncles, Einar and Harry Hauger during August.

(Explorer) Ed Erickson, carman at Shops visited the 8th wonder of the U. S., Niagara Cave, a short while ago.

J. M. Hemsey, recently transferred from Mason City, Ia., to lead carman at Mpls. Harts yard, spoke at the weekly Safety-First get-together meeting of Mpls. light repair yard forces on his experience as traveling safety-first inspector.

About 150 friends surprised Mr. and Mrs. Henry Peterson at their home on August 28th, to celebrate their silver wedding anniversary. The church choir sang several selections and Mr. and Mrs. Peterson received a set of silverware and fifty dollars.

Carman Olaf Anderson returned to work after a month's illness.

Riveter Charles Cline made a brief trip to Gary, Ind., over the week-end.

The wire towers erected in light repair are for electric welding outfit—not a radio station.

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Dub. Ill. Division—2nd District

E. L. S.

CONDOR. R. H. Kearney on No. 35 and
38, has been on the sick list since
fore part of October and reported to be
in hospital at this writing. We hope he
has a speedy recovery.

Agent E. Hurley, LaCrescent laid off
Oct. 4th for several weeks and visited with
his brother at Rochester, Minn., who re-
cently submitted to an operation. Chas.
Lieser is handling agent Hurley's work
during his absence, and Fred W. Gass-
man is working as operator at LaCrescent.

Business has been somewhat brisk and
has necessitated calling on the reserve
boards for enough men to keep the busi-
ness going through without delay. Sheep
and cattle from Montana and other north-
ern states have been moving through in
good shape.

A Claim Prevention meeting was held
at Dubuque Oct. 8th. Mr. W. M. Thurber
presiding at which there was a good at-
tendance of agents, station forces, train
and enginemen, etc.

The Voca-film "Friendliness" also was
quite well attended at Dubuque and Mar-
quette recently.

A new depot at Reno, Minn., is under
construction at this time.

Extra gang foreman M. E. Noel is now
working between Brownsville and Norma
placing ties and tie gang foreman Lester
Barnholdt is placing ties, Waukon Jct.
and East, and with the other maintenance
work performed during the summer this
should put the north end of the Division in
good shape.

We hear favorable comments right along
about the new coach 3836 with an observa-
tion end on No. 35 and No. 38, and we are
sure it will help the good cause along.

Traveling engr. Earl Jefferson and train-
master Shellenbarger of Marion were in
Dubuque on business one day, fore part
of October. Mr. Jefferson renewed ac-
quaintances with some of his friends on
the division while here as it has been
some time since he has been in Dubuque.

The New Hub of the I. & D.

Wm. Lagan

FRED COSTELLO of the assistant su-
perintendent's office at Sioux City re-
turned from work recently and discovered
that a "blessed event" had taken place
in his home during his absence. Peaceful
Pansy O'Pugilist, AKC 164702, his pedi-
greed English bulldog, had presented him
with a fine litter of pups. At this writing
mother and family are doing very nicely.

Pete Weiland, floating section foreman,

who has been stranded momentarily at
several different places along the Sioux
and Missouri rivers, has finally struck a
reef and is permanently anchored at Jef-
ferson, S. D., account drawing that posi-
tion on bulletin.

Engineers Art Little and Walter Houser
have been on furlough account illness re-
cently. We hope to see both back on the
job in the near future.

We are all glad to see conductor Harry
Jory back at work as he has been con-
fined at home for several months by ill-
ness.

Considerable anxiety was noticed at
Sioux City recently when the latest issue
of Pension Association checks were re-
ceived. Some of the boys were afraid the
matter would get to the newspapers and
the "little woman" might ask for an ac-
counting.

Conductor Jack Aylward has taken an
indefinite leave and applied for retirement
account ill health.

George M. Kostis, formerly section fore-
man at Luton, Iowa, is now at Morn-
ing-side vice John J. Miller retired.

R. J. Corman, operator, Sioux City, has
contracted for a new set of snippers. We
don't have the name of the dentist under
contract but he will have a man-size job
in fixing up Dick.

Clem Broderick, switch foreman, Sioux
City, has had an extension put on his
shotgun for the coming hunting season.
He says last year the gun wouldn't carry
far enough, but believes he has this cor-
rected now.

We wish to congratulate J. D. Wohlen-
berg, formerly agent at Harrisburg, S. D.,
on his appointment as assistant agent at
Sioux Falls and to wish him every success
in his new position.

Conductor Ed. Delaney has drawn the
passenger job running from Platte to
Yankton. Conductor Bill Lane is now
back in Mitchell on the job vacated by
Delaney.

Section foreman Wm. Davis has been
transferred to Luton, Iowa, as section
foreman at that place.

The Elks' Lodge of Sioux Falls had a
special train to Sioux City Oct. 7. This
special was promoted by some of the rail-
road men of Sioux Falls who belong to the
Elks here. A return visit via special train
of the Sioux City lodge is planned for the
near future.

We are glad to report the return to
work of agent P. P. Sands of Trent, S. D.,
who has been on the sick list for several
weeks.

Agent H. E. Brann of Baltic has re-
turned from a vacation trip. While gone
he joined the ranks of the married men

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and we wish to congratulate him and to wish both he and his bride a long and happy married life.

Lightning struck the depot at Wagner, S. D., recently, doing considerable damage, but agent Frank Dunham says all necessary repairs have now been made.

We were all glad to see Bill Helmhold of Platte, who visited friends in Sioux Falls last month.

Conductor E. J. Wingert is back on the Stickney run after a two weeks' illness.

The West End Traffic Club and Platte and Stickney Line Club held a joint meeting at Tripp, S. D., Oct. 5. The meeting was well attended and many interesting traffic problems were brought up. Agent W. E. Beck of Geddes, S. D., presided.

Otto Kittler, relief section foreman, has been appointed section foreman at Sioux Falls, S. D.

Check clerk Pete McMonagle, who was hunting pheasants the first Sunday of open season, reports that after walking 25 miles he finally shot one pheasant. However, when the game wardens stopped his car on the highway Pete was not in sight at the wheel but his wife was doing the driving, and it is reported Pete was hiding in the back seat. Pete says he thought it was a hold-up and that as he had the family pocketbook he hid for that reason and not because of any oversupply of birds.

La Crosse-River Division, First District

Scoop

WE WELCOME W. F. Utesch, pump repairer, who comes to this division with headquarters at Portage in place of August Eisfeldt. He will be just in time to encounter some of our famous snow-drifts the coming winter.

Much credit should be extended to E. C. Otto, express agent at Tomah, who recently talked two passengers, who were contemplating a trip by auto, into buying two round-trip tickets by rail from Tomah to Miles City on the Olympian. He has the Milwaukee spirit when it comes to getting business for us.

On the opening day of the duck season engineer Ed ("Billygoat") Tessman and

"Dead Shot" Ivan Little took their boat and trailer and left town for a very secluded spot where hunters were rare and birds plentiful. Ed says Ivan should have the sights lowered on his gun, and many other hunters complained about someone shooting at the ducks while they were a mile high. They returned with one crippled duck, and on departing for home they pulled a drawbar on the trailer, detaining them about one hour. Pulling a drawbar on a freight car has been done on a trailer. The Ford V-8 is noted for its smooth performance, so this must have been a case of rough handling. How about a form 795 and 837 for this delay, Ivan?

Deacon Shutter says hereafter he will stick to the box cars and leave the hay lofts for the farmers. Recently he was out visiting on a farm and while hunting for that proverbial needle in the hay stack fell through the chute to the mangers below to the complete surprise of the cows eating their supper.

Rumor has it that Carl Heberlein had to buy a new front door recently. He was demonstrating the working of a new shotgun to his son in the kitchen and the good wife chased him out. He retired in good order to the parlor and in taking the gun apart it blew a neat hole through the front door. Too bad there wasn't a mallard flying by about then.

The sympathy of the entire division is with the bereaved family of Fred Kessler, Sr., retired station baggageman of La Crosse, who passed away after a prolonged illness at his home in La Crosse.

Train dispatcher J. W. Blessingham, La Crosse, is taking a crack at the mallards in South Dakota. A. J. Farnham is relieving him and F. H. Ryan is working third trick, Portage, in Farnham's place.

C. W. White has been appointed agent, Camp Douglas; A. H. Buck to agency Morrisonville; J. E. Schroeder, agent Astico; J. Ostrom, third trick, Oconomowoc.

F. H. Ryan has been appointed third trick, New Lisbon. J. B. Spratt is the new second trick operator at BK office, La Crosse yard.

Agent Charles Peters has taken the pension. Charlie is another of the veterans of the service who has served the Mil-

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waukee to the best of his ability since he started in October, 1885.

A well-attended joint safety-claim prevention meeting was held at Portage in October by Mr. Donald, superintendent. Other officials present were W. L. Ennis of the perishable freight department; W. C. Scott, perishable freight inspector, and H. C. Munson, trainmaster.

Milwaukee Terminals

G. W. E.

FIREMAN and Mrs. Thomas J. Toward left Sept. 15 to see the sights of St. Paul and Minneapolis, Minn. They returned on No. 6 Sept. 16, homesick for Milwaukee.

Among the Milwaukee road employes who attended the American Legion convention in New York City Sept. 16 were engineers J. E. Bockhop and W. R. Roberts with their wives. The parade lasted for 17 hours and Roberts exceeded the 16-hour law by one hour, and he says there was no 20 minutes for lunch. Mr. and Mrs. Bockhop visited Washington, D. C., on the return trip where they visited relatives and friends.

Hugo Zailing has been appointed weighmaster at Commerce St. and Chestnut St. yards, succeeding Fred E. Butz, who retired on pension some time ago. Hugo was car clerk at North Ave. station for many years, and when he went on vacation every year it took two men to handle his job. He is a fine man and very popular with the patrons of the Milwaukee road at North Ave. station.

Engineers John H. Maas and Wm. H. Bruss and fireman Thomas J. Toward visited Capt. John H. McKane at the Edward Hines, Jr., Hospital, Hines, Ill., Oct. 3 and report McKane doing fine.

Machinist Edward F. Havey was confined to St. Mary's Hospital from Oct. 2 to 9 account of illness. He is at his home—4329 W. Garfield Ave.—nearly ready for work.

Yardman and Mrs. Max Wenkman left Sept. 18 for an eastward trip. They visited Niagara Falls, Buffalo and Cleveland. Max has been trying to make us believe that he saw the Hiawatha at the Cleveland station.

Engineer Ellis F. Ellis was a visitor at the roundhouse office Sept. 18. He is looking just fine and feels the same.

One of our terminal engineers received a box of Bose pears a few days since from former Chestnut St. yardmaster Wm. H. Schultz, who is now a successful fruit farmer at Orondo, Wash. No finer pears were ever shipped into Milwaukee, we will say after eating several.

Police officer Wm. A. Scholl, who has been at Chestnut St. yards for several

years, retired Oct. 1 on pension. He has been with the Milwaukee road since 1905 and was sheriff of Waukesha county before coming to the Milwaukee. Some of the old-timers will remember how he single-handedly caught a gang who had planned to rob the bank at Eagle, Wis., in 1904, and put the bunch in jail. He was always in the Milwaukee Memorial Day parade with his troop of Boy Scouts, and no one who saw him marching down Wisconsin Ave. in the parade would say that he was old enough for a pension. May he live to enjoy his pension for years!

Carman and Mrs. John Berry have been visiting relatives and friends at Oconto, Wis., the past two months.

Yardman and Mrs. Max A. Dahlke, with his brother, Paul Dahlke, and wife, attended the golden wedding celebration of their uncle and aunt at Pipestone, Minn., Oct. 1. They reported a very enjoyable trip, which was made via auto.

Every employe who is working between the Union Station and North Milwaukee enjoys the electric signal system which was recently installed with red, yellow and green. Real safety first!

Dispatcher John Johnson returned from Norway Sept. 20 and says he had a fine visit with relatives and old friends.

Dispatcher Charles S. (Happy) Winn and wife left Oct. 10 for Los Gatos, Calif., for the winter.

The following became members of the Veteran Employes' Association in September and October: Edward D. Keena, engineer; E. J. Scofield, district adjuster; Rudy Finn, yardman; E. E. Lauterback, dispatcher; Oscar Schmidt, yardman; Engwall M. Olson, yardman, and Wm. N. Bell, engineer.

On Sept. 12 Jewcl division 231, G. I. A. to B. of L. E., gave a banquet at the Ambassador Hotel to seven charter members—Mrs. George Mills, Mrs. E. R. Kelley, Mrs. Wm. C. Gates (C. & N. W.), Mrs. J. C. Cowper, Mrs. Jeremiah O'Keefe, Mrs. Frank Lyne and Mrs. Amelia Boggs (C. & N. W.). The last three were unable to attend. Mrs. Ella D. Turner, grand president, presented the first four with a gold badge for forty years' membership. Mrs. John L. Gickler, president, presided.

Yardmaster D. R. Leaman is confined to his home with a lame foot but expects to be on the job in a week. Yardman John Bishop is substituting for Leaman.

La Crosse-River Division, Second District

Ira G. Wallace

WE WELCOME C. O. Henry, who was appointed roadmaster of the western district of this division on Oct. 4. He comes to us from Dundas, Minn., on the

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

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

I. and S. M. Division, and in a short time will make his permanent home in Red Wing.

Former acting roadmaster Louis Wohlert has been appointed roadmaster of the eastern district of the Terre Haute Division. He will soon move his family to Terre Haute where they will make their new home. We congratulate Louis on his promotion and wish him the best of success in the future.

Conductor Witzke and Mrs. Witzke have returned from an extended trip that took them as far west as British Columbia.

Fireman Gannon is now on the Cannon Falls run and is at present making his home at Cannon Falls.

Tom Truax, son of L. M. Truax, agent at Red Wing, has returned to the University of Minnesota. Tom is in his junior year.

The President's special made its trip over our line from St. Paul to Chicago the evening of Oct. 4. No stops were made on this division.

J. C. Meyer, formerly operator and agent on this division, has moved his family from Cannon Falls to Mauston, Wis., where they will make their new home.

Engineer Harris of Winona is now running the Red Wing switch engine.

Conductor Ed Riley is now finishing his student trips for passenger conductor. Ed is anticipating runs on the football specials soon.

The local hunters are again oiling up their guns. With the large number of ducks and pheasants this year, some good bags should be taken.

An interesting safety first and claim prevention meeting was held Sept. 28 at the Y. M. C. A. assembly hall at Red Wing. Assistant superintendent Skewes and traveling inspector Scott conducted the meeting.

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

A. T. B.

WELL, girls, another chance to catch a good man is gone. On Oct. 16 John R. Jennings, traveling electrician, was married to Miss Cele Drosen of Milwaukee. The best of luck to the newlyweds.

When a girl's nose gets shiny she just powders it, but what does she do when the powder spills all over the floor? Correct answer can be furnished by Leona Schultz.

Jack Bremser has been laid up at home with a cold but hope that by the time this is published he will have fully recovered.

Just a tip to Jack: the next time let the farmer load the potatoes; don't try lifting a bushel basket full of the spuds.

We have it from reliable authority that the "great American boy" (alias Jack Armstrong, alias Jennie the Wren, etc.) is not doing so well as a kegger. That famous no hit, no run curve ball is, literally speaking, just that. The old maid's alibi, no hits, no runs, no errors, fills the bill real satisfactorily since the splits are quite noticeable.

Willard Schroeder spent a week up north with his wife recently, and Willard says he went fishing. But where's the fish?

Another big brand-new car. Who has it? No one else but Martin Biller. Martin says it has everything. Well, maybe some day we will get to ride in it.

Mrs. Gregory, who recently retired from active service with this company, invited all the girls from the office up to her home for lunch one noon. Understand that Bernice says she saved at least 75 cents by eating up there that day.

Ralph wants to know where they got all the red chickens to supply the feathers for the community fund drive. Maybe they were Rhode Island reds.

Twin City Terminals

F. A. M.

ON FRIDAY, Oct. 8, twins, a boy and girl, arrived at the home of Frank Quirk. The shock was so great Frank laid off for ten days. The mother and the twins are getting along fine but father is under the doctor's care.

Earl "Nutmeg," depot ticket office, is sporting a new "Filipino Monkey" top coat.

Lowell Sextor went up north on the range hunting. On his return a "duck" dinner was enjoyed by his ticket office friends.

Miss Eleanor Moran and Miss Nell Sullivan of the accounting department have returned to work feeling fine after a three months' leave of absence.

A meeting of the Milwaukee division of the Railway Business Women's Association of the Twin Cities was held Oct. 1 in the club rooms at the Milwaukee local freight and the following officers were elected for the coming year: Katherine Carl, signal department, chairman; Georgia Perry, accounting department, vice chairman; Gene Jacobsen, local freight office, secretary, and Florence McCauley, treasurer.

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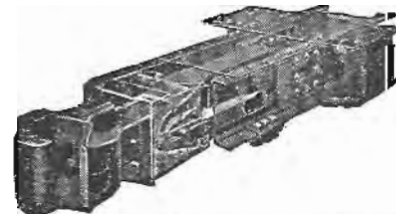
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FOR SALE—Canaries, males and females, choppers, golden, cinnamon, yellow, variegated, and green. Guaranteed singers. Prices reasonable. Many to choose from. Stamped self-addressed envelope for reply. Frank Bednarek, 2933 W. Nelson Street, Chicago,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

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

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

FOR SALE—Beagle hound pups from 1st class hunting dame and sire. Males, \$5.00; females, \$3.00. C. O. Sherrod, 709 Ill. Ave., Wisconsin Dells, Wis.

FOR SALE—Red velvet, pillow-arm davenport, with two extra pillows. Cushions and pillows reversible. In excellent condition. H. L. Lawrence, % Asst. Supt. Terminals, Bensenville, Ill. for appointment to see.

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

FOR SALE—A 57x157 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$6,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

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

LOST—Yellow Gold Watch, 21 jewel open face 992—16 size, while riding motor car between Wisconsin Rapids and two miles west of Rudolph. Reward—P. M. Loftus, Wausau, Wis.

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

RANCH FOR SALE—60 acre well improved irrigated ranch. West end of the Gallatin Valley, alfalfa hay, good pasture, lots of trees and shrubbery. Large 5 room house and fine lawn, some fruit and flowers. Ideal for someone taking the pension. Full particulars on request. R. D. Crowder, Owner, Jefferson Island, Mont.

FOR SALE—A 57x157 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$6,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

FOR SALE—10 acres of good land in Los Molinos, California. Some English walnut trees on it. John D. Quinn, 6220 Latona Ave., Seattle, Washington.

FOR SALE—Building lot 50 foot frontage on Linden St., Itasca, Ill. Four blocks to station. Reasonable and easy terms. E. C. Dorwart, 7000 Normal Blvd., Chicago, Ill.

FOR SALE—A beautiful two-story dwelling, all modern. Lot 75 x 176, 6 fruit trees, large lawn and garden, also celotex lined garage, 1 block from high school, 2 blocks from Catholic and 3 blocks from Protestant churches, 4 blocks from C. M. St. P. & P. Depot. A bargain that will soon be taken. Address Guy E. Sampson, 8 Pine Ave., Bensenville, Ill.

FOR SALE—Canaries, Hartz Mountain singers \$3.00, females \$1.75. Colors yellow or yellow with green. White king pigeons \$2.50 for mated pairs. Youngsters \$.75 each. Golden Seabright bantams, male or female \$1.00 each. Earl A. Dagel, Sanborn, Iowa.

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CONTENTS

	Page
The Mount Rushmore National Memorial: Sculptor Borglum and Family on Studio Terrace.....	Front Cover
Rapid City, S. D., and Black Hills Wonderland.....	3
Appreciation of Good Service.....	5
Retirement List.....	6
Courtesy and Service—Mr. Gillick's Page.....	7
Robert Floyd Scoffern—Obituary.....	8
John Brennan—Obituary.....	8
Appointed Oriental Traffic Manager.....	8
Talking Points.....	8
The Agricultural and Colonization Department.....	9
Said to Be Humorous.....	10
Doings of Booster Club.....	12
Milwaukee Road Choral Club.....	12
The Milwaukee Railroad Women's Club.....	14
Special Commendation.....	17
On the Steel Trail.....	18



HERE are plain facts which touch the lives of us all:

American railroad rates are the lowest in the world; American railroad service is the best.

But the continuance of this efficient, economical service is imperiled today by the threat of laws which would check progress.

One such measure is the bill now before Congress to limit the length of freight trains to seventy cars—a needless restriction that would add more than one hundred million dollars a year to the cost of transportation, but would add nothing to railroad revenues, service or safety.

The unjustified burden of this threatened legislation should not be imposed upon the commerce of the nation.

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