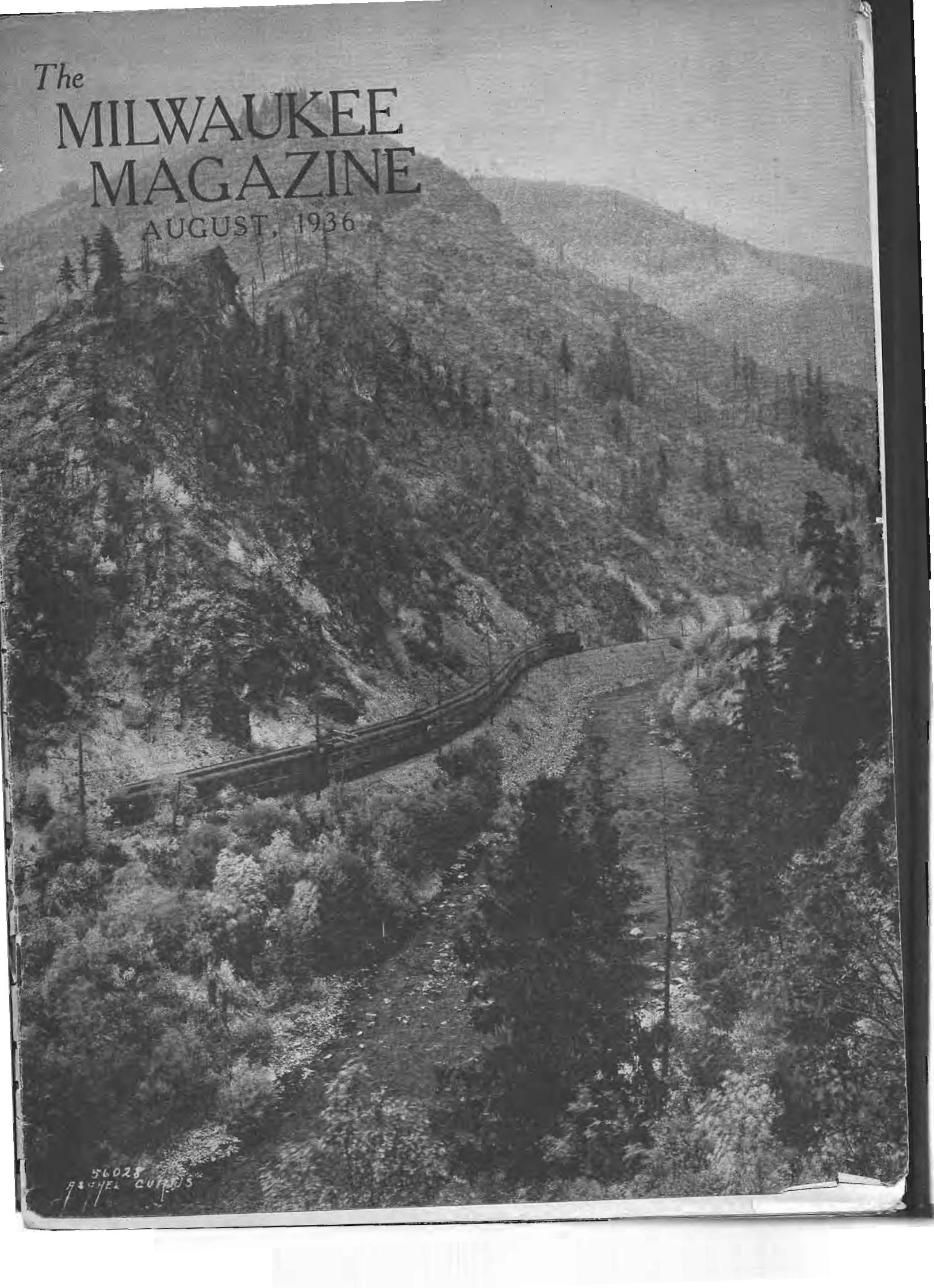


The
**MILWAUKEE
MAGAZINE**

AUGUST, 1936



56028
RACHEL CURTIS

Hotel Sherman CHICAGO

Again Welcomes



The Veteran
Employees Association

C. M. St. P. & P. R. R. Co.

September 10th and 11th,
1936

Send your room reservation to
MR. L. J. BENSON
Room 826, Union Station
Chicago, Illinois

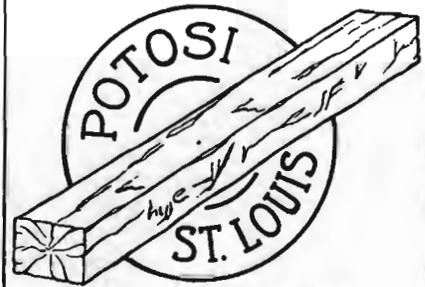
PETTIBONE MULLIKEN COMPANY

Established 1880

The name of Pettibone Mulliken in connection with the following products is a guarantee of the increased safety and lower cost resulting from their application.

Frogs, Switches, Guard Rails, Crossings,
Open Hearth and Manganese,
Asselin Type Crossings,
High and Low Switch Stands,
Mechanical Switchman,
Miscellaneous Castings of Manganese,
Carbon and Alloy Steel, Grey Iron

4710 W. Division Street, Chicago, Ill.



TREATED AND UNTREATED

**CROSS TIES
SWITCH TIES
PINE POLES**

Potosi Tie & Lumber Co.
ST. LOUIS DALLAS

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

**LAKESIDE
FUSEES**

Fill the Bill
SAFE DEPENDABLE EFFICIENT

**LAKESIDE RAILWAY
FUSEE COMPANY**
Beloit, Wisconsin

BEAVER BRAND

Carbon Paper

and

Inked Ribbons

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

M. B. COOK CO.

508 S. Dearborn St., Chicago

Railroad Week Celebration by Western Railroads Acclaimed Great Success

Colorful Carnival of Railroads Met by Tremendous Public Response

FROM the husky throats of 18,000 locomotives scattered along the nearly 150,000 miles of the Western railroads, blared forth at 8:00 a. m. Monday, July 13, the message that the second annual Railroad Week was

were also conducted and the spirit of carnival ruled.

In Chicago, the hub of the railroads of the country, the town was virtually taken over by the railroads for the duration of the week-long celebration.

At a breakfast-luncheon, attended by almost 2000 civic leaders and railroad men and women, a final selection of the Queen of Queens of Railroad Week was made. From a carefully selected group of 20 beautiful railroad girls representing principal railroads and cities of the West, Miss Marybeth McGurk was chosen Queen, to be attended by a court of four among whom The

Milwaukee Road was proud to be represented by Miss Martha Bergersen of the accounting department in Chicago.

Two of the largest ballrooms in the country, the Aragon and The Trianon, were commandeered by The Association of Chicago Railroad Booster Clubs under the chairmanship of our Accounting Department's Mr. Frank S. Patterson, at which huge public dances were given. The "Queen of Queens" and her court appeared at these balls and officiated in the drawing of ten all-expense tours of the West which were awarded lucky ticket holders.

One of the high points of Chicago's Railroad Week celebration was the Hand Car Derby, and although a mishap which caused The Milwaukee Road entry to jump the track (the cause of the mishap was just too much speed) the hand car entry of The Milwaukee Road, piloted by Joe Morici, Frank Malek, Wm. Iden and Joe Margita of the Chicago Terminals Division crossed the finish line just a few seconds behind the winner. But our boys were second to none in sartorial splendor. To quote the Hand-Car Derby reporter of a Chicago newspaper: "They made the crowds gasp."

Regaled in the very latest the well-dressed hand-car derbyist is wearing, they were resplendent in jaunty white near-nautical caps, form-clinging wool polo shirts of Milwaukee Road yellow set off by a trademark of appropriate size across their shoulders, white trousers and belts. Such was, to quote again, "The attire of the men who strode the deck of the good hand car 'Milwaukee.'"

Climaxing a series of entertaining and educational events, the observance of Railroad Week in Chicago was brought to a successful close on Saturday afternoon by a kaleidoscopic three mile parade in which nearly 15,000 rail officials and employees participated.

Augmented by Chicago's American Legion whose smartly at-



Left: Mr. Scandrett heads Milwaukee Road Unit of Parade.

here. Its coming was expected and the railroad population of every city and village in the Western states was on its toes ready to do its part to make it the success it proved to be. The intention of the Western Association of Railroads to conduct a Railroad Week celebration this year was announced on May 11 by Chairman Harry Guy Taylor over radio station WGN and a national hookup.

Throughout the country civic meetings were held at which railroad speakers told the story of rail progress and the significance of the railroads to the public and the communities they serve. Municipal officers and governors of states proclaimed Railroad Week and asked public recognition of the part played by the Western Railroads of America in contributing to the wealth and welfare of the nation. Groups of interested spectators in many communities visited railroad terminals and shops. Interesting railroad relics and new locomotives and cars were placed on public exhibition and a great many contests in which railroad employees participated were conducted; many organizations of railroad employes, and of allied industries, held dances in honor of Railroad Week; street dances



Above: Executives and Department Heads in Parade. "Shure, They're All Out of Step but Jim."

Right: Hiawatha's Daughters—Milwaukee Road Maidens Mimic Minnehaha.





Milwaukee Road Beauties on Hiawatha Float.

tired members, Post Colors, bands and drum corps gave a military aspect to the spectacle, the procession was watched by countless thousands who thronged Chicago's beautiful Boul. Mich.

While every western railroad, the Pullman company and the Railway Express Agency were represented there was no group more colorful than the Milwaukee Road delegation estimated to number nearly 2,500 men and women.

Most railroads entered a float or display of some description ranging from a miniature string of cars to a truckload of redolent roses. Considered by many to be the most attractive in the line of march was an almost full size reproduction of the Milwaukee Road's Hiawatha streamlined locomotive built to scale and in true colors. It was so constructed as to give the appearance of having been built of hundreds of beautiful buds and petals.

Carrying advertising placards that simulated traveling bags, and appropriately garbed for out-of-door sports, in-



Mr. Scandrett Crowning Martha Bergerson Milwaukee Road Queen.



cluding golf, swimming, horseback riding and tennis, a bevy of beauties were on the catwalk of the locomotive throwing kisses and, packets of matches advertising the Hiawatha, to the crowds along the way.

The colors of Pioneer Post, the Milwaukee Road's own post, of the American Legion, were at the head of the Milwaukee Road section of the parade which was the first railroad contingent in line. Next followed the Harold Taylor Legion Post Drum and Bugle Corps and the Hiawatha float.

Trustee H. A. Scandrett gave up his

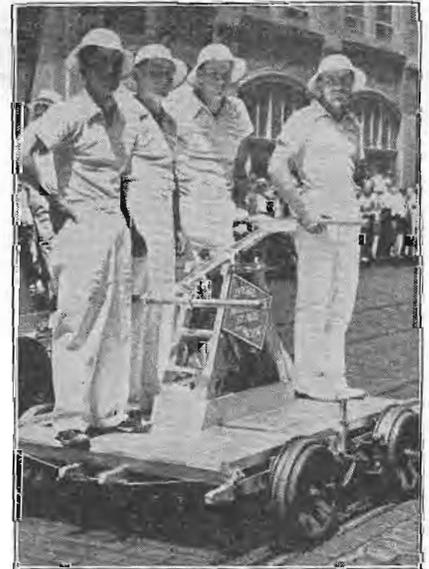
chair in the reviewing stand to march with his fellow workers. He headed a group of officers who were followed by women members of the Milwaukee Road Booster Club uniformly garbed as a myriad of Minnehaha's daughters, with Indian costumes and headdress that included silken-like braids and an

the Indian regalia, which was provided by the Booster Club to its members.

For the male members of the organization the Booster Club provided tropical helmets of the proper Milwaukee Road color. Most of the men in line wore dark coats, light colored trousers and white shoes, presenting a natty appearance.

Bensenville (Ill.) High School band of 70 pieces, under the direction of Lynn Hoffman, provided martial airs for the Milwaukee Road marchers. About half of the youngsters in the band are sons or daughters of Milwaukee Road employes. The splendid showing and the musical ability the Bensenville boys and girls displayed in the parade was the subject of much favorable comment.

An ancient automobile, a two-seated touring car facetiously labeled "Squad Car," was entered by the Milwaukee Road Police Department. In it rode two clown policemen and Supt. L. J. Benson. In place of the usual modern short wave radio set the car was equipped with an early day type of phonograph that blared blatant tunes to the amusement of listeners along the route of the parade.

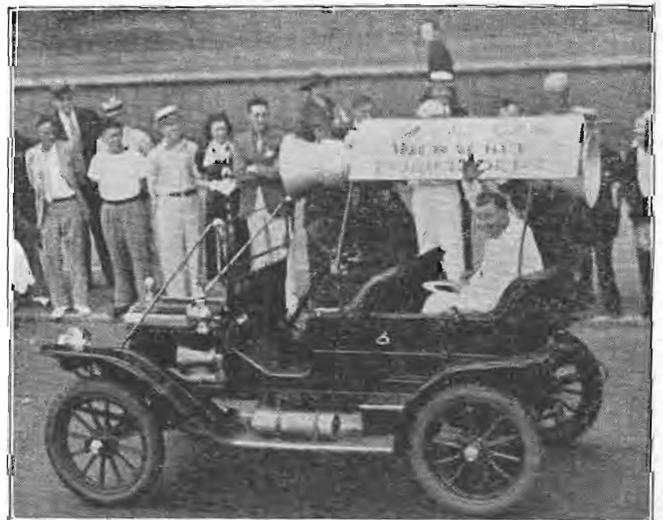


The Milwaukee Road's Entry in Hand Car Derby.

eagle feather worn at a jaunty angle. Then followed other women members of the Milwaukee Road family dressed in comfortable summer attire but without

Above: The Booster Boys Buoyant Under Brightly Hued Helmets.

Right: Larry Benson and His Ancient Squad Car.



Exit the Staff Signal System on the Milwaukee Road

THE close of the summer will see the complete removal of the staff signal system which has been in operation in the Bitter Root Mountain section of Lines West since the inauguration of through train service to the Coast in 1911. The standard automatic signal system, already in operation throughout the electrified district replaces the old staff block signals, giving continuous automatic signal protection to trains in that district.

As this change closes a chapter in a certain phase of manual block operation on The Milwaukee, a brief account of its operation in the Bitter Root sector may be of interest.

The Staff Block System which was installed under the direction of the late vice-president, C. A. Goodnow, was placed in operation in 1911 and has given efficient service since that time, but with the closing of many of the stations in the mountains the automatic system was considered to be a more effective protection than any manually operated signal.

The control of trains by the staff system was effected by the erection in the staff offices at designated stations, of staff instruments electrically connected with each other and so arranged that it would be impossible to operate one to secure a staff, without the knowledge and cooperation of the operator in charge of the instrument at the opposite end of the "block"; and by the erection at each staff station, of a semaphore signal having arms for day indications and lights for night use.

These signals were so locked that they could not be cleared unless a staff had been withdrawn from the staff instrument and used as a key to unlock them.

As a further adjunct to the system, and to facilitate the movement of trains, two-arm signals, under the control of the operator, were located at the outer switches of passing tracks, governing the approach of trains to the stations.

But one staff could be withdrawn from the instrument at one time and when a staff was withdrawn from one instrument another could not be withdrawn from either that instrument or the one at the opposite end of the staff section until the one previously removed had been placed in one of the instruments, effecting an absolute block in both directions.

No train could be run in territory where the staff system was in use unless the engineman had in his possession a staff for the section he was about to enter, and the semaphore had been unlocked and the signal at clear.

Instructions to staff operators in their handling of trains and the operation of the system are descriptive of the system and the method of handling trains under its use: to receive and forward a train from one station, which let us

suppose to be Haugan, Montana, at the foot of the east slope of the Bitter Root grade, to the opposite end of that section which we may assume to be East Portal at the summit of the mountain grade, and the entrance to St. Paul Pass Tunnel. The procedure according to the Book of Rules was as follows:

The operator at Haugan presses a key ("C" in the illustration of the staff instrument) once, which rings a bell at East Portal, and the East Portal operator acknowledges receipt on his bell key, holding it closed thereby reflecting the current indicating needle "F" at Haugan. This informs the operator at Haugan that East Portal has furnished current to him, enabling him to remove

the staff by turning the preliminary handle "B" to the right as far as it will go, then permitting it to return immediately to its normal position. This unlocks the machine and indicates the fact by displaying a white instead of a red disc "H" in the indicator at Haugan.

The operator at Haugan then moves the end staff "E" up the vertical slot into engagement with the outer guard "N," it first having been turned to the right position, revolves the latter through one-third of a turn, using the staff as a handle, and finally withdrawing the staff at the opening "M."

In making the one-third of a turn, the staff indicating needle "G" at Haugan moves from "staff in" to "staff out" (see diagram). Immediately on withdrawing the staff the operator at Haugan again presses the bell key "C" indicating to the operator at East Portal, by moving the needle in his machine from "staff in" to "staff out," that the operation is completed.

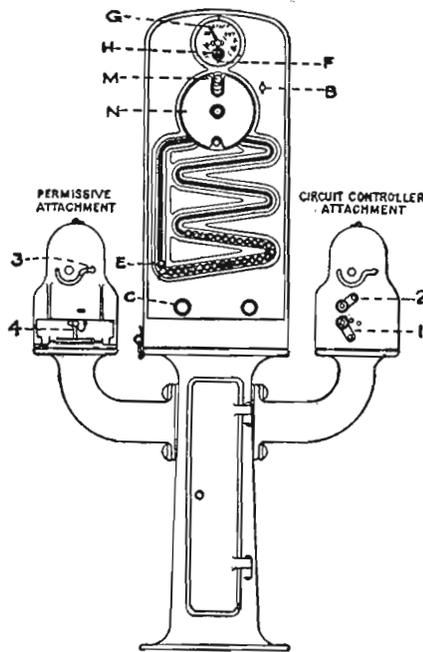
Upon withdrawing the staff from the machines, it is inserted in the staff lever lock controlling the semaphore signal and used as a key to unlock it. The operator then clears the signal, withdraws the staff, places it in a staff pouch and pouch in charge of the engineer who takes it in his possession, to the operator at East Portal, and on arrival of the train at East Portal the staff is delivered to the operator in charge at that point.

The East Portal operator then, after seeing the train markers, and knowing that the entire train has passed out of the staff block, places the staff in the opening "M" of his instrument, having first turned the outer guard "N" to place, moves the staff into engagement with, and revolves the latter through one-third of a turn, using the staff as a handle. This allows the staff to roll down the spiral. He then presses his bell key twice to notify Haugan that the train is out of his section. This operation also moves the staff indicating needle at Haugan from "staff out" to "staff in." The operator at Haugan, thereupon presses the bell key on his machine twice in acknowledgment, and by so doing moves the needle on his machine from "staff out" to "staff in," synchronizing the machines, allowing another staff to be obtained from either in the manner above outlined.

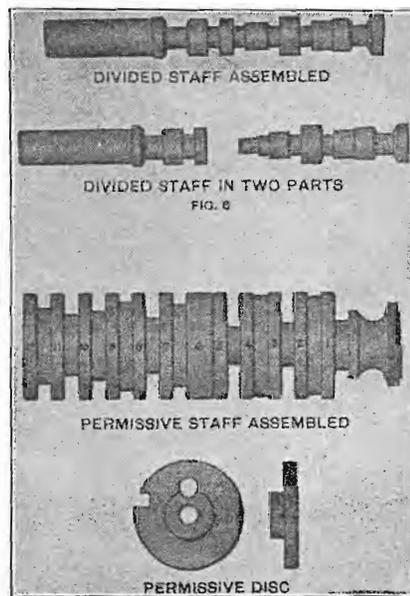
Except as especially provided in the Book of Rules, an operator in charge is not allowed to deliver a staff to any person except the conductor or engineman of a train about to enter the section; and after departure of train, he promptly returns his signal to the stop position.

Special rules and an additional device controls the movement of work trains, and of more than one train moving in one direction in the same staff section. This device, called the "permissive attachment" is similarly brought into use: an absolute staff released in the regular manner, is used to unlock the

(Continued on page 15)



Electric Staff Instrument.



The Texas Centennial

By J. M. Allen, General Agent, Dallas, Texas

DOWN in Texas this year they are celebrating a century of freedom and progress. It was in April, 1836, that American settlers in Texas cast off their Mexican yoke and set up a free and independent republic of their own. Now, after a hundred busy, happy years, they are letting the world know how proud they are of their Lone Star State.

The early history of Texas was probably as thrilling as that of any of these United States. Six flags have flown over this empire of the Southwest; those of Spain, France, Mexico, the Republic of Texas, the Confederacy and the Stars and Stripes.

Very soon after Columbus made his historic voyages Spanish adventurers traversed the mighty forests, the pathless wilds and the trackless plains of Texas and the Southwest. They were



Chrysler Motors Building.

doubtless looking for treasures like those they found in Mexico and South America, but finding none Spain paid little attention to this vast stretch of country until late in the 17th century when France, already settled in Louisiana and the Mississippi Valley, claimed as her own and established forts in the immense domain to the westward. The Spanish Viceroy in Mexico then sent expeditions into this wild tract, established a series of forts and missions and reasserted Spain's right to sovereignty. Gradually, in the century following, an influx of Mexican settlers scattered itself sparsely through the area and early in the 19th century Moses Austin, an American colonizer, seeing the possibilities of the region, secured permission from the Spanish to bring in American settlers. The country was then part of the State of Coahuila, Mexico.

Not long after this the Mexicans achieved their own independence from Spain and the tyrant, Santa Anna, became the supreme power. He soon began inflicting intolerable hardships upon the American settlers in Texas. They, being mostly Anglo-Saxon stock from southeastern states, resented this much as their grandsires had resented the actions of the English King sixty years earlier. In the war which ensued the Mexicans were decisively beaten. Santa Anna, himself captured, was forced to cede to these hardy Texans the right to govern themselves.

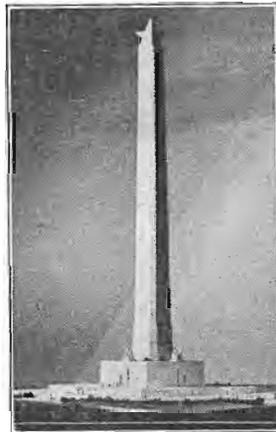
In the decade which followed it became evident that Texas' best interests

lay in joining the American union and in 1845 another star was added to our flag.

Texas was settled largely by Southerners and it was natural for the State to secede with the other southern states in '61, although this course was strenuously opposed by that great Texan, Sam Houston. After the dark days of the Civil War, Texas went through the same trying "reconstruction" experiences as other states. Growth and development were, however, steady. Today Texas, the largest state in the Union, stands as the greatest producer of cotton, oil and sulphur and is equally famed for its cattle, lumber, vegetables, citrus and other fruits and many other necessities of modern life. It is characteristic of Texans that they have great ambition, unlimited confidence in themselves and complete pride in and loyalty to their state.

The visitor to Texas today will undoubtedly concede that this pride and loyalty are justified when he views what has been accomplished in this great state in the last 70 years and it is to show the results of these years of vision and endeavor that the Texas Centennial Celebration is being held.

The State Legislature decided this



Memorial Shaft to Texas Heroes of San Jacinto.

Fair and Exposition is the result. It opened its gates on June 6th and will not close them until November 29th, with scores of major structures and a veritable city of smaller buildings in a setting of great natural beauty. It is the last word in construction, landscaping, lighting, etc. Among the larger exhibitors are listed The United States Government

in a beautiful and permanent building, the State of Texas in a truly marvelous modern building, Ford Motors, General Motors, Chrysler Motors, DuPont, Texas Company, Gulf Oil, Sinclair Oil, Humble Oil, the many railways of the Southwest, the larger Public Service Companies, practically all of the national distributors of standard products, and a host of smaller exhibitors.

On the opening day 125,000 persons entered the gates. Almost as many were present a week later when President Roosevelt visited the monster show. To date the daily average has been 50,000. The buildings, exhibits and events may be very favorably compared with those of the Century of Progress at Chicago. Many visitors say the Esplanade at night is the most beautiful sight they have ever seen. The Cavalcade of Texas, a historic pageant and drama, has excited the deepest interest and admiration. In the Stadium, now known as the Cotton Bowl, with a seating capacity of 46,000 spectacular events occur daily. On July 4th, Queen's Night, Rudy Vallee and his orchestra played to a capacity crowd who also thrilled to the appearance of Robert Taylor, movie star and idol of feminine hearts. A week later Buddy Rogers and his band, with Allen Jones and June Knight, appeared. Others equally famous are scheduled.

On these occasions the famous Hollywood Electrical Pageant of ten immense floats received the acclaim of the gathered thousands. As a matter of interest to us of the Milwaukee family it may be stated that our line moved these floats on ten flat cars from the State Fair Grounds at Milwaukee to Kansas City on their way to Dallas. Later in the Fall football games between outstanding college and professional teams of the country will be played in the Cotton Bowl.

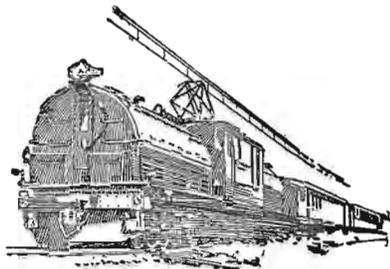
This brief article cannot do justice to this Exposition at Dallas. It is understating it to say that it is a real World's Fair and well worth traveling many miles to see.

Other celebrations, less elaborate, are
(Continued on page 15)



The Esplanade of States.

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



Courtesy

Much has been written on the subject of Courtesy and Salesmanship for the benefit of employes who come in direct contact with patrons, but there are ways in which employes who do not have such direct contact can impress the public with the fact that we value their patronage and good will.

The making of unnecessary noise such as engine whistling and bell ringing not required by the statutes or company rules is annoying, as is the disturbing of passengers, particularly in sleeping cars, around station grounds in the late hours of the night or early morning. The rough handling of baggage and freight shipments, resulting in complaint and claims, can contribute much to the opinion that the public forms of our organization.

By avoiding such annoyances and complaints the Milwaukee Road and its service can be made more attractive.

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

Vice-President

(Contributed by Mr. John W. Moe, President, Minnesota, Railroad Employes Ship By Rail Ass'n)





THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXIV

AUGUST, 1936

No. 5



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

What "The Railroad" Means to Menominee County

Everyone depends on and has "a stake in" the railroads in this county.

That's true even though we personally may not send or receive freight and mail, or travel, or own their stocks and bonds. That's true because:

They bring in the things we eat and wear and live with, take away the products that provide our livelihood, and make our lives more modern, more abundant, more closely knit with the world by their certain, economical, mass-movement service.

Their big property investments in our county make it wealthier and our own property more valuable.

They employ large numbers of workers (many of them our neighbors) right in this county.

Their local payrolls, all spent here, keep our businesses, our merchants, prosperous.

Their taxes largely support our schools and make our own taxes smaller.

Their stocks and bonds back up our insurance policies, saving deposits, trust funds, pensions, etc.

And yet we've let this major economic factor of our county become endangered. To illustrate:

These railroads operate in this county:

Chicago & Northwestern	C., M., St. P. & P.
The Soo Line	Wisconsin & Michigan
	Ann Arbor

Here's what they mean to us today in size, employment, payrolls, taxes—in dollars and cents:

Miles of Track	Employes	Payrolls	Taxes*
218.65	174	\$182,345.31	\$46,929.39

*Includes railroad taxes allocated to this county in the Michigan primary school fund.

In normal times the employment and payroll figures were considerably higher:

Employes	Payrolls
365	\$504,502.63

Unregulated, improperly restricted commercial use of our highways, even more than depressed conditions, caused the downward change in the figures above. Without thinking, we've been "fighting the railroads."

Let's stop it. They're doing their full share. Businessman or citizen, let's give them the patronage they deserve. If we don't—well, we can't afford to let "Employes," above, become even fewer, "Payrolls" even smaller; else, what is equally serious, "Miles of Track" and "Taxes" also may decline.

We should give the railroads the competitive equality they need, that is theirs in all fair play. Our next Legislature should supply the necessary laws.

The foregoing, reproduced from a circular distributed by The Michigan Railroad Employes and Citizens League of Menominee County, should be of general interest to railroad employes.

Puget Sound Pioneers' Club

Annual Meeting at Butte,
August 10th and 11th

THE Milwaukee Puget Sound Pioneer Club will hold its 26th annual meeting at Butte, Montana, August 10th and 11th. Headquarters will be at

the Finlen Hotel. Entertainment will be provided at the Butte Country Club.

Arrangements are being made for the program and entertainment by the following committee:

L. S. Cunningham, Chairman, 223 Dixon St., Deer Lodge, Mont.

Charles Davis, Deer Lodge, Mont.

N. H. Mayo, Deer Lodge, Mont.

L. T. Lawler, Butte, Mont.

The chairman of this committee asks all members who plan to attend to please notify him at once at his address at Deer Lodge, definite information as to whether or not they are going to attend and the number that will be in their party, so that proper reservations can be made for the banquet.

Dues are payable now, and members may get in touch with the secretary, Mr. J. E. Brady at Tacoma, or the vice-presidents in their locality.

This is the first meeting that has been held in the Eastern part of the Lines West for several years, and it is desired that a good attendance be had. Will you please put forth an extra effort to be with us at this meeting.

N. H. FULLER,
President.

Retires From Active Service

ON August 1, 1936, Mr. A. S. Dudley completes 38 years of service with the company. The first four years were as Assistant to Mr. W. S. Milligan, our first Tax Commissioner. When Mr. Milligan died in service 34 years ago Mr. Dudley was appointed his successor.

Mr. Dudley on August 1 will retire at his own request, and he writes that he thanks the Magazine for its courtesy in affording the opportunity to extend to his many friends and co-workers, all over the System, his best wishes for their prosperity and happiness in the years to come.

O. F. Waller

ON June 30th, at his home in Aberdeen, S. D., occurred the death of Mr. O. F. Waller, division freight and passenger agent at that point for the past thirty-four years. Mr. Waller was born in Clinton, Wis., entered the employ of the Milwaukee Road as a telegraph operator at Fond du Lac, fifty-four years ago. He was sixty-nine years of age at the time of his passing. Sympathy is extended to the surviving relatives.

Mr. Waller enjoyed to a remarkable degree the confidence and affection of his employes, associates and the public that he served so long and so faithfully. News of his death was received with general regret. The following taken from an Aberdeen newspaper well portrays Mr. Waller's kindly, genial character and tells a wonderful story of one

of The Milwaukee's well known veterans of the service:

Was City Good Will Ambassador

"Thursday afternoon Aberdeen citizens joined with friends from a wide area in paying respects at funeral services to the life of O. F. Waller, the Hub City's unofficial ambassador of good will.

One of Aberdeen's better known citizens, both here and throughout the area, his friendly philosophy will be greatly missed by those who found pleasure in business and social contact with him.

The youngsters who sell newspapers and magazines on the street corners as well as the business and professional men along Main street knew Mr. Waller as a conveyor of good will, backed at many times by material assistance.

The last time we saw the genial Milwaukee official taking his customary evening stroll he handed us a copy of a popular magazine. His explanation of the act (which was typical of his daily routine) was this:

'This is the last of five magazines I have peddled,' he said. Then by way of elaboration he told of being approached by a timid child who had 'just five left' and who asked if he would buy one.

'What do you do with your money soonny?' Mr. Waller asked.

'I take it home to my mother,' was the boy's reply.

Mr. Waller bought all and gave them to his friends along the street.

He frequently spotted a needy child on the street, took him into a clothing store and supplied his obvious needs. The smile of appreciation on the child's face was ample reward.

A life, full of such incidents and others that endeared him to persons of varied interests will leave its beneficial impression upon the community."

Talking Points for Railroad Folk

MORE than half of the grain business in Missouri is now done by "tramp truckers," and at least half of these truckers escape payment of the state sales tax to which regularly established and located dealers are subject, according to statements made recently by officers of the Association at a recent convention of the Missouri Grain Dealers and Millers Association at Kansas City. The Association is urging legislation to regulate these truckers, who are really "itinerant peddlers. Fred Chambers, field secretary of the Association, described these truckers as "the biggest menace confronting the grain dealers and millers of Missouri and surrounding states," stating that "conducting his business on wheels, frequently having no established home, the tramp trucker goes merrily on his irresponsible way, cutting out the estab-

lished trade at both ends of the haul. Existing laws are inadequate to control the tramp trucker and protect producers and consumers from his malpractices. Many elevators in Missouri have been boarded up because the tramps have demoralized their business, and the communities they served have suffered in that they must now depend upon trucks whose comings and goings fluctuate with the weather. Many more elevators in the state are simply existing through the same cause, carrying insufficient stocks of grain and feed to supply half a dozen cows for a week." It was further pointed out that, in a majority of cases trucker competition, which sells grain and feed to farmers direct, does not pay the sales tax. By evading the tax the truckers are able to undersell the grain dealer two-third cents per bushel, or get that much extra profit, this difference in the price being enough to turn the trade their way.

Repeal of the long and short haul clause of the Interstate Commerce Act, which failed at the recent session of Congress as a result of prolonged hearings before the Senate committee on Interstate Commerce after having received House approval by a vote of more than five to one, is urged in the next Congress by H. H. Green, President of the Missouri Grain Dealers and Millers Association. The present law "restricts the railroads in their efforts to meet truck competition," Mr. Green stated in a recent address in which he discussed the Pettengill Bill before the annual convention of the Association, "and I feel that this association should give its full support to this bill."

The railroad tax bill in the last five full years has been approximately \$200,000,000 greater than the railroad fuel bill. The relationship of the tax burden to the whole cost of maintaining railroad service perhaps will be better comprehend when it is considered that in their fuel purchases the railroads normally take about 23 per cent of the national production of bituminous coal, and about 19 per cent of the country's output of fuel oil. But notwithstanding consumption by the "Iron Horse" of



Allen H. Potts—potentate of Almas Temple, Washington, D. C., was at the throttle of the giant Milwaukee Road engine on the special train that carried 187 Washingtonians out of Chicago (July 10) enroute to the 62nd Imperial council session A.A.O.M.M.S. held in Seattle (Wash.) July 13-16.

these large proportions of the annual production of two of the country's greatest industries, the railroad fuel bill is uniformly substantially less than the tax bill. In no other industry is as large a proportion of annual revenues absorbed by taxes. In no year since 1931 has the tax bill failed to exceed the railroad fuel bill. In each 1933 and 1934 the tax bill was more than \$60,000,000 greater than the fuel bill. The spread was decreased in 1935 due to higher unit costs for fuel, a factor which of course was beyond the control of railroad management, as are taxes also. The tax bill last year, however, was nearly \$20,000,000 greater than the fuel bill.

C. N. Souther

WORD of the death on July 4th, in Oakland, Calif., was received at the general offices in Chicago.

Mr. Souther, for many years general agent of the Passenger Department in Chicago, was a familiar figure to the traveling public from 1890 to 1919, when he retired from active service because of ill health. He has resided since that time, for the most part in California. He was 78 years of age, and is survived by his widow, to whom the sympathy of the many railroad friends is tendered in her loss.

Elected Chairman of Safety Section, Association of American Railroads

MR. E. A. MEYER, manager of the Safety Department of The Milwaukee Road has been elected to the office of chairman of the Safety Section, Association of American Railroads, at the annual meeting held at the Stevens Hotel in Chicago the week of June 20-25. Mr. Meyer previously held the office of first vice chairman in the same organization.

First place among group "A" carriers in the annual railroad employes' national safety contest sponsored by the National Safety Council was awarded this year to The Milwaukee Road. The award was in competition with thirteen other group "A" carriers which worked 50,000,000 or more man hours during 1935.

Cards of Thanks

VETERAN John M. Horan in the following acknowledges and thanks his many friends for their good wishes and congratulations upon completing 81 years of service:

"Since I completed 81 years of continuous service with The Milwaukee Road on April 17, 1936, I have received approximately 300 letters of congratulation and good wishes, most of which were from members of our great railroad family. To acknowledge each letter separately would be a large task, and, as I am sure that each one of the railroad family reads with interest our Employes' Magazine, I am resorting to its columns to acknowledge the communications from

my railroad friends, and want to thank all those who wrote letters, as well as those who personally offered their good wishes, for the interest they have shown in my welfare."

Appointments

APPPOINTMENT of Roy A. Burns as division freight and passenger agent for the Milwaukee Road, with headquarters at Aberdeen (S. D.), to succeed O. F. Waller, who died June 30, was announced last month, by O. F.

Cull, general freight agent and W. B. Dixon, general passenger agent.

Mr. Burns, an employe of the Milwaukee Road since 1920, has been flour and grain agent for the road at Minneapolis since April, 1934. Previously he was chief clerk to the general northwestern freight agent there.

C. R. Lanphear is appointed Division Freight and Passenger Agent at Bellingham, Washington, vice Geo. W. Blair, deceased.

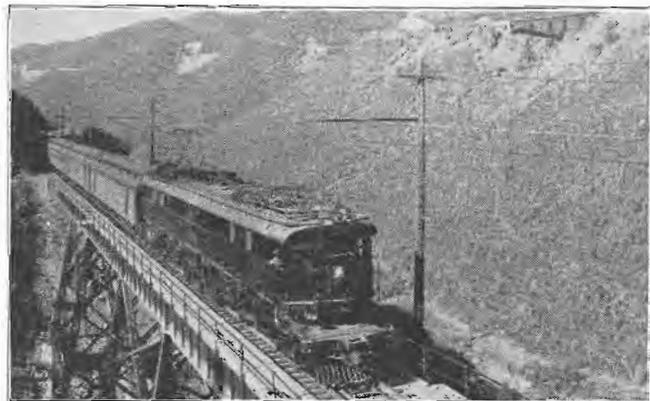
Olympian Anniversary Program

Radio Address Delivered by Radio Station KABR, Aberdeen, S. D., May 28th, 1936

TODAY, May 29, 1936, marks an anniversary and a birthday—a birthday of concern and significance to every man, woman and child of Aberdeen and the Dakotas. Although it is only a twenty-fifth birthday which is being celebrated, the fame of our guest of honor is known throughout the length and breadth of the land—known and honored in many foreign countries as one of the truly great—respected as one who in a comparatively short lifetime has traveled literally millions of miles and contributed beyond measure to the pleasure, enjoyment and well-being of thousands upon thousands of people from every walk of life. Ladies and gentlemen—a birthday toast! With pride in her accomplishments; with appreciation of her long and valued service to each of us and to this community; with gratitude for her hospitality which many of us have personally enjoyed, and with heartiest good wishes for many happy returns of the day, we give you—the Queen of America's Railroad trains—THE OLYMPIAN.

The history and development of every American community during the past century has been closely allied with the development and extension of transportation facilities. As a matter of record, it happens to be exactly 100 years ago when the first steps were made in the organization of the Milwaukee road.

Milwaukee Road—a system operating over 11,000 miles of road in twelve states with 1,200 miles of additional main tracks and over 4,000 miles of yard tracks and sidings—a total of 16,375 miles of tracks of all kinds—a system which today serves a population of over 31,000,000 people—with a fleet of fine trains headed by the proud "OLYMPIAN," on which, during the past 17 years, over 161 million passengers have ridden over 11 billion miles without a single fatality in a passenger train accident. Truly a great picture of fine achievement—achievement in which our own Aberdeen community is justly proud to have played a part.



Olympian in Bitter Root Mountains.



Olympian Crossing Famous Missouri River Bridge.

What is that trite quotation about "Small beginnings"? Picture the contract: 100 years ago—a village meeting in Milwaukee—a mere handful of men—with an idea and a plan. Today, the

In addition to the transportation of passengers, freight, mail and express, a big railroad is of great benefit to the public by furnishing employment to many thousands of men and women

whose payrolls help merchants, wholesalers and manufacturers; by its purchases yearly of millions of dollars worth of materials and supplies required to operate the railroad; by its tax payments of other millions of dollars yearly, about half of which is used to maintain schools, the remainder being applied to highways and the maintenance of local government. Some counties along the Milwaukee Road receive more tax money from the road than from all other sources combined; and, therefore, many schools would be forced to close were it not for the railroad taxes. It is particularly fitting, therefore, that as a part of our celebration today in honor of the twenty-fifth birthday of the OLYMPIAN, a large delegation of Aberdeen school children, headed by the High school band, will be present when the Queen of the Rails arrives at the Aberdeen Station at 3:23 p. m., today... to give her a royal welcome and present a birthday cake with 25 shining candles to her crew. Why not join in the party? KABR invites all radio listeners to be at the station at 3:23 this afternoon to join in Aberdeen's friendly gesture of pride and congratulations. There will be plenty of fun, we promise you.

And what of the "OLYMPIAN" herself? What is this world-famous train? Well, physically, we are all familiar with her appearance. As she steams majestically into town with a couple of nonchalant blasts of her well-toned

whistle, we see first the mighty black engine which carries its orange-hued cargo of palatial cars, smoothly, powerfully, speedily—and all "with the greatest of ease," 101 feet in length—217 tons of sleek, polished horsepower. Then the baggage and mail cars—often 4 or 5 of them symbolic of the constant service

performed through the safe and speedy transportation of mail and express. Those are the cars that answer your question "Will I get a letter today"? The mail and express cars and baggage cars speed by—and here are cars of a different shape and construction the new "luxury coaches" they call them in the time table—steel masterpieces of lighter construction riding on the smoothest of roller bearing wheels—but perhaps their comforts are best described by the expression you hear so frequently—"Gosh, they're better than the Pullmans—rigged up with seats just like an airplane—and sleep? Say—all you have to do is tip back the seat and close your eyes." They pass—and then, of course the Pullman section. Comfortable by night—luxurious by day—

with service which makes the traveler forget that he is away from home. The dining car—a cuisine famous the world over, yet on the Olympian, so easily accessible to the most modest purse. But those are memories. Our view of the diner as it passes through Aberdeen is a vista of wide windows, with white-coated waiters peering out of an occasional opening—white covered tables

help you—because you'll miss the complete pagan enjoyment of an after dinner smoke with the music of the radio drifting around the corner from the observation car.

Night falls. Slip into your comfortable berth, and sleep.

The early riser—or the 6:30 window-peeker—gets a glimpse of a famous town—famous at least in railroad history.

Harlowton, Montana, where the electrically operated Mountain Division of the Milwaukee Road begins. Harlow, as it is affectionately called by the familiars, has two railroads—the Milwaukee main line, and a spur line north to Lewistown—and it's, therefore twice famous. First for the fact that here begins the electrified portion of the Olym-



Olympian Crossing the Cascades.

with their bouquet of fresh flowers, winter or summer. More Pullman sleepers—and last of all, the observation car. Perhaps it is the city of Aberdeen, for one of these famous cars bears the name of Aberdeen. The train speeds past—we read the proud signal plate on the brass bound observation platform. The Olympian has passed. Number 15—On time.

But what of the passengers on this westbound traveller? What is in store for them? Let's join them.

Leaving Aberdeen for the West, our first hours aboard are likely to be lazy hours, spent in the cushioned comfort of the lounge room. At least, until we reach Mobridge. There we arouse from comfortable relaxation long enough to get a real view of this great bridge on which we pass across the shifting, treacherous waters of the Missouri River—a famous bridge—famous not so much for its length or height as for its ability to stand sturdily against all the attacks of the trickiest and most meandering of rivers—the Yellow Missouri.

And it's suddenly dinner time. "First call for dinner" in the dining car. Perhaps, at some time in your life, you have heard that call—and shuddered. But never on the Olympian. No high price dish of tripe awaits you. You step into the diner, are courteously seated at a table (perhaps graciously is the better word)—and you "dine with the gods on Olympus." It's a temptation to linger. One wonders why one should ever leave the dining car—and wonders more, later, how it was impossible to spend more than a dollar and a quarter on such a meal. Back to the lounge car. And if you're a bridge fiend, heaven

pian's journey across the mountains; and secondly, for the fact that the branch train from Lewistown can coast down hill all the way from Garneill or Judith Gap without burning a single piece of coal. All that train needs is plenty of brakes.

But things are happening to our Olympian at Harlow. Our 101 foot steam engine is shunted aside and in its place we see a mere 76 foot affair with a cab in the middle. It looks the same at both ends and apparently doesn't care which way it goes. And then we notice that 14 pairs of wheels which it takes to support and drive these 260 tons of condensed dynamite—and we assume a more respectful attitude toward our new electric horse.

The story of the electrified portion of the Milwaukee Line and the electric engines which carry the Olympian and other trains over the western mountains is a classic by itself—too lengthy to be related here. But we who are passengers on the OLYMPIAN still want to know at 6:30 in the morning at Harlowton, Mont., just what kind of an animal is going to haul us on the next lap of our journey. Well, it's 76 feet long and weighs 44 tons more than the 101 foot steam locomotive which we have just discarded. 14 sets of wheels—and 12 of the sets are drive wheels, hooked up directly to 12 powerful electric motors. The whole outfit together is capable of producing the power of 3200 horses—3200 H. P. One of the quaint tricks of these electric giants lies in the fact that when they are going down hill, a switch is thrown which converts the motors into generators.

The regenerative action not only acts as very efficient brakes, but also gen-

erates a great amount of electrical power which is fed back into the line. Of all the power which is used in hauling our Olympian up the mountain, from 40 to 60 per cent of it will be fed back into the line as we coast down the other side. Best of all, by the way, there won't be any smoke or cinders as long as our electric friend is up front. But it's time to be on our way.

The scenery is beginning to be entrancingly beautiful and soon, about breakfast time, we pass one of the source spots of the Missouri River—a place where the Jefferson, Madison and Gallatin Rivers joint forces to form the Missouri. And then we realize that it is time to wake up for keeps. A few moments and our Olympian stops at the renowned Gallatin Gateway—Entrance to the Yellowstone Park. It is indeed a compliment to our equally famous train that we pass on with only momentary regret that we cannot stop to explore the wonders of the Great Yellowstone playground.

The rest of the trip over the Rockies—the Continental Divide, the great tunnels and horseshoe turns—the Bitter Root snowcaps—the plunging mountain rivers—the rugged Rockies—huge contorted masses of snow-capped cataclysm—the round capped Cascades—and finally the smooth descent to the sea-coast at Seattle or Tacoma—in the fresh of the morning with nature so beautiful that sleep is a crime and seats on the observation platform of our Olympian are at a premium—well, why tell about that. Those who have made the trip have the indelible memory stamped in their minds. You who have never been there—may some day be there and enjoy all of those things which words cannot adequately describe.

One thing is certain. Year in and year out, with ever-increasing speed, comfort, and enjoyment, the OLYMPIAN, Queen of the Rails, will be ready to carry you on this trip through America's scenic wonderland.

This isn't a travel talk—it isn't a paid advertisement—remember that. But today is the 25th Anniversary, the 25th birthday of the OLYMPIAN—and that's important.

Just a train, to be sure—but, more than that, a real and cherished personality to all who have travelled in her sturdy comfort—a symbol of the development of transportation in the Dakotas—a symbol of the sturdy history of Aberdeen—the living proof of the fruits of small beginnings.

KABR invites you all, again, to take time out this afternoon—come down to the Milwaukee station at 3:23 in company with the school pupils, the band, his honor, the Mayor, and all the rest of us to present a birthday cake to a train—a train whose highest compliment comes from those who have so frequently joined to say "Well, I've travelled 'em all, but the best of the bunch is—THE OLYMPIAN."

The Agricultural and Colonization Department

RESETTLEMENT PROJECT APPROVED

Near Fairfield, Montana

FINAL plans for the resettlement project on the Fairfield Bench have now been approved by the Rural Resettlement Administration, Washington, D. C. This project will provide homes for about 150 farm families, each having about 90 acres of farm land.

The Fairfield Bench project is located near Fairfield, Montana. The lands in the project are all irrigated and are a part of the Sun River Irrigation District.

The families moved to these new homes will all come from Montana and will have had experience farming in that state. Their new farms will be particularly adapted to the production of sugar beets, alfalfa, small grains, potatoes and garden crops for home consumption. As a side line income some of these settlers may fatten livestock or develop dairy herds.

The new farm homes will be four, five and six rooms in size. There will also be a barn, garage, poultry and hog house. Every family will be provided with sufficient equipment and capital to start farming. Each place is sold the settler on a large time payment plan.

IRRIGATION IN SOUTH DAKOTA

Request Survey of Ashley Island Project

FOR some years engineers, with others, have concurred in believing that at Ashley Island a dam could be economically built for the combined purpose of irrigating lands and developing hydroelectric power. Ashley Island is about two or three miles up the Missouri River from Mobridge, S. D. While the belief that the dam could be built at this point prevails, so far no detailed government survey has been made. Now Mobridge citizens have united and have been joined by others and together they ask that the detailed survey be made.

The request has been made to the federal government. It calls for a survey that will accurately determine the number of acres of land that can be irrigated if and when the dam is completed as well as an estimate of the per acre cost of the project. Further, this committee desires to know, through the survey,

how much it would cost to produce electric power from the stored waters and how large a number of kilowatt units might be sold.

The request for this information is especially timely. South Dakota farmers and ranchmen need a large dependable source of winter feed supply. If the survey bears out the contention of local people, then the project can well become one of interest to every citizen in the state. The scope of benefits as well as costs can only be determined by having a thorough survey. Many hope that the survey can be made now during this time of need for employment.

"We are able to inform such people regarding agricultural and livestock opportunities IN ALL LOCALITIES we serve, informing them as to types of agriculture for which lands therein are best suited, as to climatic, educational, market and other conditions which have effect upon lands and land values. In addition, we are able to inform them as to reliable men and organizations who have lands for sale at fair and reasonable prices and generally on easy terms.

"As a matter of general practice, we do not seek to induce people residing in territory served by our lines to remove therefrom, but when requests come to us from people who have decided to move and want reliable information on other localities, then it is our desire to furnish best possible information to the end that the inquirers may be able to secure lands best suited for their purposes and at reasonable prices and on terms of payment which they should be able to meet.

"Please understand that we are unable and are unwilling to advise any of your people to abandon their present homes in search of greener fields. We believe that recent drouth years are abnormal and that the records of rainfall and production for the past fifty

years are a better indication of normalcy than are those of the past five years.

"Meteorologists and experts in government employ tell us that this condition is cyclical and that there are no known reasons for any permanent climatic changes and that the cycle of rainfall may begin at any time and continue for a goodly number of years.

"Your people should very carefully consider this question of removal from all standpoints. There are real hazards in their undertaking a type of agriculture different from that which they have been following or in learning practices which in other localities are almost certain to be very different from those they have been accustomed to. They should think carefully before they leave their friends and land they know. If they have capital necessary for financing their removals, they are able to remain where they are and if their locations are good, it may be that such a course will prove to be the wisest one."

SOY BEAN CONFERENCES Five Were Held in Iowa

AT five Milwaukee served points in Iowa, soy bean conferences were recently held to acquaint producers, buyers and processors with the interdependence of each in the ultimate success of this new and growing industry.

The conferences were held at the request of many in each of the foregoing groups. They were open forums where elevator managers, soy bean processors and farmers freely exchanged ideas and suggestions. In addition representatives of Iowa State College and the United States Department of Agriculture presented the latest known facts relating to the production and marketing of the crop.

During the conferences all came to know more about what varieties of beans would yield best as well as produce the highest quality of meal and oil. Farmers heard the processors describe manufacturing processes and processors heard farmers carefully relate their experiences regarding production and harvesting. The elevator managers and others actually graded samples of market beans thereby becoming familiar with the factors that determine the market quality of the beans offered the trade.



The Small Farm, in the Northwest Coast States, with Modern Home, Fruit, Poultry and a Few Cows, Is Attracting Many New Settlers.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Tacoma Chapter

Carrie Devlin, Historian

ABOUT ninety members of this chapter sat down to the luncheon at the May meeting. Our president opened the business meeting with the usual reading of the club's motto. The membership report showed 36 voting members and 176 contributing members secured during the recent drive.

Mrs. Micklethwait gave a report of the general meeting in Chicago.

Mrs. Negley extended an invitation to the membership to her golden wedding anniversary reception held at her home June 9.

Mrs. Coyle, a charter member of the Kansas City Chapter, was introduced and given a cordial welcome.

Mrs. A. J. Buchen gave a fine review of "The King's Henchmen" by Edith Vincent Milley. Adjournment followed.

Miles City Chapter

Mrs. N. A. Helm, Historian

MILES CITY CHAPTER met June 1 at 8 p. m., with president Mrs. Moss presiding. Reports were heard from various chairmen. Mrs. Moss gave a very interesting account of her trip to Chicago to the meeting of the Governing Board which we all enjoyed very much. Refreshments were served by Mesdames McMahon, Fellows, Greer and Nee.

On June 9 a breakfast was served to our distinguished guests, Mrs. Kendall, president general, and Miss Linskog, secretary general, and was attended by board members and two guests.

In the evening a program was given: Piano selections played by Phyllis Gilmore; vocal selections were rendered by Mrs. Griffiths; humorous readings by Mrs. Belden Rehn; solo by Harriet Brown accompanied on piano by Mrs. Thomas Brown and on violin by Colin Badham.

Mrs. Kendall gave a very interesting talk on what was being done by different chapters, which we all enjoyed. Miss Linskog stressed membership in her talk, suggesting also different incentives used to get more members to attend meetings and to join the club.

After the meeting "Madam Tellnolles" told fortunes, after which refreshments were served by Mesdames Spear and Fairchild.

Mason City Chapter

Mrs. W. L. Gaffney, Historian

OUR May meeting was in the nature of an antique party as well as a guest day party. Mrs. Ingraham opened the meeting by asking all to sing "Boost Milwaukee," after which we repeated the club motto in unison.

Mrs. R. Goltz, treasurer, reported: Receipts, \$47.25; disbursements, \$28.47; balance, May 1, \$241.55. Mrs. R. MacGregor, sunshine chairman, reported six personal calls, five telephone calls and one card sent. Mrs. F. McDonald, second vice-president, and Mrs. Louis Walter, secretary, told us of the Milwaukee Women's Club dinner which they attended in Chicago. Their reports were inspiring as well as encouraging.

Following these reports Mrs. S. German, program chairman, beautifully attired in black lace and headdress, introduced several ladies who modeled antique costumes. The models were Mrs. F. McDonald, Mrs. Adams, Mrs. Louis Walter, Mrs. O. Olsen and Mrs. R. J. MacGregor. We certainly had a hearty laugh over their dresses, hats and shoes. Following this the members and their guests had the pleasure of inspecting the antiques which had been brought to the club rooms. The oldest article was a flag made by Mr. Wm. Ingraham's great-great-grandmother. Mrs. McDonald exhibited a case of rare old jewels.

Mrs. Ervin Patton displayed glassware which was 150 years old. There were many other interesting displays. The club decided to have another similar party, as so many expressed such interest in the displays.

We were served candy, nuts, dainty cakes and coffee by Mrs. J. C. Tuslar and committee.

La Crosse Chapter

Mrs. Frank James opened her home for the first social meeting of the year, and, at her own expense, provided a pleasant afternoon for the members. She introduced a novel idea for reimbursing the club treasurer; Mrs. James had made a number of tiny aprons with a typewritten note pinned to each asking the owner to put in the pocket of the little apron as many pennies as her waist was inches around. When the aprons were sent back, there was found in the pockets a total sum of \$4.62.

Mrs. A. R. Kidd invited the ladies to her home for the next sewing bee on the quilt, and a most enjoyable afternoon was spent. We had the pleasure of having as a guest Mrs. Harry Munson, whose husband was recently transferred here from Dubuque. Mrs. Dewey Brown also gave her home for a sewing day and served a delicious luncheon. These social affairs in the homes are helping our club, in that women are getting together and becoming better acquainted.

During the last few months a membership drive, remarkable in its success, has been carried on by Mrs. Joseph Burns, second vice president, and chairman of the membership committee; Mrs. Hazel Mc-

The City

I like the city with its din and noise,
Its hurried traffic and its dirty boys;
I like the way men hustle
Along its wide paved streets,
I like the rush and bustle;
I even like the smoke that reeks
From out tall chimney-tops, and speaks
Of busy marts of trade, of industry that
never stops,
Of promise and of fortunes made.
I like the sound of motor cars,
I like the trolley's bell;
I like the clang and clash that jars,
I even like the newsboy's yell;
I like it when the lights at night
Shine out all green and blue and red,
When taxis dash from left to right
And no one seems to go to bed.
High buildings shut off every view,
Man-made, and yet I like it all, I do,
don't you?

The Country

And then I like the country, too!
I like the birds that sing there,
I like the sky, clean-swept and blue,
I like trees growing everywhere.
I like a meadow fringed around
With little pink wild roses,
Where brown-eyed Susans may be found,
Where sunlight sweet reposes.
I like the rippling, whispering stream
All hung with willows on the bank,
'Neath which are woody spots that seem
So cool and fresh and dank.
I even like a barbed wire fence,
Or maybe just a picket,
Beyond which lies a forest dense,
Or maybe just a thicket
Where virgin fragrance reaches out
From silence so profound
You feel like treading lightly
As if on hallowed ground.
Tall trees stretch upward toward the blue,
God-made, and oh, I like them, too, I do—
don't you?

—R. Willert Rhynsbarger,
Member of Butte Chapter, Milwaukee
R. R. Women's Club.

Cubrey at the round house, and others, including Mrs. A. J. Swinzrod, Jr., Mrs. Leroy Cronin, Mrs. E. J. Sainsbury, and Mrs. Roy Kidd gave Mrs. Burns valuable assistance. As a result of this enthusiastic campaign, the present membership is 85 voting members and 150 contributing, or more when returns are all in. Many thanks to Mr. L. F. Donald, supt.; Mr. R. H. Brabant, roundhouse foreman; Mr. Stanley Taylor, car department, and Mr. E. E. Erickson, of the superintendent's office for their kindness and co-operation during this drive for members.

On the afternoon of June 18th, at a long table in the pavilion at Myrick Park, the La Crosse Chapter held its annual picnic for members and other employes. The picnic was under the able direction of Mrs. Frank Ross, Mrs. Costello and Mrs. Harry Peed, our president. Eighty people were present, of which about fifty were children. After the picnic lunch the children crowded around the big ten gallon freezer, presided over by Mrs. Thomas Burns and Isabel Tuomey, and later on by Betty Ross and Helen Reed, and were given "free ice cream cones." The long sunny afternoon was spent in visiting and (for the children) playing in the park.



Mrs. Rasmussen, President of Seattle Chapter.

Seattle Chapter

Daisy Heester, Historian

THE regular monthly meeting was held May 21, 1936, in the club room with the president, Mrs. Rasmussen, presiding. A luncheon was served at 12 o'clock with a good attendance from the various offices. A board meeting was called before lunch to discuss the matters needing prompt attention.

At 1:30 p. m. the business meeting was called to order. Mrs. Rasmussen gave a report of the General Board meeting held in Chicago, also of her trip east, coming home by way of St. Louis, Omaha and Salt Lake City. She was accompanied by Mr. Rasmussen.

Mrs. Robbins, membership chairman, reported several new voting members, and Seattle Chapter surely welcomes them. Mrs. McDougal, sunshine chairman, reports many ill at this time. Mr. Merritt Hurd is still in the Veterans' Hospital at Walla Walla. Mrs. Fred Mulhausen has gone to Oregon, hoping to improve her health.

The luncheon which was held at Carew & Shaw's was a great success. Plans for a picnic this summer are under way. Details will be announced later.

Tomah Chapter

Mrs. Hugh Johnson, Historian

TOMAH CHAPTER held the May meeting in the rooms of the public library with a good attendance. A reception was planned for May 18 for all new families and also a farewell for Mr. and Mrs. C. Hennessey and Mr. and Mrs. John Downs, who are moving to Milwaukee. The ways and means chairman gave a good report.

The June meeting and picnic dinner were held at Sparta at the home of Mrs. C. Frush, with New Lisbon, Tunnel City and Tomah Chapters. Mrs. Leon Johnson of Tomah held the lucky number for the fine quilt that was donated by Sparta ladies. The good cheer chairman reported 39 personal calls and 19 cards sent. An interesting report was given of the Chicago meeting and luncheon, there being 18 members of Tomah Chapter at the luncheon. The

annual picnic for all members and their families was arranged for June 21. Games and a good time were also planned for the children. The meeting adjourned and the rest of the day was spent in games and cards. Many thanks are due the Sparta ladies for their fine hospitality.

Janesville Chapter

Nellie Murphy, Historian

THE outstanding social meeting of the Janesville Chapter since our last report was a safety meeting held Sunday evening,

May 24, in the club rooms. A "pot luck" supper was served to about 40 members and their husbands. Mrs. John O'Connor, chairman of the safety committee, had charge of the program, which included talks by J. O. Carpenter of the city police department; George J. Ryan, foreman of the roundhouse, and Dr. F. M. Frechette, representing the Red Cross. Mrs. Anita Wressaw gave a group of vocal solos.

Mrs. George Ryan, chairman of the welfare committee, reports coal furnished to two families, 12 personal calls made and 50 telephone calls. Donations amounting to

\$5 were distributed and three families given aid. Cheer cards were sent to nine persons, sympathy cards to three. The sunshine chairman also reports six personal calls and 17 telephone calls made.

Our club was greatly saddened by the death of Miss Blanche Hayes, one of our most faithful and beloved members. In the various offices she has held in the club she has performed her duties with a rare ability and devotion which made her invaluable as a club member, while her acts of personal kindness endeared her to all who knew her as a friend.

REPORT OF ACTIVITIES, BY CHAPTERS, DURING YEAR JANUARY 1 TO DECEMBER 31, 1935, INCLUSIVE

Chapter	Expended for Welfare, Benefit, and Good Cheer	Estimated Value of Donations requiring no Expend. from Funds	Donated to Chapters by:		Welfare					Balance in Treasury Dec. 31, 1935	
			General Gov't Board (Included in Col. 1)	Ass'n of Veteran Employees	Reached through Good Cheer	Thanks-giving Baskets	Good Cheer Messages Sent	Cleared on Ways and Means Activities			
Gen'l Gov. Board	*See note below									\$ 1,791.16	\$12,737.26
Aberdeen, S. D.	\$ 1,236.42	\$ 385.00	\$	\$ 6.00	158	279	69	2,215	325	827.92	404.68
Alberton, Mont.	185.55		80.00		15	26	5	59	18	121.76	12.78
Austin, Minn.	329.32			156.94	15	350	10	576	76	337.97	163.35
Avery, Ida.	111.84	64.50	40.00		4	12	4	381	119	146.81	101.00
Beloit, Wis.	602.63	13.00	196.92	240.35	20	94	18	349	33	137.39	69.73
Bensenville, Ill.	135.27	1.00			7	18	14	96	19	139.14	38.16
Bensenville Cir. Library	30.10									36.90	
Black Hills	242.79	22.00			2	65	3	489	12	172.40	179.86
Butte, Mont.	64.38	1.00			4	50	5	296	8	21.10	47.27
Channing, Mich.	59.41	84.84			20	34	2	556	57	105.00	7.32
Chgo. Fullerton Ave.	1,999.13	166.25		11.20	37	49	75	112	49	2,032.25	1,887.66
Chgo. Fullerton Cir. Library	326.44									414.56	
Chgo. Union Station	914.59	12.90			40	93	79	157	25	385.35	626.25
Chgo. Union Sta. Cir. Library	144.99									151.86	
Council Bluffs, Ia.	164.32	2.10	50.00		21	58	10	155	80	65.46	8.67
Davenport, Ia.	273.51	5.00		112.85	6	30	17	98	34	62.70	33.50
Deer Lodge, Mont.	31.92	1.00			3	21		57	19	49.88	29.35
Des Moines, Ia.	8.29					6	1	63	5	58.59	142.53
Dubuque, Ia.	374.68	31.40	100.00	77.10	47	262	20	269	217	179.63	87.03
Great Falls, Mont.	5.40	4.00				3		57	16	19.58	42.53
Green Bay, Wis.	290.91	13.50		43.80	18	110	21	403	68	315.34	168.27
Harlowton, Mont.	123.64		81.47		30	27		271	3	102.82	64.74
Iron Mountain, Mich.	40.17	10.00	25.00		2	13	2	23	1	70.24	34.08
Janesville, Wis.	219.56	81.34		27.69	10	148	6	828	145	400.26	232.76
Kansas City, Mo.	211.75				20	119	4	488	32	114.62	34.21
La Crosse, Wis.	122.71	17.00	50.00	30.10	15	50	7	237	36	18.25	38.65
Lewistown, Mont.	108.52	5.00			20	55		146	9	45.00	11.70
Madison, S. D.	82.42				12	6	3	115	5	45.14	49.64
Madison, Wis.	294.98				24	30	14	123	41	211.47	234.67
Malden, Wash.	83.53		40.00		11	72		89	3	56.99	17.81
Marion, Ia.	131.44			27.15	19	19	4	94	20	58.25	297.02
Marmarth, N. D.	90.10	5.00			1	82		231	49	64.05	98.23
Marquette, Ia.	234.02	7.90		106.37	15	41	5	246	3	127.38	103.34
Mason City, Ia.	232.45	35.00			40	14	7	487	28	142.40	283.85
Milbank, S. D.	19.63				10	20	1	113	2	82.40	111.96
Miles City, Mont.	264.58	119.00			16	200	26	5,388	238	263.12	155.05
Milwaukee, Wis.	1,929.18	178.00	807.68	357.97	46	58		782	59	595.41	18.00
Minneapolis, Minn.	383.49	5.00		14.90	59	175	8	238	31	507.67	315.51
Mitchell, S. D.	78.45				6	35		50	30	45.72	96.41
Mobridge, S. D.	481.60	48.12			23	196	42	2,634	57	300.67	61.63
Montevideo, Minn.	224.06	2.00		100.00	17	37	6	132	19	233.01	168.72
Murdo, S. D.	148.51	3.50	100.00		4	25		81		42.75	94.43
New Lisbon, Wis.	84.01	13.00	55.00	5.04	8	32	2	37	4	15.13	14.66
Othello, Wash.	27.83	42.20			7	7		163	9	200.81	51.52
Ottumwa, Ia.	324.43	139.50	37.50		29	312	10	926	109	163.45	2.47
Perry, Ia.	167.05				25	81		199	123	67.40	103.18
Portage, Wis.	400.13	10.00		150.00	20	48	17	1,505	75	256.77	372.68
St. Maries, Ida.	56.39	3.00			3	4	4	99		20.00	42.43
St. Paul, Minn.	76.45		50.00	6.31	11	24	5	58	15	112.80	133.40
Sanborn, Ia.	146.64	1.25		54.66	13	38		86		10.85	47.76
Savanna, Ill.	296.91	3.75		184.40	15	74	10	241	36	279.30	656.72
Seattle, Wash.	134.93	10.00			8	130	3	254	79	79.81	119.38
Sioux City, Ia.	541.98	23.00	2.98	13.29	38	90	25	457	56	292.48	55.55
Sioux Falls, S. D.	349.98			17.48	17	33	11	68	10	155.25	105.62
Spokane, Wash.	50.83	15.00			8	55	3	639	32	70.83	49.52
Tacoma, Wash.	280.86	11.00		12.50	24	59	20	332	63	145.30	1.86
Terre Haute, Ind.	546.06	34.50		130.00	27	33	15	648	25	365.22	263.16
Three Forks, Mont.	54.04				11	42		52	24	9.88	2.79
Tomah, Wis.	629.94	92.86	75.00	165.95	65	200	20	640	151	321.05	78.15
Wausau, Wis.	349.92	42.85		32.72	32	14	21	645	23	207.43	45.43
Total	\$17,555.06	\$1,766.26	\$1,791.55	\$2,084.77	1,188	4,259	654	26,233	2,825	\$13,874.13	\$21,455.89

*Amounts shown in third column under heading "Donated to Chapters by General Governing Board" represent donations from Governing Board Funds to local chapters for relief work—total \$1,791.55.

Mitchell, S. D. Second Grade Pupils Inspect Milwaukee Road Train

ONE day last month at the invitation of Mr. C. D. Wangness, ticket clerk at Mitchell, S. D., the pupils of the second grade, Whittier School of that city visited the Milwaukee "depot" and under the guidance of Mr. Wangness, inspected one of the through trains, there. The children were also invited to present their reactions and comments to what was to most of them, the very unusual sights of sleeping cars, upper berths and all the gadgets and paraphernalia going to make up a modern first class passenger train.

The mail car, alone of all the coaches in the train maintained closed doors to the young folk, and that seemed to be the sole regret in an otherwise perfect day.

Some of the letters, neatly printed and signed as pupils of the 2nd grade, Whittier School have found their way to the editor's desk; and as they show a phase of child life not so often presented to public view, a few of them are printed here. They indicate that the eyes and minds of Young America do not let much escape their attention:

Merlin Iles says: "I think that the coaches were good inside. It would be fun to go on the sleeper. It smelled like milk in the baggage car. It would be comfortable in those berths."

Rosemary Vehle observes: "I would like to go in that train again sometime. It was fun to go into your office and look around at things. Sometime I will take a ride in the train and when I do I will sleep in the beds. I thought it was streamline. It was interesting. I didn't like the smoking room because I was not a man. I had a good time."

Maxine Soule thought the seats made a good place to play hide and seek. She also thinks anybody "would like to ride on any old train" and she would like to take a trip on that particular train and look out the window.

Patricia Bayer nearly got herself into trouble by her curiosity. She wrote: "I had a nice time when you showed us around. When we went in the sleeper at the end of the train, there was a curtain and I was just about to pull it back. And when we got to the coach I asked my teacher. She said it was the porter sleeping."

"I wish I could go in the mail car. I like the depot. I bet the beds are comfortable. I have ridden on a train just once."

She wanted to sleep in the upper berth, or rent the drawing room, did Janice Miller. She said: "I am glad that you showed our room those yellow coaches. I wish I could sleep in the upper berth. I would like to rent the drawing room. I would like to ride on the train this summer. I might go to Rapid City with my aunt."

Eldon Thorne was intrigued by the office dog, and so he wrote: "We had a very nice time. I told my mother all about the coaches. I saw the baggage car, the passenger car and the sleeping car. Thank you for letting me come in the office. I saw a big, black safe. I would like to ride on a train. I had fun with Nigger, the depot dog."

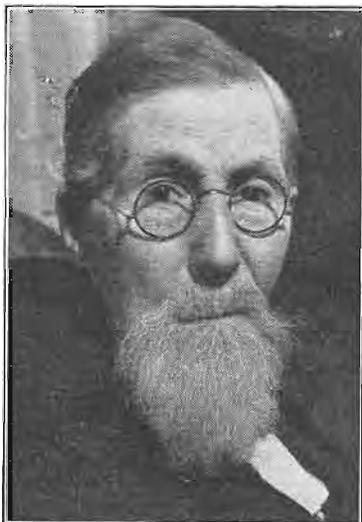
Ellen Main was one of those whose day was not quite perfect by reason of not being able to see the mail car. She says: "Thank you for letting us go to see the train. I am very sorry that we could not see the mail car. But anyway I had a good time. The seats were very comfortable and that was the first time I have been on a train. I wish we could have had a ride on that train."

Constance Jean Miles also had fun with Nigger, the dog, but she found some other things to remember and speak of: "I had a very nice time. I like the sleeping cars best. We saw a lot of freight cars. I had fun with Nigger, the depot dog. I would like to sleep in the train. The train was very interesting. Thank you for showing us around."

Corinne Weller wrote one of the longest of the letters. She said: "I had a very nice time. When you had taken some of the children to show them the different parts of the train, we played train. I surely would like to have a ride on the train."

"We went to the roundhouse just the other day. I liked the depot. It was very interesting. We have been studying about trains so that is why we came down there. I had fun with Nigger the dog."

When it is remembered that all of these youngsters are but second grade age, the foregoing is an interesting symposium of a childish reaction, and one which they in all probability will always recall, especially those who had never before been on a railroad train.



Andrew Flood

A Veteran of Sixty Years of Service

MR. ANDREW FLOOD of Tomah, Wis., who started work for The Milwaukee Road at New Lisbon, Wis., in 1864. He moved from New Lisbon to Watertown, Wis., in about 1878; went from Watertown to Milwaukee in 1887 and from Milwaukee to Tomah in 1907, where he worked continuously until 1924 when he retired after sixty years of service. Mr. Flood is now ninety-nine years old.

Exit the Staff Block Signals

(Continued from page 5)

staff signal; and then used to unlock the attachment containing the permissive staff by placing the absolute staff in opening No. 3 (see diagram) and moving same to the left. This unlocks the door No. 4 which is then opened, the

permissive staff taken out and the absolute staff locked in. A permissive staff consists of a round base, steel rod, eleven discs and a nut, as shown in the illustrations. One disc is given to each train to run in the staff section permissively, except the last train, which takes the remainder of the discs, base, rod and nut. When all the discs, base, rod and nut are received at the opposite end and reassembled in their proper order, the complete permissive staff (which when completed, conveys the same rights as an absolute staff) must be returned on the first train moving in that direction.

There is a divided staff for use under certain conditions indicated in the Book of Rules. This, when assembled is similar to the absolute staff. The operator on removing the divided staff from the machine uses it to unlock his staff signal in the same manner as previously explained, except that when the staff is withdrawn from the staff lever lock it is divided and each portion placed in a separate pouch, one delivered to the engineman and one to the brakeman stationed on the rear of the train. The operator at the opposite end of the section, on receiving delivery of both portions of the staff, assemble them and place them in his machine according to the directions in the rules.

The staff instrument stands about five feet high, while the staffs measure in the neighborhood of four or five inches. When these latter are placed in the staff pouch and given to the engineer, he must ascertain by feeling along the pouch that the staff is actually in his possession; and the operator at the end of the block likewise, at once makes sure that he has the staff which is necessary for him to complete the operation of the system.

The Bitter Root Mountain sector has been the only part of the railroad in late years where the staff block has been in operation. Staff block systems were however installed for a time, several years ago, between Austin and Ramsey, Minnesota, between Beloit and Rockton, at Tunnel City and on the LaCrosse-River Division, but these have been replaced by what is known as the Centralized Traffic Control.

The Texas Centennial

(Continued from page 6)

under way elsewhere in Texas. Fort Worth has its Frontier Days, a 100-day celebration with Billy Rose's immense show, "Jumbo." Houston, with its nearby San Jacinto battle ground, where Texas' independence was won, has its celebration. San Antonio, with its Alamo, where 182 Texans met death rather than surrender, Austin, Goliad, Gonzales, Nacogdoches and many other historic spots in Texas are all hailing with ceremony and pride the day in memory of which these celebrations are being held and because of which Texas invites the world to come and see what man has done with this wilderness in a century of liberty and endeavor.



SAID TO BE HUMOROUS



In Self Protection

In a crowded bus a stout woman vainly endeavored to get her fare out of the pocket of her cloak, which was tightly buttoned as a protection against pickpockets. After she had been trying without effect for some minutes, a man seated on her right said:

"Please allow me to pay your fare."

The woman declined with some anger and renewed her attacks on the pocket. After some little time the man again said:

"You really must let me pay your fare. You have already unbuttoned my suspenders three times, and I can't stand it any longer."

Union Note

"Hey, what are you doing?" yelled the foreman.

"I'm just sharpening my pencil," called back a bricklayer.

"Well, be quick about it, and don't let anybody see you. That's a carpenter's job, you know."

In the Last Stages

"Rheumatism," said the doctor, "causes a man to imagine that his joints are very much larger than they actually are."

"I know," explained Mrs. Smith, "our butcher has it."

His Tribute

Lady (to tramp who has been begging): "And are you married?"

Tramp: "Yep, ma'am, I am, but (confidentially lowering his voice) if ever I am a widower, I won't forget yer."

Easy Money

Two young Irishmen in a Canadian regiment were going into the trenches for the first time, and their captain promised \$1 for every one of the enemy they killed.

Pat lay down to rest while Mike watched. Pat had not lain long when he was awakened by Mike shouting: "They are coming! They are coming!"

"Whos's coming?" shouts Pat.

"The enemy," replies Mike.

"How many are there?" shouts Pat.

"About 20,000," says Mike.

"Begorra," shouts Pat, jumping up and grabbing his rifle, "our fortune's made."

A Fair Question

Auntie: "You shouldn't keep your eyes open during prayers."

Bobby: "How do you know I do?"

"You see," said the beautiful young lady teacher to her avid minded young class, while observing the shrouded "Hiawatha" of The Milwaukee Road, "railroads used to have boiler explosions. Now the boilers are reinforced."—R. H. L., Chicago Tribune.

Sixteen

Just for a Treat

Some time ago a young Irish farmer in the county Kilkenny was very much in love. He wanted to marry the girl, but being a shy lad he could not for the life of him ask her outright to marry him.

He felt he would choke if he tried to mention the words marry or marriage to her. So, after taking much earnest, shrewd thought on the problem, he asked her in a whisper one evening:

"Julia, how would you like to be buried with my people?"

Gorilla War

Discussing with her mistress the possibility of war between Italy and Abyssinia, a young maid said:

"Yes, ma'am, the milkman says it will be gorilla war this time. Ain't it bad enough to use gas and bombs, but they must go and train those hairy apes to strangle folks."

Just Automatically

"Why did you tear the back part out of that new book?" asked the long-suffering wife of the absent-minded doctor.

"Excuse me, dear," said the famous surgeon, "the part you speak of was labeled 'Appendix,' and I took it out without thinking."

Needed Strength

Sambo was hired on a railway gang. At the close of the first shift he was all tired out and sought the boss.

"Mister, yo' sho yo' all got me down right on de payroll?"

"Sure," said the boss. "Here's your name Sambo Simpson. That right?"

"Yes, suh," replied Sambo. "Ah just thought yo' might have me down as Samson."

How Careless of Some Parents

He was driving slowly through a new country and noting the sign "A Swindler" on the window, he went in and asked the proprietor if it wouldn't look better if he used his full Christian name.

"No," he said. "It would look worse. You see my first name is Adam."

Heap Many Scalps

Fan: "What an adorable necklace. I've never seen one just like it."

Movie Star: "Isn't it lovely! It's made entirely of my wedding rings."

A Change Tomorrow

Judge (traffic court): "I'll let you off with a fine this time, but another day I'll send you to jail."

Driver: "Sort of a weather-forecast sentence, eh, Judge?"

Judge: "What do you mean by that?"

Driver: "Fine today—cooler tomorrow."

The Modern Trend

The little girl was asked by her father what she intended to be when she grew up. "Well, Daddy," she replied, "I think I would like best to be a frightfully rich young widow."

Usher at Wedding: "Are you related to the bride or groom, sir?"

Stranger: "No."

Usher: "Then what interest have you in the ceremony?"

Stranger: "I'm the defeated candidate."

They were discussing the North American Indian in a rural school, when the teacher asked if anyone could tell what the leaders of the tribe were called.

"Chiefs," answered one bright little girl.

"Correct. Now, can any of you tell me what the women were called?"

There was silence for some time, then a small boy waved his hand for recognition.

"Well, Frankie?" said the teacher.

"Mischiefs," he announced proudly.

Specialist: "Can you pay for an operation if I thought one was necessary?"

Patient: "Would you find one necessary if I could pay for it?"

A new brakeman was making his first run over a certain line. Before the train reached the station of Saskeechewanee he wrote the name on a piece of cardboard, stuck his head in the coach door, pointed a finger at the cardboard and yelled: "Thar she be. If you wanna git off here, grab yer grips."

Mother Was Worried

A mother sent this somewhat satirical note to the teacher of her small son:

"Pardon me for calling your attention to the fact that you have pulled Johnnie's right ear until it is getting longer than the other. Please pull his left ear for a while, and oblige his mother."—Tit-Bits.

Professor (to mother of Freshman): "Your son has a great thirst for knowledge. Where does he get it?"

Mother: "He gets the knowledge from me and the thirst from his father."

The British government has recently finished a telegraph line in the hot treeless country of Baluchistan at great expense and effort. The natives got up a resolution to express their appreciation of "the grateful shade cast by the poles along the road."

Among the varied and delightful foods produced naturally in Alaska are the following: Wild rice, wild potatoes, strawberries, cranberries, blueberries and also salmon, trout, clams, halibut, bears, deer, moose and caribou.



Train of Harvester Combines En Route via Milwaukee Road to Minneapolis from Racine, Wis.

The Platte-Stickney Line Agents' Traffic Club Meeting Held June 18th

At the June meeting of this exceedingly "live wire" organization of Milwaukee Road agents, the following papers were notable contributions to the program:

"DHA Means D-isappointing H-andling A-lways"

K. L. Everett, Agent
Stickney, S. D.

I know this club tries to cooperate in helping with current problems. Many matters have been covered in the past. I will try to say something on the subject of D. H. A. at this time.

Superintendent Ingraham's letter to all Agents of June 5th on this subject, gave eight fundamental causes for most of the dead-head astray shipments. This letter should be read and re-read carefully. Of course, the big transfer points have a real problem in this regard, but we country town agents and the trainmen are not immune from contribution to a bad record on DHA's.

We do not always appreciate what disappointment, damage and resentment to our service is often caused to a consignee because we have mishandled a shipment and thereby caused delay in delivery. I believe a few actual cases will help in this regard. On June 10th a lady called at my office for a shipment of personal effects from Arizona that she was anxious to receive before making a trip east. She called the 13th and I had to advise her that the waybill had arrived by mail but the shipment was short at Sioux City. The shipment arrived June 16th—fifteen days in transit. She was very disappointed but could not wait longer and left for the East without those things she desired so much. It is not hard to imagine that lady's feelings and attitude toward the railroads generally and this mishandling may cause us to lose shipments and ticket sales in the future, because of the attitude we created thereby.

Actual cases like this one bring home to us just what this mishandling and these delays mean to the folks that we get our business from. We should try to place ourselves in their position by mental process and try to see what it means to them and we should then firmly resolve to block the DHA handling at all points.

Securing Passenger Business

B. L. Dwyer, Agent
Tyndall, S. D.

One of our best arguments in securing passenger business is to refer prospective passengers to reports of highway accidents in the newspapers. Almost every large daily paper contains from one to a dozen such reports while railroad accidents and injuries are very rare.

We should stress this point always and we should see that all prospective

railroad passengers are made to feel that a railroad trip is easy, interesting and simple. If we make them feel that they are our guests, help them plan their trip, and give them full simple information that they can understand, it will go far toward securing more passenger business.

This week I sold a ticket to a high school girl. She had never ridden on a train before. I explained it all to her and told her to consider the conductor and other uniformed trainmen as her friends, and to ask them concerning anything she did not understand. I also secured two round trip coach tickets to Los Angeles returning via Seattle and one one-way coach ticket to Los Angeles.

These folks had bus rates. The round trip tickets were to elderly people. The safety of railroad travel seemed to appeal more to them than anything else.

The one-way ticket was sold to an old gentleman for his grandson. As I spoke of the many highway accidents the purchaser said, "In my younger days I was a traveling salesman making my territory entirely by railroad and during eighteen years I was never in a railroad accident. I will feel safe about my grandson making this trip by railroad."

If we will drive hard on this Safety feature and make folks know that railroad travel is simple, easy and a happy experience, instead of the complicated thing so many who are motor-travel-minded think it is, we will go far toward securing the business we so much desire.

Safety First

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

Many of you have noticed the advertising carried in the best magazines over the name of the Association of American Railroads under the caption "We're Doin' OK, Buddy." We have adopted as a slogan "Safety First—Friendliness Next." There is no doubt that SAFETY does come first. American railroads have set up an enviable record for safe operation. No other form of transportation can give us the assurance of Safety that the railroads do. And this means, of course, not only the operation of our service for the safety of the public, but the doing of our daily work in such a way as to insure our own safety and also that of our fellow employes. We must never lose sight of the fact that we are, each year, working for a Safety record. We think we have a good many things to worry about, but if you or I, through carelessness or ignorance, do something

to cause injury to a fellow employe, we would certainly have something to worry about. I believe I saw somewhere in the past few days an item to the effect that out of the last 12 awards for Safety, the Union Pacific has won six. I hope I am not misquoting this item, and I am just inclined to wonder what the Union Pacific has that we don't have, and why shouldn't it have read "The Milwaukee Road" instead of Union Pacific. This is something to think about.

As for the rest of the slogan, we might say "Courtesy next" or "Dependability next," but the word friendliness has come to mean very much. If we are to be friendly we must be courteous, and being courteous to the public pays big dividends, not only in dollars and cents, but in many other ways. The buyer of a business enterprise frequently pays considerable money for "good will." And what is this good-will—nothing more than courtesy, friendliness and a genuine desire to be of service. It is possession of a reputation for dependability and of co-operation between employer and employe. We, as agents have the opportunity to promote that friendliness with the public and we must not overlook it. These advertisements speak highly of the efficiency and courtesy of railroad employes. Are we going to let our employes down when they brag so much about us? Certainly not. So, when we meet to talk things over let's have something to say about Safety First and Courtesy each time, and practice and preach it all the time.

A School Boy's Contribution

THE accompanying verse, written by Master Edward John Miller of Milwaukee, was recited by him on the occasion of his graduation from school in June.

The poem was sent by the young man to Mr. Scandrett, who forwards it to the Magazine with Edward's letter:
President of The Milwaukee Road:
Dear Sir,

I have always been interested in anything that has something to do with the HIAWATHA and even though I am only thirteen I have ridden on it a number of times. On the other page I have written a poem that I recited about it at my graduation from the Milwaukee State Normal School.

THE HIAWATHA

Off like a shot from a highpowered gun,
Speeding down the track on its daily run,
Blowing its whistle with a deafening shriek,
Winding through hills like a lightning

streak,
Climbing up slopes with the greatest of ease,

Gliding along like a cool summer breeze,
Rounding a bend like nothing at all,
Running as smooth as a rolling ball,
Roaring in the station a wondrous sight,
Its headlight flashing with a blinding light,
Coming to halt at the end of its run,
The Hiawatha's trip for the day is done.

Very truly yours,
EDWARD JOHN MILLER,
1961 N. Summit Ave.,
Milwaukee, Wisconsin.

Married Bliss

"Goodness, George! This is not our baby!
This is the wrong carriage."

"Shut up! This is a better carriage."
—S. C. Wampus.

I. & S. M. Division

H. J. S.

DEEPEST sympathy is extended to Agent A. C. Andersen and relatives account the death of his father which occurred at Austin on June 21st. He had been in ill health for some time. Burial services were held at Bryant, S. D.

Mrs. H. A. Wunderlich spent a couple of weeks visiting friends and relatives in Dubuque and Savanna, returning home the morning of the 4th.

Winnings from the baseball pools seem to be coming Doc Hoff's and Andy's way these days.

Congratulations, chief dispr. Valentine and wife, upon the arrival of a 9½ lb. boy on June 29th. Step up, boys, and have a cigar.

Our sympathy is extended to the bereaved relatives of Cliff J. Keen, who was fatally injured in an automobile accident just south of Austin on June 13th.

Freight service inspector Bradford and family are vacationed in the northern part of the State, July 5th to 19th. Bet we'll hear some fish stories now, eh, Brad?

Thanks to "Buck" Bloomfield's piscatorial ability we enjoyed a fine pike dinner latter part of June. The Bloomfields vacationed on Lake Kabetogama near the Canadian border. Buck reports a swell time and good fishing.

Operator Pete Berg started his vacation July 13th—you don't know what nice hot weather you're missing out on, in the office these days, Pete.

Time reviser Rose Krulish took a week off the latter part of June. Haven't heard any fish stories, so guess Rose didn't go fishing. She visited friends in Iowa.

Deepest sympathy is extended to the bereaved relatives of Mrs. Ben Evenson who died June 19th. Her mother preceded her in death by only a couple of days. Burial services were held in Lanesboro on June 22nd.

Congratulations to sec. foreman Paul Weber and wife of Albert Lea who are the proud parents of a baby girl born June 19th.

H. F. Gibson has been appointed train dispatcher at Madison, S. D.

The following have been off duty, vacationing, fishing, and what have you:

F. B. Easton, agt., Bradley, off June 19th to July 1st.

M. L. Garry, agt., Delavan, off July 2nd to 13th.

T. W. Burke, agt., Dexter, off July 3rd to 10th.

A. E. Sexter, opr., Faribault, off June 22nd to 29th.

O. C. Peed, train dispr., Austin, off last 2 weeks of June.

R. E. Wood, chief dispr., Madison, off last 2 weeks of June, drove to Austin to visit friends and made a trip through the Hormel plant.

E. F. Lucas, agt., Edgerton, off June 19th to 25th.

J. Snyder, agt., Edgerton, off June 19th to 25th.

J. Snyder, Flandreau, off May 2nd to June 6th.

J. E. Theophilus, agt., Granada, off July 3rd to 9th.

L. V. Olson, agt., Grand Meadow, on leave of absence from June 16th for 2 months, building houses in Austin.

O. D. Theophilus, opr., Jackson, returned July 6th after relieving the disprs. at Madison during vacation period.

W. P. Keneven, agt., Lakefield, off June 16th to 22nd.

J. J. Malek, agt., Lonsdale, off June 13th to 22nd.

H. L. Clark, opr., Rosemount, off July 8th for a few days.

R. G. Laugen, agt., Spring Valley, returned to work June 29th after being off account illness since March 24th.

H. P. Dubbe, agt., Whalan, off June 15th to 24th.

Roy Jones, agt., Wess. Springs, off June 16th to 18th.

H. E. Wilson is relieving at Austin while Pete Berg is away on vacation.

Deepest sympathy is extended to the bereaved relatives of Geo. H. Livernash,

train dispr., Madison, S. D., who suffered a stroke on June 9th and passed away on June 13th. Burial services were held at Mitchell on the 16th.

Announcement is made of the marriage of Miss Cora Shaw, dtr. of Mr. S. N. Shaw of Albert Lea, and Geo. A. Damm, son of August Damm of Austin, Minn., which took place the evening of June 6th at 8:15 at Northwood, Ia. Mr. and Mrs. Damm left for a motor trip through the northern part of the State. Congratulations, folks.

Trainmaster F. J. Holmes and family are vacationing in South Dakota.

Train dispr. A. A. Seeman and family are spending their vacation in the northern part of the state. Fishing? or golfing? Al?

Cashier Leo Widmer has bid in the transit clerk's job at Faribault, effective July 13th, displacing Kenneth Sexter who has gone to Decorah.

Jim Gregerson has taken the trucker's job at Jackson.

Robt. J. Johnson has been appointed helper at Rushford, and Robt. F. Johnson has been appointed helper at Lanesboro, Minn.

Violet spent the 4th in Omaha—guess she was helping the nephew shoot fireworks.

Harry Keck has the latest in air conditioning the office—hang a wet towel across the room from the elec. fan. He's now working on a method of keeping the towel wet without having to dip it. Have you got it patented yet, Harry?

Pump repairer Steve Kloekner was welcomed back to the I. & S. M. Divn. July 1st. Did you bring this Kansas or Missouri weather with you, Steve?

H. A. W. says he couldn't get to Palm Beach, so he did the next best thing and bought a pair of palm beach trousers.

Lest We Forget—the Credit Union is still soliciting members, AND funds.

Inasmuch as the topic of the day seems to be the weather, let's hope that by the time this goes to press the hot spell will be like the winter of 35-36—a thing of the past.

Iowa (East) Division

J. T. Raymond

FIRST trick operator and ticket agent Crabb of Cedar Rapids, took a week's vacation and visited relatives at Hayesville and elsewhere. Operator F. E. Sorg, relieving.

Ernest Failor of Marion was taken to a hospital at Cedar Rapids Friday, June 26th, for an appendicitis operation and recovered sufficiently to resume work July 8th.

Frank S. Banyard is the new traveling engineer with headquarters at Perry, vice S. Einarson, granted a leave of absence.

The writer has been making pilgrimages to Warm Springs, Mont., since 1918 to visit a brother. On return we stopped off at Helena, Mont., June 10th, looking over the earthquake damage and visiting the Masonic Home about eight miles north—a beautiful place, and well managed. We found it very interesting that the manager, G. W. Todd, was born in Marion, Iowa, leaving Marion early in life, but we had some mutual Marion friends. There were 35 men and 18 women residing at the home with a capacity of 68.

It rained all night and part of the day July 11th at Helena. We took the N. P. train at noon East—was 48 above. They had steam heat turned on in the train to make it comfortable.

Mr. and Mrs. Sherman Fontaine and children visited relatives in Chicago early in July.

Second trick operator Marl Marchant of Marion went to Perry July 10th to do extra train dispatching on the Des Moines line. Ed Mullahey at Marion as relief.

Geo. Henry White, 84, died at his home in Marion July 10th; funeral services at Marion Sunday, 9:30 a. m., interment at Marion. Mr. White was a fine, loyal employe in his active days. He began work in 1881, B. & B. Dept., retiring some years ago. He belonged to the Milwaukee Veteran Employes Assn., and enjoyed several of their reunions. Sympathy is extended to the bereaved family.

Many old friends will regret to learn of the death of Edward J. Reed whose funeral services were conducted at Marion, July 10th. Lodge No. 6, A. F. & A. M. was in charge of the services at the grave at Anamosa where the interment was made. Mr. Reed was formerly a locomotive engineer on the division and was well liked by his fellow employes.

J. A. Holmes, formerly a conductor on this division, died at his home in Perry July 13th. "Fred" had a fine imagination a fine sense of humor and a real affection for humanity. He was a man one always enjoyed meeting. Fred enjoyed nick-naming most employes and they were generally so appropriate the nick names would stick. News of his death will be much regretted by the old timers.

We recall a reunion of the Milwaukee Veteran Employes Assn. that met at Milwaukee some years ago. After the banquet Charles Cornelius and the author walked to our hotel and stood outside visiting, along came several veterans from the K. C. Division. We asked where they were going, they replied quite soberly, "We are looking for our hotel where we registered and are staying. We have forgotten the name of the place but we can tell it when we see it."

We hope this time Veteran Herb Steen of Delmar will not forget to be on hand for the big veterans' banquet Sept. 10th. Mr. Benson of Chicago will again manage the arrangements. We hope that there will be none of the Iowa division veterans missing this enjoyable program. The first Milwaukee Veterans' banquet was held at the LaSalle Hotel, Chicago, February, 1916. This will be the 20th anniversary year. There were about 150 present at the first one and 1800 at the 1934 banquet at the Sherman House, Chicago. We have a fine group picture of the 1916 re-union. Nearly all men except four or five ladies including Mrs. Carpenter Kendall and Mrs. Grant Williams. Many fine men in this group have passed on since then.

Miss Margaret Christianson of Miles City, Mont., visited early in July with friends at Marion and with the Elder family at Savanna.

Oliver S. Thompson, 82, veteran Milwaukee locomotive engineer, died at his home at Cedar Rapids, Iowa, Wednesday, June 17th. He came to the Milwaukee Road in 1879 when they bought the Dubuque and Southwestern and has been an engineer running mostly between Cedar Rapids and Calmar. For some years past he has been employed at the round house at Cedar Rapids. The funeral was attended by many railway friends from Cedar Rapids and Marion. Mr. Thompson was a high type of a man and well liked by his co-employees. His death is much regretted and sympathy of many friends is extended to the bereaved family in their great loss.

Operator B. P. Dvorak of Clinton was away a few days in June. F. W. Behrens relieving.

James Flood of Chicago is a new employe on the civil engineers force at Marion.

Jennings Hotchkiss, son of Mr. and Mrs. W. J. Hotchkiss of Marion went to Fort Snelling, Minn., July 2nd, where he will have a year's active duty as second lieutenant. Jennings has been attending the State College at Ames, Iowa, the past three years.

Among the officers named by the Iowa Veterans of Foreign Wars in session at Boone, Iowa, were B. P. Dvorak as senior vice commander (operator on this division at Clinton, Iowa), whose picture appeared in the Des Moines Register.

James A. Pringle, 69, well known passenger conductor of Marion, passed away at his home Friday, June 19th, after a long illness, having made his last run December 17th.

He was born in Rochester, N. Y. Entered the Milwaukee's employ as a brakeman October, 1888, and was promoted to be a conductor July 4th, 1890. Mr. Pringle was a member of the O. R. C. and of Trojan Lodge, A. F. & A. M.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

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

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

Nora B. Decco

WELL, here I was going hither and yon and had just started to go yon again and the chief train despatcher who figures up all such things says, "You come back to work and hurry up about it," and I did not go yon right then. I stayed here and went to work, which no doubt is a good thing, as I can see some of the folks wandering around over the face of our railroad and comment about them anyway, which is something. There seems to be an awful lot of folks who have just learned about this western country and our railroad, and all traveled out this way at the same time—at least every mail is full of rush orders to Chicago to M. F. Co. for passenger uniforms. When there are not passenger trains coming there are freight trains trying to get somewhere for some more passenger trains, and special to Gallatin Gateway, you never saw the like.

Well, again who should come knocking all around my house, and when I locate said sweet voice, it's Miss Lucille Millar of Iowa, and she is some looker and she is going west and is coming back again going east, and so on and so forth. Well, I hope the next time she passes this way I will have more clothes on, and no doubt she does too. That may have not been early for her but it was for me. Come out again, Lucille.

Engr. Townsley has returned for a few trips from the big farm, and is he brown and happy? I'll say, nothing like the big open spaces, I guess. I wonder though that Mrs. Townsley doesn't tie a string to him as he almost always gets lost very far away from home. He thinks farming is about the best job there is so far. So do we if we could just find a farm we could get on.

Chester Bales and Engr. McKenna, late of the Headwaters Fuel and Navigation Co., are mining, carrying around big half-pound nuggets in their hands to show folks and taking pictures of said nuggets to prove they ever had them, like Jim Beatson did once when he got his back time pay check. Well, some folks don't seem to know what they want to do in this life—turn from wood carving to fishing and from fishing to mining, and here, there and everywhere. Goodness, how can I ever manage any such a company if we don't stay with one kind of thing to advertise, I don't know. Will try and get a few solid gold samples and do what I can, but they just don't deserve much attention. Understand I can keep the samples.

Engr. Shaw stood around watching about the first ten of the Shrine specials and then he looked up the Boardman and laid off and went along out to Seattle with the next one, but he isn't back as this goes to press, so he may have gone on from there.

Mrs. Jost, wife of Agent Joe Jost, at Hilger, took Clinton by the hand and left

July 14th for Chicago, where she and Joe are going to buy a car and drive back out here in it.

Operator Plumb worked third at Three Forks about a week and that was plenty for him, don't blame him a bit, and back he went to Lewistown, where there is something to do. . . . Jimmy Campbell on third at Three Forks now, and ask him if there is anything to do and he won't speak to you for a week.

Saw Engr. Asher's smiling face a few days ago around our city. Mrs. Asher was along, too.

Fireman Leveque is down from the Northern Montana division working west out of Three Forks, and we haven't seen him for so long we looked twice before we spoke.

Mrs. Heier has had as a guest her sister from Los Angeles, who stopped off en route east for a few weeks' visit.

Mrs. Echard has been visiting the Asher family in Great Falls for the past week.

Mrs. John Williams from El Paso, Texas, has been a guest of Mrs. Coffin early in the month. She left about July 4th for a visit with Deer Lodge friends and with the Townsleys on their farm near Kalispell.

Miss June Vaninwegan, daughter of Condr. Vaninwegan, is here from Seattle visiting at the Fairhurst home.

Mr. and Mrs. O'Ragan have as their guest Mrs. Babcock, a sister of Mr. O'Ragan, and her young son. They think it's cool out here. Well, maybe it is, and we don't know cool weather when we see it.

Mr. Malloy and Mr. Jennings are both kept busy trying to keep the folk cool on 15 and 16 and the specials, and from the way they look after a day's work it is a hard job, too.

Drafts from the Drafting Room

IT'S nice to look back about four months and think about the 20 below winter we had then. How we could use a little of that at this writing. The mercury has been on or above 100 for the past week and very uncomfortable.

The lucky boys to have had an opportunity to leave on their vacation are Uecker, Art Schultz, and Sylvan Lester.

Welcome to our midst, newcomers! Clarence H. Nordquist, Car Department. Edwin Lee, Patternmaker Apprentice. Howard H. Melzer, Car Department.

Our friend, Fritz Buettner, has taken a 30-day leave of absence for a well-earned rest. Fritz will locate at Horse Head Lake. He will bask in the cool lake breezes and sunshine. He should be a new man when he returns. Here's hoping you have a splendid vacation, Fritz.

Reports from the Test Department show that George and Bill Luebke loaded up a car, the back end of which was chocked full of bait. They went fishing up north and they made each piece of bait do the trick. They had to hire a trailer to bring back their haul. George's arms were not long enough to describe the ones he lost, so he had Bill show the length. It's no use

of any others going up north now as they got all there is to get.

Announcing a new addition to the family of E. H. Moody: Mr. Moody Jr. took unto himself a bride, which makes the Moody family a daughter-in-law to the good.

W. P. Williams took a trip to St. Louis over the Fourth and reported a very good time.

E. A. Kuntz, who almost went to Minneapolis last month, did have an opportunity to go west this month. He went to Moberly, S. D., and reports a very hot and dry country in that vicinity.

Art Schultz and E. A. Kuntz are in for their daily drubbing in horseshoe games with Paul and Charlie Pfannersteil of the Accounting Office. One of these days our boys will win a game—maybe.

H. W. Chandler is planning a big year as a bowler. He is training secretly during these hot days and nights mastering a new delivery, which he says will dumfound the boys. "Watch me go and watch my average go way up," says he. (We are laffink.)

Frank Hense is now welding out in the new car shops. Frank's time was up and he was given employment there. Good luck on your new venture, Frankie.

Willard P. Williams has been treating a mild case of "embitigo."

Odegaard hasn't anything important outside of pull his usual "boners" in the skat game. Hooks, the "guchsing" kid, now is the big shot skat player. Petrie isn't so good like he uster was, and after watching Odegaard play he is now changing his own game, following somewhat Hal's schemes.

Did you hear about Royce's new suite? It's just gorgeous. It is a very snug fit over his manly frame and is made of "white gabberdeen." The girls are just wild about it. (Says he.)

The New Hub of the I. & D.

Wm. Lagan

THE Platte-Stickney Lines traffic club met at Wagner, S. D., June 18th with a good attendance. Mr. Doud and Mr. Stueben were present and the meeting was crammed with important and interesting discussion. The next meeting was set for July 16th at Rest Haven, near Lake Andes, S. D.

C. C. Smola and A. M. Lamay, the latter of Milwaukee, Wis., have been busy for the past ten days, supervising the tearing up of the Colton-Madison line. Both of these gentlemen report that the extreme hot weather has had only one good purpose and that is that they haven't had to take their weight reducing exercises since being in South Dakota.

Operator A. O. Grendler and family of Yankton, S. D., spent the 4th of July with relatives and friends at Lake Okoboji.

Section foreman C. T. Anderson of Geddes, S. D., spent the 4th of July visiting relatives in Nebraska.

General agent W. D. Griffiths, Sioux Falls, was elected Department Commander for the state of South Dakota of the United Spanish War Veterans at their meeting at

LOCOMOTIVE:

FEED WATER HEATERS
(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS

**CENTRIFUGAL BLOW-OFF
MUFFLERS**

TIRES (TAYLOR FORGE)

**WILSON ENGINEERING
CORPORATION**

122 So. Michigan Ave., Chicago

Creosoted and Zinc Treated Materials

Bridge Timbers Piling
Ties (All Kinds) Lumber

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

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

Indiana Wood Preserving Co.

Chicago Office: 20 N. Wacker Drive

Plant: Terre Haute, Ind.

**BOLTS
NUTS
RIVETS**

and

LOCK NUTS

Boss Bolt & Nut Co.

3403 W. 47th St. Chicago, Illinois

Belle Fourche, S. D. We wish to congratulate Mr. Griffiths on the honor accorded him and wish him every success for his term of office.

Brakeman Harry Kelly and Mrs. Keily are visiting in Los Angeles.

We have had many stories about the extreme heat but this one really should be either sent to Ripley (if it's a fact) or to the president of that well-known club of Burlington, Wis. Mr. W. F. Ingraham and Mr. F. R. Doud recently made a trip through the Bad Lands, with the temperature right around 114 degrees. They said that they saw a coyote chasing a jack rabbit and it was so hot that they were both walking.

Agent Gronvold and wife of Ethan were Minneapolis visitors over the 4th.

Dispatcher A. G. Elder of Sioux City was married Saturday, June 27th, to Mrs. Eva Putnam. Mr. Elder's many friends congratulate him and wish them both a long and happy married life.

Operator Ressegieu of West Yard has left for the west, destination unknown, but he said he was going to try and find a cooler place than the West Yard office and stay for a while.

Operator Fred Fillmer of Elk Point, S. D., passed away at his home in Sioux City, after a prolonged illness. Burial was made in Graceland cemetery with Landmark lodge, A. F. and A. M., in charge of the graveside services. The many friends of Mr. Fillmer wish to extend their sympathy to the bereaved members of the family.

Agents Wood of Springfield, S. D., and Dunham of Wagner, S. D., are taking their annual vacations. They are being relieved by agents K. V. Gray and Mullens, respectively.

Conductor Tom Crelen and brakemen Jackie Jackson and Adam Forrester went swimming recently in one of the sand pits around Hawarden. They report the fish were so thick in the water that they would nibble on their toes. When one got hold of Jackie's toe Jackie headed right for shore and no amount of coaxing could get him back in. He said he wasn't taking any chances along those lines, whatsoever.

Miss Eleanor Griffiths, bill clerk, Sioux Falls and her sister, Miss Margaret Griffiths, have left on a vacation trip to Seattle, Wash. While away they will visit their brother William, who is an assistant roadmaster for the Milwaukee at Miles City, Mont.

Section foreman H. J. Miller, of Mitchell, S. D., spent the 4th with his parents in Sioux City, Iowa.

Freight house foreman, N. D. Kelly and Mrs. Kelly spent the 4th visiting Mr. and Mrs. Eddie Addams at Mason City, Ia.

Chicago Terminals

Guy E. Sampson

WITH hot weather, increased business, The HIAWATHA running in 2 or more sections, several of the bosses on vacation, etc., it was almost impossible to find a few extra minutes in which to chronicle some items for this month's magazine. But the big week, Railroad Week, is here right now and as we have to get our share of this month's publication in the editor's hands before the week is half over, we will have to leave it to others who have a little more leeway to make a full report on that. But the Milwaukee Railway is right in there with her loyal employes helping to make the big week a grand success.

We are sorry to chronicle the sad news of the death of Mr. and Mrs. Fred Miller. "Fred," as everyone knew him, first hired out to this great railway system in the year 1887 but for a time was absent returning again in 1894 and has been here ever since. He held a general yard master's position in Galewood yard until a few years ago when poor health caused him to take things easier and although on the seniority list was unable to do steady work. He passed away at his home on July 6th and was buried July 9th by the side of his wife who passed away just a month prior to Fred's death. He, however, was never acquainted with the fact of her dying account of his critical condition at the time. They leave 3 sons and 2 daughters but we are informed that none of them are connected with the railroad. The sympathy of all employes is extended to the bereaved ones.

Switch tender John Holland almost shot both hands off July 4th celebrating that day, for on that glorious fourth of July he became grandpa again when a son was born to his son and daughter-in-law, Mr. and Mrs. Wm. Holland. Grandpa was not really injured but he turned away from a sizzling firecracker just in time—and all because he thought he heard his new grandson calling him. That imaginary call no doubt saved Johnny from an accident.

Mr. Howard Lawrence and wife are enjoying a trip along the west coast, especially Frisco, during his vacation. Bet they are having a swell time.

Mrs. Wm. Standard and children are

spending a few weeks in Kansas and Colorado. No doubt they found Kansas some hot place but should find cooler weather at the foot of the mountains in Colorado.

Mr. Woodworth says "What's the use of dying—it's hot enough here."

Night yard master Eddie Berger is starting his vacation July 17th when he will drive to Portage where he will be accompanied by his wife and daughter, who have been visiting there since school let out, and the three will enjoy a two weeks' auto trip through northern Wisconsin, Michigan and Canada.

Mr. Earl White, third trick caller at the Bensenville round house, and Miss Marion Hill, daughter of another employe, Mr. Wm. Hill and wife, were married in Bensenville June 27th. Both Earl and his bride have spent most of their lives in Bensenville and are well known by all and are especially favorites with the younger set. Their friends all wish the newly weds a very happy and successful life together. After a short trip they located in Oak Park and Earl went back to his job of waking up sleepy brakemen and conductors—to say nothing of the tired eyed engineers and firemen. And we all sure wish the happy couple all the best in life.

Asst. supt. A. T. Burg left for a few days' vacation when train master Woodworth came back from his trip.

Train director Sampson returned from his western trip June 30th and first trick director Jas. Burke went on his vacation. We hear Jim is enjoying his vacation touring the East by auto.

The Bensenville school band, which took 2nd place in the National contest two years in succession, will represent the Milwaukee Ry. in the big parade July 18 and it may be some one will be able to hold space open for that report in this issue. Mr. Julius Frey, of Mr. Detrick's office is working on the matter and to him should go much credit for his assistance in getting this band there.

Business before pleasure caused Nora B. to have to leave Three Forks before our train arrived there June 16th. But maybe next trip she will be on duty at the depot and we won't miss seeing her. However, we did see our old side kicker Charley Davis as he was motorman on No. 16 on our return trip. Looked just the same only getting slightly gray.

We met condr. W. H. Kelly who was a Chicago terminal employe prior to 1907 and he asked to be remembered to all the terminal boys and we know the best way to get that word to them is through this magazine for they all read it: or at least I think they do for if I miss writing up something of interest they all ask me WHY. So I know they read the magazine.

OH, BOY, Sept. 10th—the evening of the Vets Banquet—Bet we see them all there. Are you going? Who isn't? Everybody see everybody there.

Are you watching our Safety Record for 1936? You should for that is the only way you will know exactly how we stand in relation to the record we made last year. Safety is a subject you have to teach yourself and if you practice it daily you will see the effect it has on our record as a whole. We read of accidents and wonder how they ever happened—but if we pause a moment and think what can happen in a moment of absent mindedness, we will realize that to keep away from accident one must KEEP THINKING, BE CAREFUL, BE CAREFUL.

Iowa (Middle and West) Division

Ruby Eckman

NEWS of the marriage of A. G. Elder of the Sioux City dispatcher's office force, to Mrs. Eva Putnam in June, was learned with interest by his many friends on the Iowa division.

Engineer Frank Keith, who handles the collections for the Veterans Employes Association, in Perry, has been busy talking about the convention to be held in Chi-

Save in BANKS WHICH SERVE YOUR RAILROAD

These banks are depositories of The Milwaukee Road, and also are providing a banking service to a large number of its employes. You will find able and willing counsel among their officers. Take your banking problems to them and let them help you.

EVERYONE SHOULD HAVE A BANK ACCOUNT

We Solicit the Patronage of
MILWAUKEE EMPLOYES

Open a Savings Account Here and
Add a Little Each Pay Day

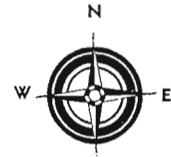
GET THE SAVINGS HABIT

MERCANTILE TRUST & SAVINGS BANK of Chicago

Opposite the Union Station
Jackson Boulevard and Clinton Street

MEMBER CHICAGO CLEARING HOUSE ASSOCIATION
MEMBER FEDERAL RESERVE SYSTEM
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

DIRECTORS
HARRY A. WHEELER
Chairman of the Board
WM. W. FARRELL
President
GEORGE E. CULLINAN
Vice-President Graybar Electric Co., Inc.
MILTON S. FLORSHEIM
Chairman of Board, Florsheim Shoe Co.
DAVID B. GANN
Gann, Secord & Stead, Attorneys
N. L. HOWARD
President and Chairman of the Board,
North American Car Corporation
NEIL C. HURLEY
President
Independent Pneumatic Tool Co.
BENTLEY G. McCLOUD
Vice-President First National Bank
of Chicago
J. A. ROESCH, JR.
President Steel Sales Corporation
E. A. RUSSELL
Otis Elevator Company
W. W. K. SPARROW
Vice-President Chicago, Milwaukee,
St. Paul & Pacific Railroad Company
HENRY X. STRAUSS
Chairman of Board, Meyer & Company



CITY-WIDE SERVICE

for your convenience

No matter where you live in Milwaukee, you'll find an office of this bank near at hand. In addition to three downtown offices, there are eleven First Wisconsin branches in neighborhood business centers . . . and every office is equipped to serve you helpfully and dependably at all times.

FIRST WISCONSIN NATIONAL BANK OF MILWAUKEE

Member F.D.I.C.

(NOTE:—All of The Milwaukee Road Depositories are not represented here.)

First National Bank OF Everett, Washington

on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound
Established more than forty years ago.
Interest paid on savings deposits.
1892-1936

cago in September and no doubt will escort a large party of Veterans to the windy city.

Mrs. Charles Trask, wife of the car foreman at Marquette, was in the hospital at Perry during July for a major operation. Mr. Trask was in Perry with his wife and visited among old friends.

A wedding of interest in the Milwaukee railroad family in Perry, occurred on July 5th when Helen, the youngest daughter of conductor and Mrs. John Narver, became the bride of Thomas Schirman. The wedding took place at the bride's home, with only the immediate relatives present. Mr. and Mrs. Schirman took a wedding trip by motor to Chicago, Milwaukee and other points in the east.

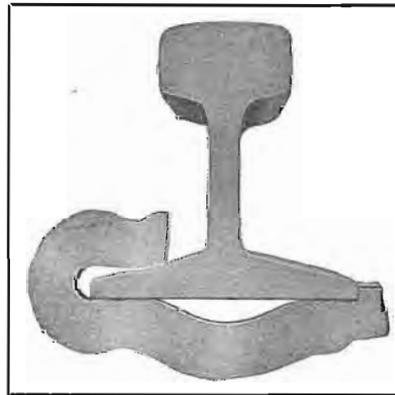
Miss Ruth Calhoun, daughter of engineer Joe Calhoun, enjoyed a delightful vacation trip. She left July 11th in company with an uncle and aunt for a few weeks' trip through England, Ireland, Scotland, Belgium and France.

Conductor I. E. Connors was off duty over July 4th and his children were all home for a reunion.

A. C. Hann, for many years a conductor on the West Iowa division of the Milwaukee, died at the county hospital in Adel, where he had been a patient for the last two years. Abe was forced by ill health to retire in 1927. He was at the hospital in Perry for a long time, later having been removed to the Adel hospital. The conductors in Perry arranged for the funeral services and burial in the Perry cemetery.

THE FAIR RAIL ANTI-CREEPER

Simple



Efficient

THE P. & M. CO.

CHICAGO

NEW YORK

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 CO.
Milwaukee, Wisconsin

Under all conditions and at all times, T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

T-Z Products, as standard equipment, are daily proving their merit.

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

Actually KILLS FLEAS



FLEAS

Instead of Merely Stupefying Them

PULVEX Flea Powder both kills all the fleas on your dog or cat and prevents reinfestation for days! Pulvex-ing only twice a month insures against fleas that not only torment your pet but may cause him to become infested with tape worms. Harmless to pets. It is non-irritating. Backed by 93 years' experience. Sold on money-back guarantee. At drug, department and pet stores. In the shaker top can, at 50c.

Kills Them Off... Keeps Them Off
PULVEX FLEA POWDER

He was 89 years of age and had no known relatives.

Train dispatcher R. P. Edson of the Perry office force was off duty during July due to an auto accident which occurred while he was driving from his home in Des Moines to his work in Perry. Mr. Edson suffered some fractured ribs and other body bruises.

Engineer and Mrs. Frank Wicheal have

a new daughter-in-law, as their youngest son John was married June 28th to Miss Marie Dow of Perry. Both young people were members of the graduating class of the Perry high school in 1936, where John made a record for himself in music. The young people will live in Perry, John having a position with the Des Moines Register company.

Friends on the Iowa division regretted to hear of the death of Charles Drawheim for a number of years in the maintenance department.

Engineer S. H. Lones and wife dressed up and went to East Liverpool, Ohio, to spend a short vacation in June and July.

June 20th at Worthington, Minn., the marriage of roadmaster J. A. Cherwinker, of Perry, and Miss Betty Breckenridge of Manilla occurred. The young people were attended by the bride's brother and his wife and following the ceremony took a motor trip through Minnesota, South Dakota and Wisconsin. Roadmaster Cherwinker has a lot of friends on the Iowa division, where he is now employed, and on the Kansas City division, where he started his railroad career, will extend their congratulations. They will make their home in Perry.

A wedding of interest to friends on the Iowa division occurred on June 27th when Miss Elizabeth Hullerman, daughter of engr. E. C. Hullerman, was married to Gilbert Fox in Los Angeles, Calif. The parents of both young people, also Miss Elizabeth Kerlin, daughter of engineer C. Kerlin of Perry, went to Los Angeles for the ceremony, Miss Kerlin serving as the bride's attendant. A wedding dinner and reception followed the ceremony. Mr. and Mrs. Fox will live in Los Angeles as Gilbert has a position with the Bank of America.

The lakes in Northern Minnesota have attracted a lot of railroad men during the last few weeks. Most of them, however, reported smaller catches than usual.

While one of chief dispatcher Kindig's sons was swimming in the Pacific ocean, the other was taking a dip in the Atlantic, during June. Robert Kindig, the elder of the sons, was invited to join the J. P. Fox family when they motored to Los Angeles to attend the marriage of their son and Gene was selected as a delegate to the Phi Kappa Psi Fraternity, with which he is affiliated at Iowa State College at Ames, when they met in convention in Virginia Beach, Virginia.

J. A. Holmes, for many years a conductor on the Milwaukee on the Iowa division and known to all the oldtimers, passed away at his home in Perry July 12th. Mr. Holmes was 85 years of age. He retired a number of years ago.

Mr. and Mrs. Dee Osborn are the parents of a son, born June 16th at the home of Mrs. Osborn's parents in Perry. The

lad is a grandson of engineer Fred Osborn. John Eslinger, father of engineer William Eslinger of Miles City, died June 15th at the home of the son. Funeral services and burial took place in Perry.

All of the members of the 13th engineers who live in Perry were in attendance at the convention in Des Moines in June. The Perry delegation included Orville Balsbaugh, Fred Briggie, Percy Salzgebber and James Lowe. Arthur Horne of Chicago and Fay Marsh of Marion visited in Perry en route from the convention.

The death of conductor James Pringle at his home in Marion was learned with regret by friends on the Iowa division.

Orval, the youngest son of switchman Henry Hall, and Miss Ruth Miller were married Sunday evening, June 21st. The simple ceremony was performed in the presence of the families of the young people and a few close friends. A wedding trip to the lakes in Northern Iowa followed.

Agent O. H. Huyck of Newhall station had an especially pleasant birthday June 20th as that day he attained the rank of grandfather. He and the new grandsons will in the future celebrate together when June 20th rolls around.

Mrs. Clara Leintz, mother of conductor Harold Leintz, died at the family home in Perry July 10th, following a few weeks illness. Mrs. Leintz has long been a member of the Milwaukee family as her husband worked for many years in the Perry roundhouse.

The birth of twin daughters to Mr. and Mrs. Raymond Colburn, at the King's Daughter's hospital in Perry, made H. B. Meyer, local storekeeper, a grandfather.

Machinist Otto Lewis and wife of Perry journeyed to Ashland, Ohio, in June to attend the marriage of their daughter Lorena to Donald Callahan.

June 29th a son, Ronald Lee, was born to Mr. and Mrs. Leo Cross at their home in Perry. Leo is yard foreman for the Milwaukee at Perry.

H&D Notes

Walt

IT is with deep regret that we record the passing of Mr. Owen F. Waller, for many years division freight and passenger agent at Aberdeen. Mr. Waller died suddenly after a heart attack shortly after midnight on June 30. He had been actively engaged in his work until he was stricken ill a few days prior to his death.

Mr. Waller will be long remembered as one of Aberdeen's kindest and most respected citizens and his life's story though differing little in essentials from other typical aspiring Americans was nevertheless filled with the romance of worth, achievement and high adventure—adventure that led him from obscure beginning to a point where he became one of the most widely known railroad men in the Dakotas.

The employes on the Hastings & Dakota Division extend their sincerest sympathy to Mrs. Waller and to Mrs. Clara Mortimer, the only survivors.

The 25th anniversary of the passing of the first Olympian thru Aberdeen, featured in this issue of the Magazine, was sponsored by the Aberdeen Broadcasting station, KABR. Music was furnished by the Aberdeen High School Band. Two birthday cakes were presented to the crews of the two Olympian trains. These cakes were later placed in the dining car of the trains. The cakes were presented by Russel Wallace and were accepted by late O. F. Waller. The crew on the westbound Olympian arriving Aberdeen consisted of:

Conductor.....R. W. Humphrey
Brakeman.....H. F. Lewnau
Brakeman.....Frank Gobershock
Engineer.....Fred Pedlar
Fireman.....L. J. Wisner

On the eastbound train the crew was composed of:

Conductor.....L. B. Richter
Brakeman.....A. J. Gazell
Brakeman.....Wm. Arnold
Engineer.....F. Springer
Fireman.....Ralph Aney
Conductor Jack Barndt and Engineer

Slater, who had charge of the original Olympian out of Aberdeen, were also present at the ceremony and recalled incidents of the first trip of this train thru the Dakotas.

During the past month word was received that Ed. Holtz, employed in the freight office at Aberdeen, passed away suddenly in the local hospital. Deepest sympathy is extended to the bereaved members of his family. Mr. Holtz has long been a familiar figure around Aberdeen Terminals and his passing will be keenly felt by all those with whom he associated during his many years of service on the Milwaukee Road.

Mrs. S. F. Philpot, wife of trainmaster Philpot, at Aberdeen, was called to Edger-ton, Wis., by the sudden death of her mother, who passed away on July 9th. Sincerest sympathy is extended Mrs. Philpot in her bereavement.

Railroad Week in Aberdeen was officially opened at 8:00 a. m. Monday, July 13th. Myrtle E. Brown of the superintendent's office sounded the locomotive whistle which informed residents of Aberdeen and vicinity that Railroad Week had officially begun.

A feature of Railroad Week was the luncheon served by the Aberdeen Chapter of the Milwaukee Railroad Women's Club in the waiting room of the passenger station which attracted 150 members of the various service organizations of Aberdeen. Mr. H. M. Gillick acted as toastmaster and gave a short address recounting events emphasizing the importance of and services rendered by the Railroads. Talks were given by Messrs. O. M. Tiffany, president of the School Board; K. G. A. Springer, secretary of the Aberdeen Civic Association, and W. S. Given, vice president of the First National Bank. Friday of Railroad Week was designated as "field day" and the big event of the day was the diamond ball game between railroad employes and the business men of the city of Aberdeen. Various interesting races concluded the day's activities.

Kansas City Division

K. M. G.

THE first of the train dispatchers to go vacationing this year was R. O. Clapp, who spent a part of his time at home in Ottumwa and several days in Minneapolis with the family of his granddaughter, Mrs. Geo. O'Gar. Chief dispatcher L. H. Wilson departed July 1 for Kansas City, later went to Steiner's Camp, Woodruff, Wisc.

Fourth of July was spent by roadmaster P. J. Welland and family in Danville, Ill., as guests in the home of roadmaster R. R. Lowe.

Mr. and Mrs. B. Beistle and daughter of Chillicothe were in Monroe City, Missouri, to celebrate the Fourth with another daughter and son-in-law, Mr. and Mrs. Wilfred Dawson.



G. Johnson, Jr., Little Son of H. G. Johnson, Engineering Dept., Ottumwa, Ia.

JOE AND ALVIN . . . buy Lava



YES, Lava is sure... it gets the stubbornest ground-in dirt the very first time. What's more, Lava is safe... safe for any skin. And Lava works fast. Its quick, thick lather gets the surface dirt. Its

finely powdered pumice gets the ground-in dirt. Its soothing oils are good for the skin. And Lava saves you money because it far outlasts ordinary soaps. Get 2 or 3 cakes of Lava today.

LAVA SOAP GETS THE DIRT . . . PROTECTS THE SKIN



A Procter & Gamble Product

Chester Johns, switchman, recently purchased a new Chevrolet sedan; District adjuster G. W. Anderson is now driving a new Graham Paige coach.

Mrs. F. W. Sinclair attended the wedding of her niece, Miss Kilbourne, in Rawlins, Wyo., on July 29; later departed for Bellflower, Calif., to visit her daughter for several weeks.

A family reunion was held on June 28 in Ft. Scott, Kansas, of the family of Mrs. M. Reynolds. The daughter of Mr. and Mrs. Reynolds, Mrs. Moss Daugherty and husband left Ottumwa early part of July for Los Angeles to locate temporarily.

Mr. and Mrs. E. J. Kervin, Marion and Irene were in Chicago the Week of July 5 for a vacation. Visited in the home of the brother of Mr. Kervin. Their daughter Irene is remaining in Chicago for an indefinite period of time.

Mrs. Claude Legg departed from Ottumwa early in June for a visit of several months—first stop was in St. Paul to visit with her daughter; from there to Rapid City, S. D., thence to Seattle and will tour the state of California returning to Ottumwa via Salt Lake City and Denver.

The family of trainmaster Stewart spent the month of July with relatives in Chualar, Calif.

Boilermaker foreman Paul Schilling had his vacation in June, visited in Mobery, Missouri, Kansas City and a short sojourn in Excelsior Springs, Mo.

On June 23 word was received of injuries sustained by the grandson of engineer George Kissinger in Tulsa, Okla. Young Pete Evans, son of Marguerite Kissinger Evans, received a broken leg between the knee and hip when he was run over by an automobile in front of the home of his uncle, Raymond Evans in Tulsa. Mr. Kissinger left on June 26 and returned early in July, reporting that his grandson was getting along very nicely and it is hoped that he and his mother and sister will be able to come to Ottumwa about the middle of August for a visit.

June 19, 20 and 21 Dispatcher H. G. Barnard and wife, also district adjuster G. W.

THE CAREFUL INVESTOR JUDGES A SECURITY BY THE HISTORY OF ITS PERFORMANCE

KERITE

IN THREE-QUARTERS OF A CENTURY OF CONTINUOUS PRODUCTION HAS ESTABLISHED

A RECORD OF PERFORMANCE

THAT IS UNEQUALLED IN THE HISTORY OF INSULATED WIRES AND CABLES

THE KERITE INSULATED WIRE & CABLE COMPANY INC
NEW YORK CHICAGO SAN FRANCISCO

LUMBER

FOR EVERY PURPOSE

We can fill your lumber requirements, no matter what they may be.

HARDWOOD FLOORING SHINGLES
DROP SIDING GRAIN DOORS
RAILROAD CROSS TIES
PINE FIR MAPLE
WHITE OAK RED OAK
HEMLOCK

No Order Too Small—None Too Big
Write Us for Information.

The Webster Lumber Co.

2522 Como Avenue, West
ST. PAUL, MINN.

BINKLEY COAL COMPANY

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

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

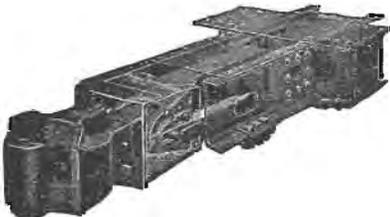
A great many people must like our fuel and service. Anyway, we appreciate every order and try to take good care of it.

BINKLEY COAL COMPANY

230 North Michigan Avenue Chicago

Branches in Minneapolis, St. Louis, Indianapolis.

"BUCKEYE" YOKE and Draft Attachments



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

THE BUCKEYE STEEL CASTINGS COMPANY - Columbus, Ohio

New York - Chicago - Louisville - St. Paul

EDWARD KEOGH PRINTING COMPANY

Printers and Planographers

732-738 W. Van Buren St.

Phones: Monroe 0432-0433-0434

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

Anderson, attended the reunion of Thirtieth Engineers held at Ft. Des Moines Hotel, Des Moines, Iowa.

The wedding of R. V. Loftus, rodman, took place on July 4 in Green Bay, Wis., when he was married to a young lady of that city. He and his wife are living in Liberty, Missouri, where Mr. Loftus is temporarily stationed.

Another veteran employe on the Kansas City division passed away on July 10 in the Ottumwa hospital. James A. Tomlinson, age 74, for fifty-two years a conductor on the Ottumwa division had been in ill health for three weeks and died at 3:20 a. m., on July 10. He had been a resident of Ottumwa for thirty years. He is survived by his wife and five brothers. Funeral services were held on Saturday. The funeral cortege left Ottumwa 7 a. m. Sunday for Carlisle, Iowa, where funeral took place at 10:00 a. m. in charge of the Masonic lodge. Mr. Tomlinson made many friends while in the passenger service and had a reputation for his kind and courteous treatment to patrons of the railroad.

West End-Trans Missouri Division

P. R. H.

MR. AND MRS. CUSTER GREER left July 10th for a vacation trip through Yellowstone National Park. Mr. Greer is our special officer located at Miles City.

Elmer Dunlap, veteran engineer on the system, passed away June 12th at his home in Miles City. Mr. Dunlap came to this territory at the time of building the extension and has been a resident in this locality for nearly thirty years. He was a man of sterling qualities and always commanded the confidence and esteem of his employers and associates. We tender our sincerest sympathy to his surviving relatives.

Sam B. Winn, locomotive engineer of Deer Lodge, and candidate for the office of Lieutenant Governor, was a caller in the offices at Miles City the latter part of June.

Mr. and Mrs. Ed. Pierson and daughter, Kathleen, of Moberge, S. D., have been visiting this month with the Fred Marx family and Mrs. Pierson's sister, Mrs. Norman Anderson.

Mr. and Mrs. Cornelius Anderson of Moberge, S. D., spent the Fourth of July in Miles City with their son, Norman Anderson.

Lee Pemberton, roundhouse foreman at Moberge, is spending his vacation at his ranch in the Pine Hills near Miles City.

Barry Glen and family departed the first of July for Tacoma to spend their vacation with his mother and friends.

Mr. Edward Carufel returned to his home in Miles City from an extended trip to the west coast and California. He is the father of Adolph Carufel, clerk in the trainmaster's office at Miles City.

Miss Doris Grainger, daughter of Mr. and Mrs. Hugh Grainger of Miles City became the bride of Raymond Erickson of Plentywood, Mont., at the home of her parents on June 14th. The best wishes of their many friends are extended to these young people for a long and happy married life. The bride's father is an employe in the roundhouse at Miles City.

On June 15th, John G. Esslinger, father of engineer Wm. J. Esslinger, on the Trans-Missouri Division, passed away at the home of his son in Miles City. Our sincere sympathy is extended to the Esslinger family in the loss of their loved one.

Mr. and Mrs. Melvin Huff of Minneapolis have been visiting the past month at the home of Mrs. Huff's parents, Mr. and Mrs. Rod Janes, of Miles City. Mr. Janes is boilermaker in Miles City roundhouse.

Paul Wagner, son of Mr. and Mrs. Felix Wagner of Miles City, has been appointed one of the attendants to the Port of Entry east of the city during the summer months.

Leland Richey and family have been spending their vacation this month with relatives in Gillett, Wis.

Mrs. F. A. Bradford, of Glasgow, Mont., is reported at this time as recuperating nicely from a major operation, to which she submitted July 4th in the Holy Rosary Hospital at Miles City. Mrs. Bradford is a sister of Mrs. Arnold Running.

Everyone was glad to welcome Harry McMahon, chief clerk for superintendent Nee, back on the job after a sojourn in the hospital at Miles City. "Mac" spent a couple of weeks taking the rest cure, and came back feeling much improved in health.

Conductor L. P. Nimbar, wife and daughter Fay of Miles City, have been vacationing in the western part of the state. Miss Fay continued her trip to Los Angeles, Calif., where we understand she is attending summer school to secure her Master's degree.

The drought and grasshoppers have taken all the feed away from the stock in this part of the state, with the result that the stock is being moved to market or feeder districts where grass and range are available.

Mrs. Harold Nelson, wife of carman at Miles City, is reported recuperating nicely in the Holy Rosary Hospital following a major operation. Her many friends hope she will be out again soon.

Business is picking up on the Trans-Missouri Division. A number of train and enginemen have been called back for service.

Heat—something about heat—we are not saying anything, but our thermometer played out at 120 degrees the other day. That was as high as we had strength to raise our heads to look at it.

La Crosse-River Division—Second District

Iva G. Wallace

ELMER RYAN, formerly cashier at Eau Claire, is now working as an operator on the First District of the division.

Conductor Oscar Bowman has practically recovered from a bad foot infection which has kept him confined at his home in Minneapolis for a long time. He now plans on being back on the job in a short time.

Extra gang foreman Louis Wohlert and Frank Anderson, timekeeper, who are working in southern Wisconsin, spent the Fourth of July at their homes in Red Wing.

On June 18 the long debated kitten ball game between the office and yard employes of Red Wing was staged at the Izaak Walton grounds. George Loer, who had proved to be a very satisfactory umpire in the past, rendered several questionable decisions which left the score tied when the game was called because of darkness. However, the big supper that was served by Red Bartels and his kitchen crew proved to be the real climax of a very enjoyable evening. Over thirty employes of the surrounding territory were present.

In the near future it is planned to have all depots and buildings painted and cleaned. The signal department is now painting their equipment and it adds much to the appearance of the yards.

Conductor Bosman, who suffered a stroke during the early part of last month, is slowly recovering in Minneapolis. We all hope to have "Sunny Jim" back with us very soon.

Herman Vollmers, cashier at Lake City, is again pitching baseball for the city team and has turned in some very good games. Herman was a winning pitcher on the last year state championship team.

Division freight agent Al Lakmann and family have just returned from an extended trip along the west coast.

The steady increase in business has returned many men to work on the division lately. The large amount of construction and increased business activities point to a very promising future.

On Saturday, June 13, Miss Daisey Carstensen and cashier Karrow, both of the Winona freight office, were married. We all extend our hearty congratulations.

The flower gardens at Hastings, Red Wing and Lake City are attracting much attention from travelers and also drawing many favorable comments from the local papers. Those who devote their time to these have a good reason to be proud of their work.

Notes from the Local Freight Office, Spokane, and the Coast Division, East R. R. T.

WE regret very much to learn that recently, just as our good friend, Jim Hunter, conductor of the Pend d' Oreille passenger run between Spokane and Metline Falls, was about to give the signal for the departure from Spokane, he was taken very seriously ill and had to be rushed home at once, the train being delayed considerably until a substitute conductor could be called. Mr. Hunter's many friends here and all along the POR line will join us in the hope that he may soon be restored to health and back on the run which will not seem quite the same without his genial presence. Conductor George Louiselle is on the run in the meantime. We can assure our readers that he is a sight worth seeing in all his brass buttons and gold braid.

Conductor Dan Kelly of the St. Marie's-Spokane turn-around run, 63 and 64, was off duty for the last two weeks, due to some foot trouble. Conductor McCaffery of St. Marie's took his place in the meanwhile very acceptably.

Transcontinental freight inspector M. C. Cox, on duty at the Milwaukee freight-house at Spokane, the other day accidentally strained his back while at work and for several days was able to move about only with much creaking and groaning, but is now again able to walk with his usual sprightliness.

Mrs. Ells, wife of night yard clerk W. W. Ells of Spokane, spent a week about the middle of June visiting the children and grandchildren at St. Marie's, their former home. While she was naturally enjoying the vacation greatly, Mr. Ells and their son Max, who is staying at the parental home, led a miserable bachelor existence, but by much effort and the aid of the garden hose, succeeded in having all the

dishes cleaned up by the time Mrs. Ells returned.

Mrs. Little, wife of conductor Charlie Little, was a recent visitor to Eugene, Ore. Charlie, by the way, is at present in charge of the Coeur d' Alene run, while conductor Louiselle is on the Pend d' Oreille run.

Mrs. Medley, wife of car foreman Earl Medley of Spokane, and their daughter Virginia are at present on a brief vacation trip to Great Falls, visiting old Deer Lodge friends who are now living in the Falls City. In the meanwhile Earl is doing a fair job of batching—that is, he has become reasonably used to his own cooking, but the family cat is more critical; after sampling the first mess which Earl set out for her, she retired to the alley and growled miserably, refusing to touch any more, so that he perforce had to go and buy liver for the fastidious feline.

Mr. Harry Miller, cashier at the Spokane freight office, was gone on a vacation trip of two weeks, accompanied by Mrs. Miller, which took him as far east as Detroit—and lo, when he returned he had somehow managed to acquire a new Plymouth car, which he drove on the way home.

While Mr. Miller was gone, O. S. & D. man, Ralph McIlmoyle, acted as cashier, while Mac's usual duties devolved on Henry Harris, who is a good all-around man for any job.

Mr. P. T. O'Neil, district master mechanic at Spokane, and Mrs. O'Neil, have just returned from a vacation trip which they took in the latter part of June to their old home in Toronto, Ontario. While Mr. O'Neil was gone Mr. Jack Wright of Tacoma looked after his duties in part.

Engineer C. A. Clark, of the Coeur d' Alene run, of whose proposed trip after a new car we have previously made mention of, at last did get away and is doubtless on his way back with the new boat by this time. We are anxiously awaiting reports on the functioning of the patented back-seat-driver-controller, which he had specially installed; we understand Mrs. Clark could see no merit in it.

We are glad to report that Tom Barnes, Jr., who was laid up for months with rheumatism, is back on the job as machinist at Othello, though not quite over the rheumatism even now.

Mr. R. F. Breitengross, agent at Lind, returned to work there July 6th, after visiting his mother in Wisconsin. Operator H. C. La Marche, who had relieved him, went to Othello to relieve operator F. M. Morrow, who had to lay off because of the serious illness of Mrs. Morrow, which made it necessary to take her to a hospital at Ellensburg. We hope that she may be fully recovered before this appears in print.

Mr. Wm. McCaughey, equipment maintainer at East Spokane, went on his annual vacation about the end of June. Mrs. McCaughey and he went on a brief trip to their former home at Deer Lodge.

Engineer H. H. Haas, of Nos. 7 and 8, east of Spokane, was gone on a week's fishing trip in the wilds near the Canadian border, but is now back on the job. No reports have reached us as to his piscatorial success; as a rule one can draw deductions from the silence of a fisherman. Engineer Louis Dulik, of Nos. 63 and 64, between Spokane and St. Marie's also was off on a week's vacation the latter part of June; no reports as to fish.

The car repair force at Spokane having been increased, Nels Nelson and Howard Jensen, carmen from Deer Lodge, are at present working on the rip track here. The husky Scandinavians are very nearly in a majority here but they are all good men.

There have quite a few changes in the locomotive department personnel around here; we list the following: engineer Lee Thorne is now on the first trick switch engine at Spokane, having given up his ring turn, and James McBride is engineer on the second shift switch engine, giving up his turn in the Malden ring. Fred Cottingham is firing on the second shift switch engine; engineer C. A. Clark and

THE END OF A PUFF-ECT DAY



LIFE'S too short and marriage too sacred to spoil them with a foul pipe and unholy tobacco. So we urge husbands to keep their briars sweet and clean and filled with Sir Walter Raleigh's milder mixture. No woman ever recoiled from Sir Walter Raleigh burning fragrantly in a well-kept pipe. As a matter of fact, this gentler blend of better Kentucky Burleys makes men more attractive and women more yielding and admiring. Try a tin for the little woman's sake . . . and your sake . . . and our sake. We honestly feel it's the easiest-smoking, best-smelling blend ever offered for 15¢!

SWITCH TO THE BRAND
OF GRAND AROMA

15¢
UNION
MADE

SIR WALTER RALEIGH
SMOKING TOBACCO
PIPE AND CIGARETTES

"Sooner or Later
Your Favorite Tobacco"

How to TAKE CARE of your PIPE

FREE booklet tells how to make your old pipe taste better, sweeter; how to break in a new pipe. Write for copy today. Brown & Williamson Tobacco Corporation, Louisville, Kentucky, Dept. K-68

Your Local Watch Inspector Deserves Your Patronage

MILTON PENCE

29 E. Madison Street -- CHICAGO, ILLINOIS

F. H. BARTHOLOMEW

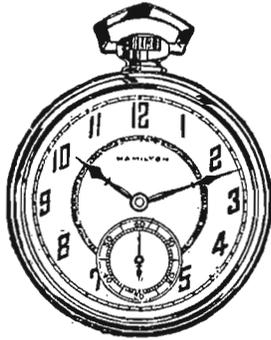
2353 Madison Street -- CHICAGO, ILLINOIS

H. HAMMERSMITH

332 W. Wisconsin Avenue MILWAUKEE, WIS.

CHAS. H. BERN

Union Station Bldg. -- CHICAGO, ILLINOIS



The above are
Official Watch
Inspectors for



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

CREOSOTED MATERIALS

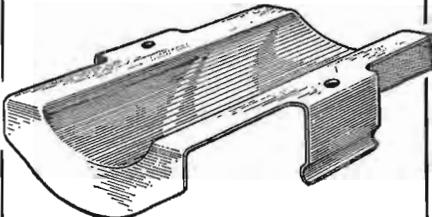
and

COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis

MACER



JOURNAL BEARING PROTECTORS

LEWIS BOLT & NUT CO.
MINNEAPOLIS MINNESOTA

The
Bird-Archer Company
Manufacturers of
ANTI-FOAMING COMPOUND
Western Office
122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

fireman Lloyd Lewis drew the assignment to the tramp logger on the Elk River line; engineer Jim Reigart, of the branch logger, took Clark's place on the Coeur d'Alene run; engineer Joe Flynn took Reigart's place on the logger, while James Jordan took Lewis' place on Nos. 63 and 64; engineer William Graham went to the extra board at Malden and engineer Ernie Berg was assigned to gravel train service; fireman Dave Stocking gave up his run on 463 and 464 to take Berg's place in the passenger ring out of Spokane, and fireman Harry Ferrier gave up the Malden ring to take Stocking's place on 463 and 464. Here's hoping they will all be happy in their new jobs.

Northern Montana

Max

THE "One Feed Stock Schedule" became effective July 7th account of earlier movement of livestock due to drought conditions in eastern Fergus and Petroleum counties. There were 130 cars shipped the first two weeks of July.

Mrs. M. J. Boyd and son were badly injured in an automobile accident while going from Winnett to Lewistown on July 3rd. They are at St. Joseph's hospital in Lewistown and getting along nicely.

J. Z. Ramsey, of Denton, is on leave of absence and is touring the eastern part of the state with a sound car in the interest of Roy Ayers for governor.

M. J. Boyd, of Winnett, is moving his band of sheep to Cottonwood, where they will be wintered account of shortage of range on his home place.

W. J. Thompson and wife are leaving for New York City and other eastern points. "Bill" was born in Syracuse but has never been in the metropolis. He says he is going to take a meal at Jack Dempsey's place.

Miss Mabel Newbury is spending her vacation with friends at Long Beach, Calif. She will be absent for several weeks.

The vacation period is at hand. A. J. Ranger is in charge of Hilger station in the absence of J. L. Jost, who is in Detroit. L. Matson holding down Roy until regular assignment made in case W. A. Rowland goes on retired list. Howard Ullery relieving J. Z. Ramsey at Denton; J. C. Plumb taking the place of M. J. Boyd at Winnett, and J. V. Bell stationed at Fairfield relieving E. M. Kay.

C. S. Winship, who exchanged positions with M. E. Randall, has been very busy in getting over the territory getting acquainted with the representatives and patrons of the Milwaukee Road. He says he is going to like Montana but surely misses the ocean breeze during this hot period which, no doubt, Mr. Randall is enjoying.

W. H. Harper has returned to Lewistown after spending three weeks with his folks in Toronto, Ont.

Mrs. Dorothy Douglass Belote is visiting with friends in Los Angeles, Calif.

John England and wife are vacationing in southern California.

M. F. Elliott left for Denver, Colo., where he will remain for two weeks.

Mr. and Mrs. T. J. Graham are at Omaha, Neb., where they are spending several weeks with Mr. Graham's parents.

D. L. Hildahl and family left for Avery, Mont., where they have a farm.

Mrs. A. M. Peterson left for Winona, Minn., and other points in the midwest.

Richard B. Flock, son of D. Flock, of Coffee Creek, Mont., is home from Olney, Ill., where he has been attending college.

George L. Wood has returned from his vacation, which was spent with his mother in Baraboo, Wis.

Dubuque-Illinois Division Second District

E. L. S.

WE noticed an item in the local daily press of June 21st, that Miss Ann Craft, daughter of switchman Wm. Craft, Dubuque Shops, was one of the winners of American Legion Citizenship awards, she being one of nine boy and girl students of the city's high schools and academies selected by teachers of their respective schools as outstanding in possessing qualities necessary for the preservation of the fundamental institutions of our government and the advancement of society. We offer our congratulations to the young miss for this achievement. We are also glad to see our railroad folks come to the front in all civic affairs of noteworthy character.

Some time ago, Miss Irene Tanner, daughter of George Tanner, condr., was given high praise for an article she wrote on the "Hiawatha" as an essay at Dubuque high school.

With the extreme heat at this writing today, July 14th (about 106 degrees), it is difficult to think up much news—all we can do is to envy those on vacations, etc. Yardmaster Wilkinson has just returned from his vacation which was spent in the mountains; this accounts for his red nose, which he states has peeled off several times now, and soon will be back to normal. He expects to do the extra train dispatchers' work this summer, and starts tomorrow relieving dispr. Rampson.

Condr. W. L. Wiedner and wife are vacationing in Los Angeles, and incidentally taking in the World's fair at San Diego. Condr. and Mrs. J. J. Duggan also expect to take in the fair in the near future.

Received the following anonymous news item: "Wonder why our roundhouse foreman, the Hon. Pat McGough, is running around distributing straw hats, and also wearing one himself?????"

We extend sympathy to condr. W. O. Cooper due to the death of his grandson, Ralph Cooper, Jr., aged 10 years, who met death by drowning in a local swimming pool at Dubuque July 6th.

We think Lucille of the Store Dept. is a lucky lady, who left on her vacation July 6th, driving to Portland, Ore., in a brand new car with a gracious lady friend. We hope she is having a pleasant cooling time in the west, and we think she is rather fortunate to have escaped these two weeks of extreme heat here. She expects to return via the good old trusty Olympian from Tacoma, where she will visit with friends before her return. No doubt Lucille will give us the benefit of some pleasant sidelights of her trip in her next writeup in the Magazine.

Extra opr. J. W. Hilliker was working extra on several stations on the River divn. the fore part of July, and at the present writing is at Milwaukee, Wis., in tower service. Charles Glynn, agent, Reno, started 2 or 3 weeks' vacation July 13th, being relieved by C. Leiser at LaCrescent. F. Dohlin working 2d trick at LaCrescent. Business seems to be unusually good these hot summer days, and quite a number of extra men pressed into service in the various departments.

Twin City Terminals

J. T. H.

CARL HOLMGREN of the accounting department is taking the big leap on Saturday, July 18th. Miss Violet Simpson is the bride-to-be and we all wish them the best of luck; they plan on taking a trip to Seattle on the honeymoon.

Robert Wohfel, veteran employe of the Minneapolis freight house, who had retired on pension some years ago, passed away at the Minneapolis General Hospital on June 13th.

Warren A. Parker, former Master Car Builder at South Minneapolis, passed away at Minneapolis June 14th. Services were held here and the body was then shipped east for interment.

Ed Knoke of the car distributor's office spent the 4th of July week-end with relatives near Lemmon, S. D. Ed reports the temperature was about 114 in the shade and, of course, no shade. However, the tragedy occurred when Ed took off his shirt to wash up; he tossed his very best shirt on a table and when he started to put it on a few minutes later he found the grasshoppers had made a sieve out of it.

Effective July 1st, Mr. P. J. Madigan, formerly general yardmaster at St. Paul, was appointed trainmaster at St. Paul, and the position of general yardmaster was abolished.

Larry Palmquist of the engineering department at Minneapolis for the past nine years, has accepted a position in the general manager's office.

Mattie Chewing of the accounting department spent her vacation up at Hackensack, and T. J. Tadsen of the engineering department is now lolling around up there and probably laughing at the 106 above weather here.

Miss Cecil Ross of Los Angeles visited the C. B. Rogers family at Minneapolis during the latter part of June on her circle tour from Los Angeles via Salt Lake City, Omaha, Cedar Rapids, Minneapolis and Seattle.

Mr. Al Kimball, veteran retired yardmaster, has moved out to Seattle to live.

The west coast seems to be the popular spot for vacations and there is where Kenneth McLaren of the Police Department, yardmaster Dan Curtin and family, Frank E. Quirk and family, John Grun of the telegraph office and his family, to mention a few, have gone to enjoy their two weeks.

Mr. C. Connolly, long an operator-towerman at Hoffman avenue, St. Paul, passed away at his home on the evening of July 3rd. Mr. Connolly was a veteran employe and was well known on the railroad.

Mr. Richard Short, janitor at the Minneapolis passenger station for the past twenty years, died in the Minneapolis General Hospital on July 12th, a victim of heart disease. "Short" was a first-class janitor and his job was capably taken care of when he made the rounds.

La Crosse-River Division— First District

Scoop

MR. C. F. MILLER now has an assistant in his office with Mr. L. F. Donald at LaCrosse. The newcomer is Mr. Charles Stenbach. The track program on the east end has at last been completed and trains are running normally again much to the relief of the dispatchers, who sure had a strenuous time of keeping them untangled and ON TIME during the period the extra gangs were working.

The glorious Fourth meant more than a celebration to the men operating trains, as there were sure plenty special movements and sections, not counting the freights which ran just like street cars, and all handled 100 per cent.

Condr. Joe Bloomfield is on his annual vacation at Buffalo Lake. Put in your order now for some northern pike.

Condr. E. J. Brown is also enjoying his vacation, and condr. P. J. Larkin and wife are taking their vacation at their cottage in Endeavor, where they are, we understand, sporting a new yacht on the lake.



CONTINENTAL SERVICE — WHY ?

Because Accidents and illness occur.

Because YOUR turn may be next.

Because When it comes — YOUR PAY STOPS.

Because The CONTINENTAL will pay for your LOST TIME. (No lodge to join—no initiation fee—no policy fee—easy payments.)

CONTINENTAL CASUALTY COMPANY
(The Railroad Man's Company)
CHICAGO TORONTO
SAN FRANCISCO

Wonder if P. J. is the captain or just the first mate.

Brakeman Anglim entertained friends from Oak Park at Lyndon over the Fourth. It should not be long now!

Engr. Jack ("Razor") Little has taken Nos. 1 and 6, while engr. Frank Krause, who has been sick, is recuperating at his lakeside cottage.

Condrs. Pat, Allain and Morehouse are getting plenty work this hot weather while the regular men are laying off.

On train 58 recently, out of Columbus, two gals were overheard wondering who the good looking new condr was, helping Bill Clasen. You guessed right. It was none other than Art Levens, who is also relieving the passenger men.

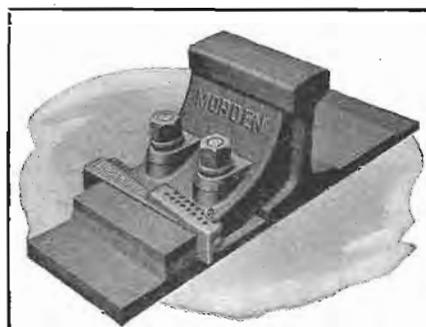
We dassent say too much about the hot weather, because we aren't exactly thawed out from last winter. I can still remember the morning my shoes were froze to the floor and the snow was up to the window sills and it was around 40 below outside. And, believe it or not, the Northern Division brought a snowplow into town and the conductor got off and went to sit down and forgot about the frost in his pants, and split them clear across the knees; and here we sit and swelter with the mercury at 104 in the shade!

Everyone was deeply shocked to hear of the passing of Conrad S. Jorns, which occurred while switching his train at Viroqua. In passing signals he slipped and was rolled under the cars and died that evening in the Sparta hospital. "Cooney" was one of the best known and well liked conductors on the west end of our division and his 53 years in the service were spent helping his fellow employes and serving the company he worked for to the best of his ability. He was one of the old school of railroad men which can never be replaced and which each year we find fewer in number. He was 70 years old and leaves his wife and son Ralph and numerous relatives and a host of friends to mourn his passing. He was buried in Portage under Masonic auspices.

West I&D

Edna Ann Hall

WE DID think that if we waited long enough one cool day would show up and our cooked brains could turn out an



MORDEN SECURITY ADJUSTABLE RAIL BRACE

Standard on The Milwaukee Road.
Designed for super-strength to meet the requirements of modern high-speed traffic.

WE MANUFACTURE

Frogs — Switches — Crossings — Guard Rails — Gage Rods — Rail Braces — Compromise Joints — Balkwill Crossings — Articulated Crossings — Samson Switches — Betts Switches and GEO Track Designs.

Morden Frog & Crossing Works CHICAGO, ILLS.

Branch Offices:
Cleveland, Ohio Louisville, Ky.
New Orleans, La. Washington, D. C.

FORT DEARBORN ENGRAVING COMPANY

Artists — Photo Engravers

SUPERior 0065

448 N. Wells St.

Chicago, Ill.

FLEMING COAL CO.

STRAUS BUILDING CHICAGO, ILL.

Miners and Shippers of

West Virginia Smokeless & Bituminous
Eastern & Western Kentucky
Illinois and Indiana Bituminous Coals

Serving the Milwaukee
Road's urgent needs for

STEEL

has been our privilege
for many years

A. M. CASTLE & CO.

Makers of "The Milwaukee" Lite
Cote Welding Wire.

CHICAGO

LUMBER

PILING—TIES

and

MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago

Greater Protection
For Car and Cargo

CARDWELL AND WEST-
INGHOUSE DRAFT GEARS

Cardwell Westinghouse
Company

332 S. Michigan Ave., Chicago, Ill.

item or so. However, since one of our friends reported a prayer of a local preacher offered last Sunday, we give up. He prayed: "Oh Lord, we thank thee for the past days which have prepared us for the life to come." All we know is that we are fully prepared if temperatures can do it. In fact we should be No. 1 citizens in any realm where heat is the disturbing factor.

In spite of that Mr. H. B. Peterson lays claim to the "Muny" golf high score at the Mitchell course.

Gus Carlson's gang is going on "high" putting in ties and other work here at Mitchell.

E. D. Jefferson is riding No. 161 unloading merchandise or advising the "boys" how it should be unloaded.

EHP is back from his vacation.
Francis McMahon lives at the stock yards as there seems to be a stock train every hour.

"Collie" is back from Oregon.
"Florence" is keeping up her golf game.
Bob Metcalf has "air conditioned" his office.

Pete is still going to Weta to study the water situation.

We understand that Carl A. Anderson and wife at Rapid City are proud parents of a five and one-half pound baby girl. It seems that four other girls were born the same day and one of Carl's small friends thought he was a second Dionne.

A. F. Liff and Earl W. Winn are becoming the No. 1 fishermen of the Black Hills, understand trout is their meat.

Read in the Mitchell Daily Republic Forty Years Ago in Mitchell the following item: "Seventeen cars of stock came down from the north on the Milwaukee last night and were sent on to Sioux City this morning. It was necessary to send an extra engine to push the load over the south hill." Well, we are still doing some pushing on that hill but not a mere seventeen cars.

And after this small outburst we shall go back into the coma which this 110 temperature induces.

D&I Division—First District

M. S.

CONDUCTOR CARL ALTENBERN, well-known D. & I. Divn. conductor on Nos. 3 and 4, between Chicago and Marion, passed away at his home in Savanna on June 27, 1936, at the age of 68 years. Mr. Altenbern had been in poor health since November. He entered the service of the Milwaukee Railroad on Sept. 5, 1889, was promoted to a conductor on Oct. 1, 1895, and to a passenger conductor on Jan. 10, 1908. Funeral services were held June 29 and interment made in the Savanna Township Cemetery. Sincere sympathy is extended to the immediate family.

Sympathy is extended to engineer Roy Hummel and family account the death of Mr. Hummel's mother, which occurred on Sunday, June 28th, at her home in Sabula, Iowa, following a brief illness.

Sympathy is also extended to car dept.

employe Kenneth James and family, also Iowa Divn. engineer F. B. Yachik and family account the death of their mother. Mrs. Hugh James, who passed away in Savanna on June 18th.

One of the most unique displays at the second annual hobby fair sponsored by the Rotary Club, June 18th to 20th in Savanna, was that of Lewis Keith Kentner, son of bill clerk Ray Kentner, Savanna Yard, who had a collection of 893 different match folders. They represented 162 cities and towns from 27 states, Washington, D. C., New Mexico and Norway.

Announcement has been made of the marriage of Miss Iona Welch, daughter of first district conductor O. T. Welch of Savanna, to Mr. Harold Fisher, son of Mrs. Mary Fisher of Rockford, Tuesday, June 30th, in Freeport. Both young people are graduates of the Kirkland high school. Mr. and Mrs. Fisher will make their home in Rockford. Congratulations are extended.

On Saturday, July 4th, occurred the wedding of Miss Gudrun Torgeson, of Superior, Wis., and Mr. Alfred O. Hansen, boiler-maker at Savanna roundhouse. Miss Torgeson's sister and Mr. Hansen's brother Dick attended the couple. Following the wedding trip which was spent in and around Denver, Colo., Mr. and Mrs. Hansen will make their home in Savanna. Congratulations and best wishes are extended from the D. I. Divn. gang.

Mr. and Mrs. Fay L. King of Milwaukee, Wis., visited with asst. supt. and Mrs. G. H. Rowley for a few days, during July. Mr. King will be remembered by his Savanna friends as "one of the local boys who has made good," and is now employed as general roundhouse foreman-Milwaukee Shops, Milwaukee, Wis. (It's a deep, dark secret where I got this item, Fay.)

Sympathy is extended to agent Thomas Shanahan Hampshire and sister Margaret account the death of their brother John, who died in St. Anthony's hospital, Rockford, July 16th from the effects of the intense heat we have been experiencing. Mr. Shanahan was rate clerk at the Rockford freight office.

The First District handled a special train of 50 cars carrying rice harvesters, moving from Racine, Wis., to Kansas City for further movement to points in Arkansas and Louisiana—July 15th. This equipment was accompanied by representatives of the J. I. Case Company with Mr. Boyt in charge. Mr. Boyt who is from Texas claims there will be 750,000 acres of rice this year. The machines being handled consisted of one harvester and one tractor and the entire shipment is valued at \$200,000.

"Railroad Week" in Savanna was celebrated with a dinner Wednesday evening, July 15th, in Old Mill Park shelter house and was under the auspices of the Savanna Commerce Association. More than 150 persons were present. Achievements of the railroads, in the light of safety, dependability of service, speed, comfort, and reduced rates, were discussed by Mr. Frank J. Newell of Chicago, representative of the Western Railroads' public relations committee. On July 9th, the Savanna Times-Journal issued a "Railroad Week Edition" and have received many fine compliments on the manner in which it was put up. This edition was also made possible by the advertising support of progressive business houses in Savanna.

Wisconsin Valley Division Notes

Lillian Atkinson

MRS. A. I. LATHROP entertained at auction bridge Saturday evening, June 27, complimenting her house guests, Dr. H. A. Whitehead and her sister, Mrs. Florence Alrick, Whitewater, Wis.

Miss Mary Linehan of Chicago visited with her parents in New Lisbon and also with friends in Wausau.

Miss Mary Vachreau, daughter of Mr. and Mrs. Henry Vachreau, was united in marriage to Ralph E. Merkel of Chicago on the afternoon of Saturday, June 27. A dinner for the immediate families was served at the Hotel Wausau, covers being laid for thirty. The long table was cen-

tered with the wedding cake in modernistic design and white tapers in low holders decorated with tiny daisies and orange blossoms. The reception, attended by over 100 guests, was held in the crystal ballroom from 8 until 9 o'clock and was followed by dancing until midnight. Mr. and Mrs. Merkel will enjoy an extended trip east and will reside in Chicago upon their return.

Mrs. H. M. Gilham, who has been making her home with her son in Lewistown, Mont., will spend the summer in Wausau.

Gail Griffith, 2-year-old daughter of Mr. and Mrs. Douglas Griffith of Stevens Point, Wis., passed away Friday, June 26, after an illness of about two weeks. Funeral services were held at the home of her grandparents, Mr. and Mrs. Amos Griffith, followed by interment in Pine Grove Cemetery. Sympathy is extended to the Griffith families by division employees.

A muskie 47 inches long and weighing 32 pounds—one of the largest catches of the season—was caught in Lake Wausau by Ted Nowak. The fish has been on display at the Sporting Goods Shop on Third street.

Twin City Terminals— Mechanical and Store Depts.

N. A. H.

SOUTH MINNEAPOLIS roundhouse employees' annual picnic was held June 22 at Costello's picnic grounds, 92nd street and Cedar avenue.

Chairman Gay Anderson was assisted by Messrs. Boche, Duffy, McDermott and Justad, there being no dull moments and plenty of whoopee. Mr. A. A. Kurzeka, the songmaster, led the Little German Band from New Ulm around the picnic grounds. There were many games, such as races, egg throwing and pie eating contests and the clowns of the picnic were Messrs. Kurzeka, Holmberg, Jewett and Miller.

The ball game was a thriller from the start to finish—J. Dorans 15, and Pearsons 12. Garrity was captain for the Dorans and Boche was captain for the Pearsons. E. Hawley was the batting star for the Dorans, getting two home runs and a triple out of four times up. J. Tangen, pitching for the Dorans, had to be removed in the third inning, the Pearsons getting seven runs off his delivery before G. Anderson came to relieve him. L. Conover, pitching for the Pearsons, was also removed in the third. Al Dustin, relieving him, pitched good ball, also getting four singles out of four times at bat. Green, playing shortstop for the Pearsons, lost the game for them, making five errors. Boche said this game was played under protest because Tom Knolls played in the field for the Dorans but did not get up to bat, so the game will be played over at our next picnic.

Committee and roundhouse employees wish to thank Mayor Latimer of Minneapolis, Pat McNeil from the home office of the E. M. B. A., George Hessberg, Jimmy Doran and Pearson for their generous donations which helped to make our picnic a success, also for the snappy speeches by the various officials, Messrs. Lamber, Blyberg, Klink, Ross, Henderson, Neese, Goodrich and Hindert.

Stop, look and listen for our next picnic date.—Happy Justad, news reporter.

I. & D. Items

eca

MR. S. C. INGRAHAM, father of supt. W. F. Ingraham, who had been ill for a long period, passed away on June 19 at Libertyville, Ill. Four sons, six grandchildren and six great-grandchildren survive the elder Mr. Ingraham. Funeral services were held at Evanston, Ill., June 22. Sincere sympathy is extended to supt. Ingraham and family in their bereavement.

Train rules examiners A. C. Peterson and J. M. Oxley were in Mason City June 16 and 17 on business.

Train dispatcher F. M. Smith is back on the job after his vacation, but we didn't get any report on his trip.

Chief dispatcher Meuwissen and family are cottaging at Clear Lake at this writing in one of Handy Andy's cottages.

Paul S. V. Sohn, agent, Ruthven, is acting as relief man at dispatcher's office, Mason City, vice Col. Pack, who is at present acting chief.

Mrs. J. L. Delaney was just recently released from the Park Hospital and it is hoped that she is now feeling OK.

Congratulations to operator Carl A. Anderson and wife upon the arrival of a baby girl. How about a cigar, Carl?

Mr. Dave E. Clemans of St. Paul reported July 9 to division engineer Tusler at Mason City to take up duties as tpe-man.

Supt. Ingraham and division engineer Tusler made a recent inspection trip over the division west of Mason City.

Gust Carlson, foreman of tie gang No. 2, is now working between Marion Jct. and Mitchell. Foreman W. Williams of rail distribution gang No. 20 is now working in the vicinity of Sanborn.

The continued intense heat around here gives no indication of any let-up, and everyone is praying for some rain and cooler weather, not only for personal comfort but for the good of the entire countryside.

Division engineer Wuerth of Marion, formerly located at Mason City, stopped in to say hello to everybody Saturday, July 11, on his way through the city.

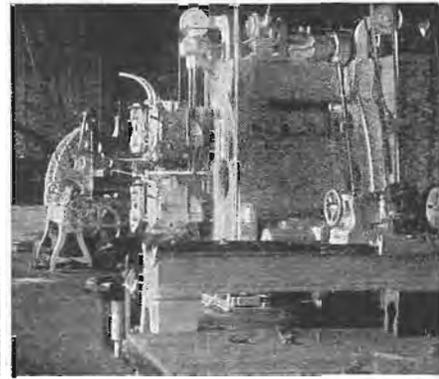
The second annual Railroad Week commenced at 8 a. m., July 13 and the I&D put on a special feature at Mason City by placing a locomotive near the passenger station with accommodations to allow the boys and girls of the city and any others interested to get a view from the cab.

A note from Tony Pajari at Seattle indicates all is well.

We wonder how the chief dispatcher at Mason City will take to the new addition to his desk. Only time will tell.

Judge: "Speeding, eh? How many times have you been before me?"

Speeder: "Never, your honor. I've tried to pass you on the road once or twice, but my old bus will only do fifty-five."



"All the Aluminum is



Aluminum Protective Coating"

NO-OX-ID seals onto the metal surface, positive chemical protection against rusting and pitting. Building interiors and exteriors, water tanks, cranes, coal docks, and turntables are all better protected and their appearance greatly improved with NO-OX-ID Aluminum Protective Coating.

DEARBORN CHEMICAL COMPANY

310 S. Michigan Ave.,
CHICAGO

205 E. 42nd St.,
NEW YORK

AIRCO....

... A Nation-Wide
Welding and Cutting
Supply Service

Airco Oxygen and Acetylene
Airco-DB Apparatus and Supplies
Airco-DB Cutting Machines
Airco National Carbide
Wilson Electric Arc Welding
Machines

AIR REDUCTION SALES Co.

HOME OFFICE: 60 E. 42nd St., N. Y. C.

McCORMICK BLDG.

CHICAGO

CHICAGO - MILWAUKEE - MINNEAPOLIS - SEATTLE

CLASSIFIED ADVERTISING

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

FOR SALE—\$10.00 takes my Model T. Ford Sedan—in first class condition. Upholstery and all accessories in fine shape. Must be seen to be appreciated. Write or call on Harry J. Booth, 2454 Southport Ave., Chicago, Ill.

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

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

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

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

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

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

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

FOR SALE — Lake lot on Crescent Lake. 100-foot lake front by 200 feet deep. An ideal lot for a summer cottage. Good fishing. Write for further information. A. W. Warner, 703C Franklin Street, Wausau, Wis.

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

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

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

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

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

DELICACIES FOR THE TABLE *Specialties*

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.
THREE FORKS, MONT.

FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs
Our Specialty
Phones Roosevelt 1903, all departments

W. M. WALKER

213-215 S. Water Market Pilsen Station
Cor. Racine Ave. and 14th Place CHICAGO

CONTENTS

	Page
Olympian Passing through Canyon East of Avery.....	Front Cover
Railroad Week Celebration Great Success.....	3
Exit the Staff Signal System on Milwaukee Road.....	5
The Texas Centennial.....	J. M. Allen 6
Courtesy.....	Mr. Gillick's Page 7
What the Railroad Means to Menominee County.....	8
Puget Sound Pioneers Club.....	8
A. S. Dudley Retires from Active Service.....	8
O. F. Waller—Obituary.....	8
C. N. Souther—Obituary.....	9
Talking Points for Railroad Folks.....	9
E. A. Meyer Elected Chairman.....	9
Card of Thanks.....	9
Appointments.....	10
Olympian Anniversary Program.....	10
The Agricultural and Colonization Department.....	12
The Milwaukee Railroad Women's Club.....	13
Second Grade Pupils Inspect Milwaukee Road Train.....	15
Veteran of Sixty Years' Service.....	15
Said to Be Humorous.....	16
The Platte-Stickney Line Agents' Traffic Club.....	17
A Schoolboy's Contribution.....	17
On the Steel Trail.....	18

I
C
E

THE PERFECT REFRIGERANT FOR
AIR CONDITIONING

RAILROAD CARS, HOMES, BUSINESS
ESTABLISHMENTS

SAFEST ● SUREST ● CHEAPEST

THE CITY ICE & FUEL COMPANY
CHICAGO SAVANNA

I
C
E

MAGNUS COMPANY

INCORPORATED

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

--

--

CHICAGO

WEST COAST WOOD PRESERVING CO.

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

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

"This is news, even to me!"

THIS veteran of the throttle has been high-balling freight for many a crowded year—all the crates of perishables he has hauled would total a pile to dwarf the mightiest mountain.

But it took a little printed paragraph about grapefruit to open his eyes fully to the great job the railroads are doing, both service-wise and cost-wise.

The paragraph he read was this unimpeachable statement by the United States Department of Commerce:

"It costs more to cart four boxes of grapefruit across Manhattan Island than it does at carload rate to ship a box from Florida to New York by rail."

Any way you take that statement, it tells an eloquent story—a story reflecting credit even on a transportation system recognized as the finest in the world.

For this contrast in costs exists *in face of the fact* that railroad wages are the highest transportation wages paid anywhere today. Or that the railroads of the country for the past ten years have paid taxes to the extent of nearly a million dollars every twenty-four hours!



Railroad men take pride in records like this, though they are more inclined to tend to their business of moving the bulk of the nation's freight than to make fanfare about how well and economically they do it.

That is why the achievements of the railroads—outstanding and numerous and progressive as those achievements are—come as news sometimes even to the very men whose unassuming diligence and quiet competence make them possible.

ASSOCIATION OF AMERICAN RAILROADS

HEADQUARTERS: Transportation Building, Washington, D. C.