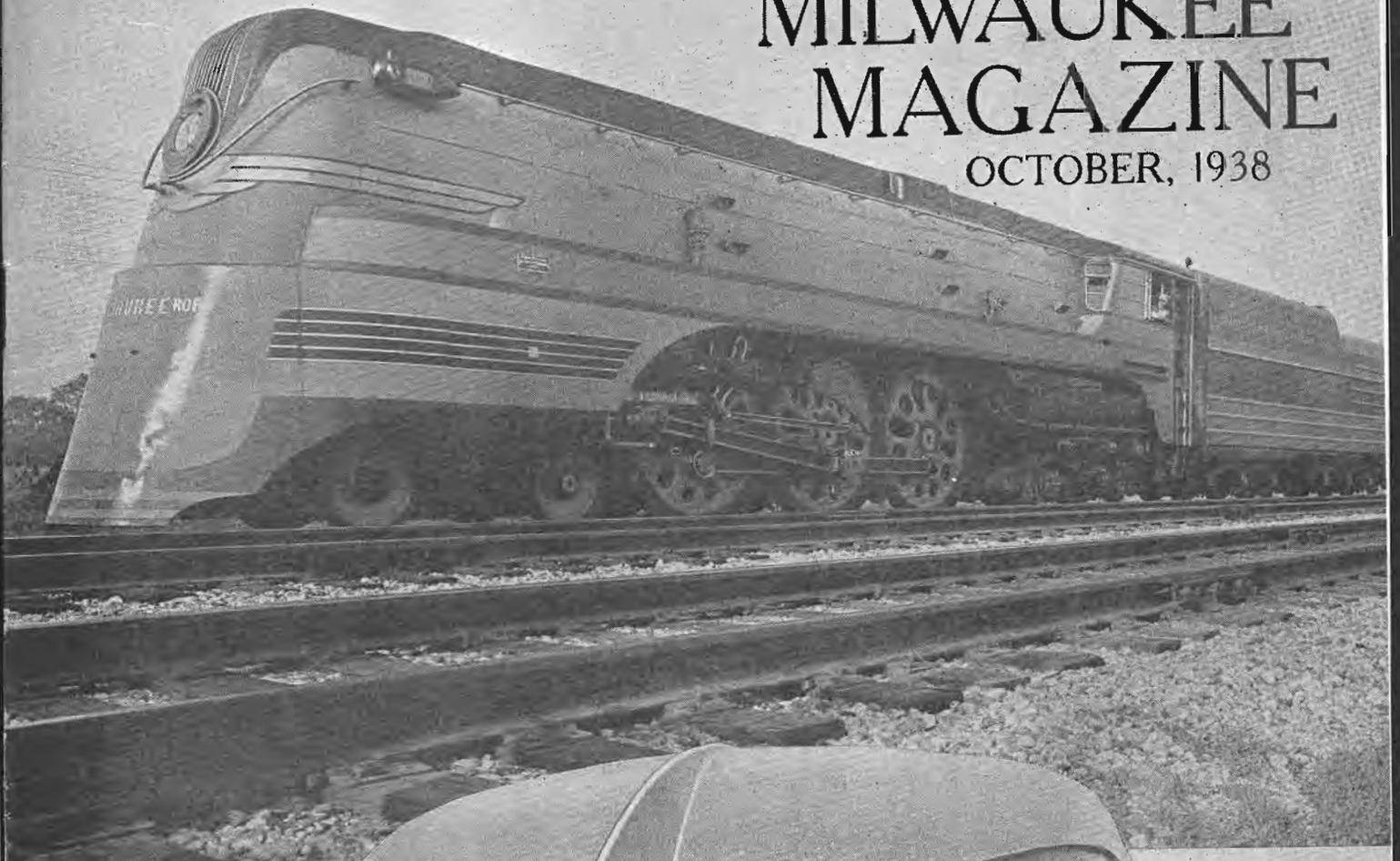


The

MILWAUKEE MAGAZINE

OCTOBER, 1938





Waxolized **IN SEVEN SIZES**

Scientifically washed with the latest machinery, excess water whirled off by centrifugal action first, then heat dried, finally, through a hot paraffin solution. Seven sizes loaded simultaneously! Any combination of sizes possible.

RAPID SERVICE

Rapid Service and Low Freight Rates over the Milwaukee Road—route of the Hiawatha . . . fitting route for MINNEHAHA!

SEALED AGAINST DEGRADATION

Black, lustrous, firm, dustless and sealed against degradation by a process of hot paraffin solution. Every natural quality reaches your customer intact.

Low ASH - Low SULPHUR - Low COST - Low FREIGHT RATE

Mined from virgin acreage, combining excellent natural properties with scientific preparation.

Encourage coal users in your territory to purchase this high grade coal mined on the Milwaukee Railroad.

Our salesmen will call if requested.

EXCLUSIVE SALES AGENT

REPUBLIC COAL & COKE CO.

GENERAL OFFICES: WILLOUGHBY TOWER • CHICAGO

BRANCH OFFICES: ST. LOUIS • PEORIA • DETROIT • INDIANAPOLIS • MINNEAPOLIS • MILWAUKEE • NEW YORK

DOCKS: MILWAUKEE AND SUPERIOR, WIS.

About Traffic Tips

AUGUST returns from Supervisors show an increase in tips, over the number reported for July, amounting to about 12%. This is good news, as it indicates the downward drift I mentioned last month has been checked, and we now look forward to a steady increase in the volume of tips and, of course, in the number of tipsters.

About the time you receive this magazine you will also receive a copy of the Traffic Tip Bulletin for September and will be interested in the figures given in my letter showing the substantial benefits that have accrued from tips sent in during the first four months of this campaign. This fine achievement by only 11% of the Milwaukee family should arouse in every other member a strong desire and determination to share in the work and in the credit due those who realize that their interests are one with the interests of the railroad and are willing to perform a little extra service that all may be benefited.

I suggest you note the position of your group in the following tabulation and exert yourself to put it in the highest rank. In order to accomplish this, you may find it necessary to do a little missionary work with your associates to get them interested and active, but that should not be difficult.

We have tackled a worth-while job, but we have only scratched the surface. Thousands of additional passengers and freight shipments are waiting for Milwaukee Road tipsters. Let's find them.

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

| Division: | Pas- senger Tips | Freight Tips | No. of Tips per 100 Employees | Division: | Pas- senger Tips | Freight Tips | No. of Tips per 100 Employees |
|---|------------------------|-----------------|-------------------------------------|-------------------------|------------------------|-----------------|-------------------------------------|
| Iowa and Dakota Div.... | 303 | 43 | 24.1 | Iowa Division..... | 47 | 20 | 4.7 |
| Seattle Gen. Office..... | 40 | 10 | 15.3 | Kansas City Div..... | 20 | 16 | 4.6 |
| Dubuque & Illinois Div... | 62 | 118 | 11.3 | Superior Div. | 18 | 9 | 4.2 |
| Chicago General Office and Off-Line Offices... | 197 | 50 | 10.6 | Twin City Terminals.... | 63 | 12 | 3.8 |
| Coast Division..... | 119 | 16 | 9.1 | Chicago Terminals..... | 39 | 70 | 3.5 |
| Madison Division..... | 41 | 13 | 8.0 | Milwaukee Terminals.... | 112 | 23 | 3.0 |
| Rocky Mountain Div.... | 40 | 18 | 7.0 | Milwaukee Div. | 18 | 18 | 3.0 |
| Iowa & S. Minn. Div.... | 11 | 42 | 6.4 | Terre Haute Div..... | 5 | 7 | 1.5 |
| La Crosse & River Div... | 66 | 56 | 6.0 | | | | |
| Trans-Missouri Div..... | 44 | 11 | 5.8 | | | | |
| Hastings and Dakota Div. | 52 | 13 | 5.0 | TOTALS | 1,297 | 565 | 6.68 |



The V. E. A. Convention

THE 1938 convention of the Veteran Employees Association, held in Milwaukee on August 24th and at Wisconsin Dells on August 25th, has passed into history as having been one of the most successful and enjoyable of any of the notable gatherings of this very notable group of the Milwaukee Road personnel. The Veteran Employees Association, organized in 1916 with but a few hundred members has kept on its successful way adding to its membership with each passing year and marking each successive convention a red letter event for its members. Its membership is over seven thousand and its get-together meetings grow in favor and interest every year.

The Milwaukee meeting was held at Hotel Schroeder, but because of the great number in attendance, the annual banquet had to be moved over to the great Municipal Auditorium which has a seating capacity of several thousand, and where, on this occasion there was a capacity crowd.

The routine business meeting of the Association was held in the grand ball

room of the hotel at 3:00 o'clock P. M. and its seating capacity, also, was taxed to accommodate the "Vets" who gathered there to hear about the progress of the Association and listen to the address of President J. T. Gillick. The years go by, and each year some grey heads are missing, but each year as "J. T. G." steps on to the platform, the greeting lacks nothing of its old time cordiality, with the "Vets" on their feet to attest their love and confidence in their trusted leader.

At the 1936 meeting in Chicago, Mr. Gillick was elected president for his lifetime, and in his interested and capable leadership, the Association has nothing but success to expect during the coming years.

The meeting being called to order, a motion was offered and carried that the reading of the minutes be dispensed with, and the reports of the secretary-treasurer were heard. Mrs. Grant Williams, who has been critically ill since the previous meeting of the Association, was greeted heartily and her reports were read clearly indicating her

complete return to good health. The reports will be published next month.

A motion was presented and carried that thirty year buttons be provided for those members who have served thirty years or more, up to thirty-five years.

In his address to the assemblage, President Gillick touched upon the recently enacted ruling of the Retirement Board allowing retirement pensions to those members of the Milwaukee Employees Pension Association who had been on the pension rolls up to the time of discontinuation of its payments. Mr. Gillick in outlining the procedure of the committee who had had the matter in charge, said:

"When the Retirement Act took effect there were some 600 men living who were on The Milwaukee Employees Pension Association roll when that Association discontinued payments in August 1934; and in addition, there were about 800 other old timers who were not working. Many of those employes had discussed with the officers and general chairmen what might be done to establish their right to a pension under the Retirement Act.

"We soon found that with everyone

telling different ways to get started, nothing much was being accomplished. In order to proceed with the subject in an orderly manner and after several discussions the general chairmen formed a committee consisting of themselves, Mr. Witte of my office, Mr. Burt-ness, secretary of the company, and myself, to see what facts could be developed to show that all or many of these 1,400 men still had an employment relationship with the railroad when the new Act took effect.

"Mr. George Pedersen of the Machinists' Organization acted as general chairman of the committee. The general chairman made several trips to Washington to get all of the information they could from the Retirement Board regarding the status of these men, and from the information we were able to get out of our records and schedules, convinced the Board that these men did have a claim.

"The Board sent investigators to Chicago to question the general chairmen and officers of the railroad in a joint meeting, to determine the facts. The committee had done such a good job in presenting the facts that it is evident that much good was accomplished. Mr. Pedersen received a letter in the past few days from the lawyer who made the investigation, stating that some 481

cases were on their way to payment, and while it is necessary to secure additional information regarding many others, it is hoped most of them will receive similar treatment.

"That job could not have been accomplished except by everyone dealing with facts. Each of the witnesses, including myself, was put on the stand, and placed in the records of the Retirement Board information that was responsible for the results. We all told the same story, illustrating the value of both parties jointly finding facts and sticking to them.

"I am sure the committee will have a lot of pleasure to the end of their days on account of the good work that was done for those old timers."

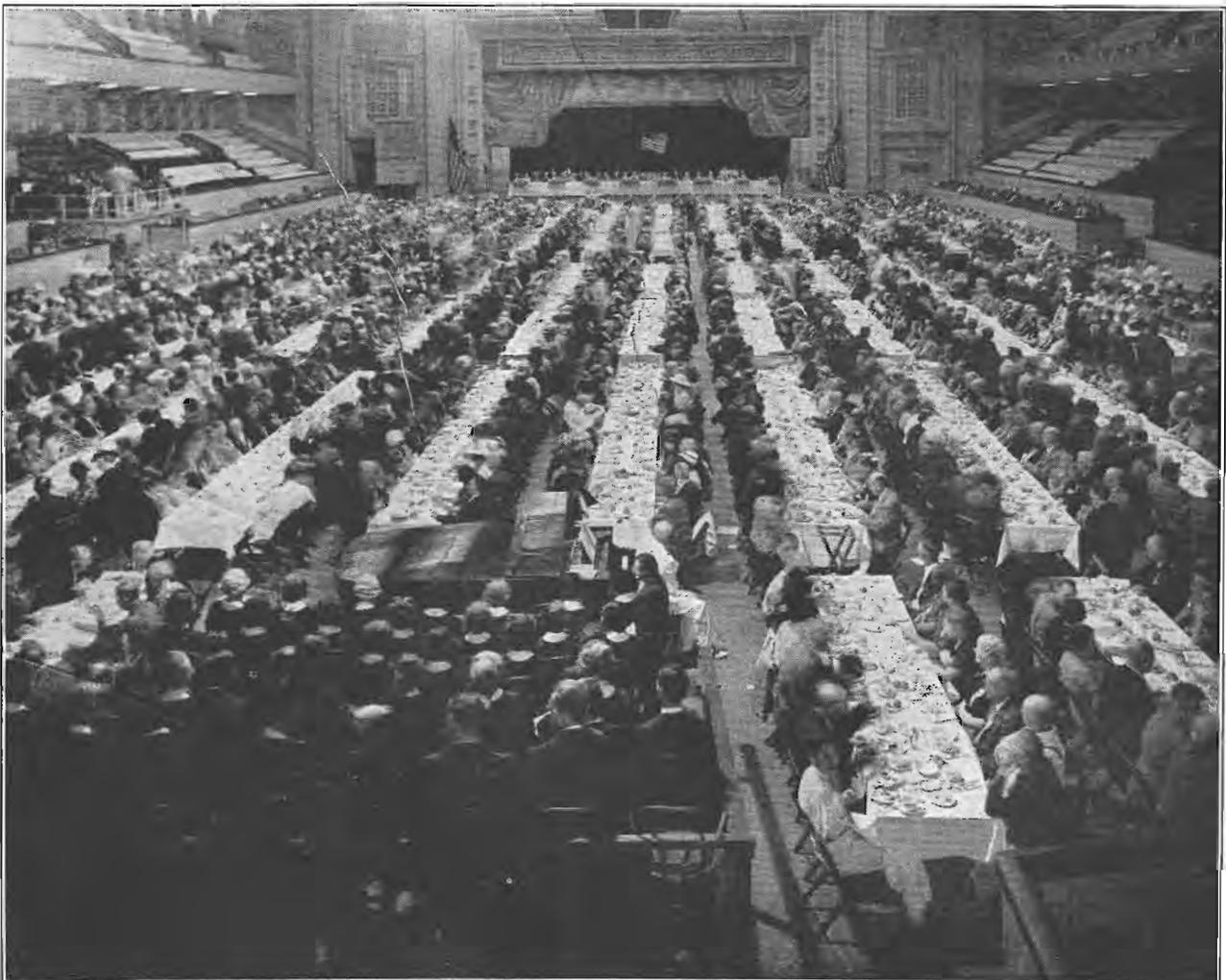
Mr. Gillick then touched upon the condition of the railroads of this country, characterizing it as a "sick industry," and he urged upon those present, the necessity of each and every man and woman in the employ of the railroad lending active assistance to the recently organized "Traffic Tip" plan. It is no idle talk, he said, nor can it be too strongly emphasized that this railroad, in common with all the other transportation systems of the country is in need of more business and greater revenues, if it is to continue being a going concern.

Election of officers and executive committee, resulted in the secretary being instructed to cast the ballot for the re-election of the present Board: With Mr. Gillick, president; L. C. Boyle, vice president; J. J. Little, D. J. Marlett, Mrs. Carpenter Kendall, L. J. Benson and R. J. Walker, Executive Committee. Mrs. Grant Williams was reappointed secretary-treasurer.

The ladies of the party were entertained at a sumptuous luncheon given in the grand ballroom of the Hotel Schroeder, at 12:00 o'clock, at which there were more than seven hundred guests. Following the luncheon, was a style show at which pulchritude and chic were much in evidence as the stylish models tripped down the boards parading some very swanky gowns, suits, coats, et al., ending up with a bride and her retinue marching with measured step to the strains of the Lohengrin march, white robe trailing, white veil floating and escorted by beautiful train bearers with all the pomp and circumstance befitting an occasion of that kind.

The Grand Banquet

The great assembly room of Municipal Auditorium was a wonderful sight to see, with row on row of long tables reaching the entire length of the hall at which over two thousand were seat-



The Banquet Hall, Municipal Auditorium, Milwaukee.

ed, the full capacity of the floor space, while in the balcony seats more than five hundred waited for General Chairman Benson to find a place for them. This he did by arranging for an "overflow" banquet at Hotel Schroeder, and marshalling this host back to the Schroeder's beautiful ballroom which had been prepared in record time and an ample dinner made ready, so that no one went away hungry, and while the scheduled program was going on over at the Auditorium a delightful impromptu entertainment was put on, presenting the talents and versatility of an "All-Milwaukee" through out to enjoy itself and letting no untoward circumstances interfere with the main objective.

Digressing a little, at this point, it may be said that this situation would not have occurred had the members followed the directions and advice given at the outset by the Committee of Arrangements, that all who were expecting to attend the banquet send in notification in advance, in order that provisions might be made for everyone.

A splendid program of music and song, was presented during the progress of the meal, at the close of which, President Gillick rose to present those who were his seat mates at the "Speakers' Table." He introduced in his own inimitable way, the sixteen gentlemen seated with him, and then turned the program over to Mr. Herman H. Field, Special Counsel, who has acted as toastmaster at every Veterans' dinner, save one, since the first meeting held at Hotel La Salle, Chicago in 1916. Mr. Field is a general favorite and is always warmly welcomed. Music was rendered by "Heinie and his Grenadiers"; Ruth Racette, soprano; The Milwaukee Road Choral Club, of Chicago; William A. Murphy, General Agent of the company at Detroit; Lew V. Schwartz, chief clerk, southern district storekeeper accompanied by John Wandell, assistant division storekeeper, Milwaukee, were the singers.

The speakers were Mr. H. A. Scandrett, Trustee; Mr. George I. Haight, Trustee and Mr. J. T. Gillick, Chief Operating Officer. Mr. Scandrett the first speaker, expressed admiration and wonder at the splendid audience before him, and then he paid a splendid tribute to the memory of general superintendent, P. H. Nee, whose death had occurred that morning. He said that while he had not known Mr. Nee as long a time as had most of those present, he had formed the highest opinion of his ability and held him in a warm affection as one of the finest products of The Milwaukee Road. He felt that in his death, he as well as The Milwaukee Road had sustained a very great loss. Continuing he said:

"It was just ten years ago that I attended my first Veterans' meeting, and incidentally I have missed none since, nor do I intend to miss any as long as you continue to invite me. Measured by the average years of service of you



Registering In at Hotel Schroeder.

veterans, 10 years is a brief period, and in my own case they seem to me to have passed more quickly than any other years I have lived.

"Short though the period—much has happened. Ten years ago the property had just emerged from a three years' receivership. Business was improving, we had a tidy balance after paying operating expenses and interest, and everybody was hopeful as to the future. True there were some misgivings among you about this new hand that had come to work with you. Therein I was more fortunate than you because from the very first I knew I liked the job and the crowd. This feeling has strengthened with the years and my roots have grown deep down in this fertile Milwaukee Road soil.

"The period of relative prosperity which began in 1928 was all too brief. I have no intention of reciting the history of the lean years beginning with 1930. We all know it all too well. Such a precipitate drop in railroad traffic was never before experienced. The saddest part of it was the necessity of removing from the payroll thousands of faithful men and women because there was no work for them to do. I like to think everyone of us did what we could to ease the blow, and most notably that fine organization—The Milwaukee Road Women's Club to whose financial support, I remember, your organization contributed generously.

"We have done much in these difficult years to improve our operating results. Of one of these activities I wish to speak—the Traffic Tip plan inaugurated

3 months ago. It provides a medium by which anyone who wants to help can help. It is off to a good start but it is only a start. When we stop to think what would be accomplished if the whole 27,000 of us made it our job to find freight and passenger business for this great institution which furnishes us our livelihood we realize we have scarcely scratched the surface of our possibilities. You men and women have the biggest stake in the Milwaukee Road. I'm wondering how many of you have turned in traffic tips. Has 1 in 10 done so? That's the average for the railroad, and it's too low, and surely you want to be above the average. I know in my own case I could have turned in more. I'm going to do better—beginning now. Are you?

"You wouldn't expect me to sit down without saying something about safety first. The report I must make to you on this I wish I didn't have to make. Instead of ranking first among the large railroads we rank fifth—the poorest showing we have made in several years. If you all studied the reports as I do, and as Mr. Gillick does, and other operating officers do, you would know as we do that almost every injury was the result of pure carelessness of someone and so was unnecessary. You men can do more to correct this situation than anyone else. First by doing things the safe way, and second by insisting that those with whom you work do likewise. Don't tolerate unsafe practices in anyone.

"Some might jump to the conclusion that our poor record this year is largely due to the terrible disaster at Custer Creek, Montana. That is not the case—our rank would have been the same had it not occurred. There are two things I want to say about Custer Creek. First, that on the train yesterday enroute from Seattle to attend this dinner, I read the report of the Bureau of Safety, of the Interstate Commerce Commission, and it places no blame on the railroad for the failure of the bridge to withstand the torrent resulting from the cloudburst, and, second, that the work of our men and women in rescuing and aiding the injured, in caring for the dead, and in smoothing the way for those be-

(Continued on Page 7)

Milwaukee Road Service Clubs

MORE than five years ago the Platte-Stickney Lines Traffic Club was organized by Mr. W. E. Beck, Agent at Geddes, S. D., with the idea of developing business and forming close contacts with the people in that territory.

The work of this Club was so effective that it was decided to bring it to the attention of Milwaukee people on other parts of the system so they would have opportunity to consider the organization of similar clubs.

Accordingly Mr. Beck was appointed a Representative of the Public Relations Department and for some months has devoted all his time to traveling

over the line, discussing the subject and cooperating with local people in the formation of Service Clubs.

The idea has been well received everywhere and up to date eighteen clubs have been formed. Judging from results obtained by the Platte-Stickney Lines Club the new clubs being organized will be very helpful in obtaining new business, especially now that the Traffic Tip plan is in effect.

Future numbers of the Magazine will contain more detailed information as to the work of these clubs.

(Continued on Page 11)

The Golden Gate International Exposition

IT IS going to be a busy travel season next year, for those who expect to go places and see new sights. From Maine to California, literally, there will be trekking to east and west in a country wide sweep to visit the new and imposing "International" shows; for on the shores of Atlantic and Pacific, Exposition gates will be wide open for all who will, to enter in. The one at Golden Gate in the waters of San Francisco

plished fact, contains four hundred acres, which are even now in a high state of advancement,—buildings up, landscaping done, flowers blooming, and throngs of workers swarming everywhere, getting ready for the great day when on February 18th, 1939, the portals will be thrown open and the greatest show of its kind ever attempted beside the blue Pacific waters will be underway.



Treasure Island and the Bay Bridge, from San Francisco

Bay gets under way in February while the one for which New York puts on its hostess smile comes into full bloom a few months later.

"Treasure Island" is the significant name of the site chosen to celebrate San Francisco's great triumphal achievement,—the building of those two bridges which "everyone said just could not be built," and which was, in fact the greatest "double engineering feat of any community in all history," so it deserves a celebration mammoth in proportions and spectacular in display.

The "site chosen" did not exist when the city beside the Golden Gate determined on the kind and scope of a celebration it would have,—but having achieved the unachievable in its two new bridges, the matter of building an Island out in the Bay did not seem so much,—so undaunted is the modern mind coupled up with modern mechanism. Thus to the shoals of old Yerba Buena Island, the hydraulic engines of suction moved in and began to make an island out of the sands of the sea, that should hold an amazing "city of dreams" right where the towering heights of the \$77,000,000 dollar Oakland-Bay Bridge look down on one side, and the giant towers of the \$33,000,000 Golden Gate Bridge cast their shadows from the evening sun on the other side.

This new island, already an accom-

The approach by land to Treasure Island will be the first of the thrills, for the route is by way of the Oakland-Bay Bridge to Yerba Buena, thence on a six

Booster Club Meets

The Booster Club held its first fall meeting in the Union Station on September 20 and the meeting preceding the dance and card party was taken up with a study of the Traffic Tip Plan. It was the first meeting of this nature held anywhere on the System and had much of the air of an old fashioned revival. The enthusiasm of the meeting left no doubt that the great number of employes clustered in Chicago want and mean to get their full share of the traffic.

Mr. Scandrett reviewed the course of the traffic tip campaign through its first few months and explained the necessity for every railroader to learn all he possibly can of the service the railroad has to offer and to keep an eye open and an ear raised to any information which can be used by trained traffic solicitors.

Additional interest was added to the meeting by brief comments by Mr. Wilson, Accounting Department; Mr. Ryan, Operating; Mr. Linn, Purchasing; Mr. Hicks and Mr. Soergel, Traffic.

Discussion emphasized the fact that

lane paved causeway to the Exposition Island,—the largest island ever wholly "man-made." The beautiful spectacle ahead, looms large in the eye,—acres of landscaping of a luxuriance and beauty that the famous California climate permits,—more than a thousand varieties of growing things, including 4,000 trees, 40,000 shrubs and millions of flowering plants.

The initial setting of this magnificent picture will be a 25-acre "living carpet" formed of flowers of the mesembryanthemum or "ice plant" in orange, pink, red and hybrid shades. More than 1,500,000 cuttings have been used in this magic carpet, known as the "Persian Prayer Rug."

And you can go by ferry too—across the dancing waters and be landed on the waterside at the sumptuous ferry slips on the Island.

The next wonder is to contemplate the massiveness and grandeur of the great buildings, the splendid "Portals of the Pacific" the unspeakable beauty of the Court of Honor, where the great "Theme Tower" rises 400 feet into the sky and is the architectural keynote of the Exposition. From this wonder center all the sight-seeing radiates through the loggia structures leading into the pavilion buildings and beyond them, to the great exhibit palaces, the extent and scope of which embrace every known research and material accomplishment of this present age of wonder-working.

Then on into other "courts," by glistening pools and shimmering fountains, vistas of tree-shaded avenues and ever and ever more bewildering beauty that finds its crowning loveliness at the end where the shimmering bay waters lap the shores of man-made Treasure Island.

there is a long fight ahead to reap the full benefits from the Traffic Tip Plan and that it will take much the same general and persistent effort to bring it to perfection that was necessary in the Safety First movement.

S. N. Baird

Selden Noves Baird, who for many years was division freight and passenger agent of our railroad at Dubuque, passed away in his home in Los Angeles on August 1st, at the age of 80 years.

According to records which were left by Mr. Baird, he started to work for the Milwaukee road as a telegraph operator on the La Crosse Division in October, 1877. After serving sixteen years in the operating and transportation departments, he resigned to become treasurer of the Everett & Monte Cristo Railroad at Everett, Washington.

When the Everett & Monte Cristo Railroad was taken over by the Great Northern in 1901, Mr. Baird returned to the service of the Milwaukee road at Rock Island in the traffic department and in 1902 was appointed division freight and passenger agent at Dubuque.

In March, 1920, when the traffic department was re-established following release of the road from federal operation, failing health caused Mr. Baird to seek a transfer to Los Angeles in a position with less responsibility, and in deference to his wish, he was appointed chief clerk there when the office was re-opened.

The V. E. A. Convention (Continued from Page 5)

reaved was an exemplification of the Milwaukee Road at its best, and I can give it no higher praise. Heroes there were, and so many of them it would be unfair to single out any one of them above the others. Not one spared himself or herself and in the face of the greatest disaster that ever befell us I was prouder than ever before to be a Milwaukee Road man. And on that note, and with a God bless you all, I close my talk."

Following Mr. Scandrett, Mr. Field introduced Mr. Haight, co-trustee with Messrs. Scandrett and Cummings, Mr. Haight congratulated the assemblage on the magnificent representation and upon the remarkable organization constituting The Veteran Employees Association of this railroad, and thanked them for giving him the privilege of attending their party. He said he did not intend to dwell on the problems of the railroads, although those were many and serious, but he felt that there was a way out, and in time, the way would be found. He seemed to have an inexhaustible fund of anecdotes and "good stories," to lend a "punch" to his talk, and he was given a fine "hand" at its conclusion.

The next speaker, was the beloved president of the Association, "J.T.G." and his appearance, as always, was greeted with cheers, leaving no doubt in the minds of any where Mr. Gillick stood in the affections of the "Vets."

Mr. Gillick, in opening his talk, referred back to the 1916 reunion with its "handful" of veterans, contrasting with the multitude gathered under the arches of the Auditorium and five hundred sent over to the Schroeder hotel for dinner, because there had not been sufficient advance preparation for so many who had not given notice ahead of their intention to be present.

He spoke again of the successful outcome of the efforts of a committee having in hand the admission to the Retirement Pension of those on the pension rolls of the Milwaukee Employees Pension Association at the time of the discontinuation of its payments, going again quite at length into the excellent work done by that committee under the leadership of Mr. George Pederson of the Machinists organization who acted as general chairman of the committee.

Mr. Gillick said, "we get along pretty well at these Veteran meetings because of the spirit of good fellowship that prevails, and further this organization never attempts to dispose of matters that may be distasteful to anyone, and I think that is as it should be.

"But now as one veteran to another, I want to call your attention to the indisputable fact to day that this railroad business of ours is dangerously ill. Some people say its ailment is over-capitalization. In our case we do have a large bond issue as well as a lot of stock. Of course the stockholder has been a forgotten man for more than

twenty years, and the bondholder has been just an onlooker for the past two years, because he has not received one cent in interest payment, so when someone says our illness is due to over-capitalization, it doesn't cure very much.

One of the saddest evidences of our illness is the fact that there are six thousand less employes on our payrolls than were there a year ago, and if they were on the job, now the money we are able to take in would not pay their checks and ours too; so let us hope that some of our politicians and some of our leaders will quit kidding about over-capitalization and look for a real cure. Our business may have been a monopoly at one time, but it has too many competitors now, to be so treated; and unless the railroads receive different treatment from the law-makers than they have in the past, our younger veterans may see the railroads being abandoned and sold for scrap, just as some interurban railroads have been in the past."

In closing, Mr. Gillick supplemented Mr. Scandrett's appeal to the Veterans to take an active part in the "Traffic Tip" plan which has been placed in operation on our railroad, and he urged everyone to be alert to learn of any potential business which may be secured for our road; and to keep on hand always the traffic tip cards that have been provided for the purpose.

Following the usual custom, Mr. Field called on the Veterans to give a

moment of silent thought to the memory of the comrades of the service who have passed on since the last convention.

Then to the strains of gala music the great event of the 1938 convention came to a close.

The early morning of August 25th found a record crowd at Union Depot in Milwaukee, ready to board the special trains for Wisconsin Dells. Arrived there, the utmost precision and system prevailed in getting the fifteen hundred odd visitors to luncheon and aboard the boats for the "up-river" ride. No more beautiful spot in Wisconsin may be found than the Dells of the Wisconsin River, and the excursion among the scenic wonders and beauties of the great river was a rare treat. Not only those who came from afar and were strangers to the river, but those who live in the state and are its near neighbors found fresh enjoyment in seeing it under such delightful conditions, arranged under the masterly supervision and direction of the Entertainment Committee.

At the close of the two days' festivities, a unanimous vote of thanks was tendered to Mr. L. J. Benson the Chairman of the Committee on Arrangements for his tireless work in arranging for the comfort and enjoyment of the Association, and to all of his committees by whose cooperation and attention, the entire program was so successfully carried out.

Employes Certified For Annuities Under The Railroad Retirement Act

| Name | Occupation | Location |
|-------------------------------|--------------------------------|----------------------|
| Steen, Herbert Lessly | Agent and Operator | Delmar, Iowa |
| Hamilton, Isaac LeRoy | Machinist Helper | Chicago, Ill. |
| Farrell, Sr., William John | B&B Carpenter | Davis Junction, Ill. |
| Griffin, Robert Harris | Engineer | Rockwell City, Ia. |
| Davenport, George Edwin | Freight Conductor | Alberton, Mont. |
| Nygren, Christ | Operator-Leverman | Norwood, Minn. |
| Plough, August William | Switchman | Milwaukee, Wis. |
| Dorsch, John | Crossing Flagman | Winona, Minn. |
| Falk, Charles William | Trucksmith | Wauwatosa, Wis. |
| Rauner, John Hanford | Boilermaker | Minneapolis, Minn. |
| Dickens, Edward Erastus | Crossingman | Madison, Wis. |
| Kramp, Theodore Christian | Tinsmith | Milwaukee, Wis. |
| Hehn, Martin | Lampman | Aberdeen, S. D. |
| Carlson, Alex Theodore | Blacksmith Helper | Tacoma, Wash. |
| Cronin, Mrs. Anna | Telegraph Operator | Donald, Mont. |
| Richardson, Wallace Cornelius | B&B Carpenter | Butte, Mont. |
| Rutkowski, Peter | Laborer | Milwaukee, Wis. |
| Brock, Francis Patrick | A.R.A. Settlement Clerk | Milwaukee, Wis. |
| Grant, John Alexander | Machinist | Deer Lodge, Mont. |
| Beck, Oscar | Section Foreman | Tacoma, Wash. |
| Creedon, John Clayton | Operator-Leverman | Mankato, Minn. |
| Stephenson, George Varley | Section Laborer | Rockford, Ill. |
| Prior, Charles Francis | Switchman | Chicago, Ill. |
| Fox, Charles Frederick | Engineer | Minneapolis, Minn. |
| Holt, Arthur Grant | Ass't to Chf. Engr. | Chicago, Ill. |
| Werner, Markus | Section Foreman | Aberdeen, S. D. |
| Bowman, Orie George | Engineer | Perry, Ia. |
| Lehan, John | Trucker | Milwaukee, Wis. |
| Chappell, William Francis | Crossing Flagman | Miles City, Mont. |
| Gordon, Fred Bennett | Coal Shed Operator (Switchman) | Marquette, Ia. |
| Eagal, Harry Theodore | Freight Trucker (Checker) | Rock Island, Ill. |
| Johnson, Isaac Sherman | Conductor | Tacoma, Wash. |
| Connors, John Joseph | Section Laborer | Janesville, Wis. |
| Morrisette, Albert Endrick | Engineer | Spokane, Wash. |
| Mitsoff, Christ | Section Laborer | Lewistown, Mont. |
| Knowles, David Benjamin | Lead Supplyman | Milwaukee, Wis. |

(Continued on Page 15)



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CARPENTER KENDALL, *Editor*

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

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A New Hiawatha Train

A NEW Hiawatha, the third since the introduction of the speed train three years ago—built completely new from the wheels, roomier and with added conveniences and comfort for travelers—began service September 19 between Chicago-Milwaukee and St. Paul-Minneapolis.

A pronounced success since the beginning, the Hiawatha has established what are claimed to be records for a new train, both in number of passengers carried and in revenues. It is probably the only individual train in oper-



The Tip Top Tap Car.

ation for which earning figures have been made public.

Since it began service May 29, 1935, nearly a million paying passengers, an average of more than 800 daily, have traveled on the Hiawatha and the overflow sections frequently necessitated. Every time it passed a mile post last year it netted the Milwaukee Road \$2.63, and mile posts are passed every 57 seconds on its speedy run between Chicago and the Minnesota Twin Cities. Gross earnings in 1937 amounted to \$3.90 a train mile. Operating costs, including interests, depreciation and maintenance of equipment, were \$1.27. However, a proportionate share of track expenses, taxes, solicitation and miscellaneous costs are not taken into consideration, it being difficult to allocate accurately such charges against the operation of a single train.

In 1936 the gross revenue averaged \$3.62 per train mile as compared with \$3.23 for the seven months the train was in service in 1935. Net revenue was \$2.46 per train mile in 1936 and \$2.18 for the 1935 period, according to the road's annual reports. 1938 figures are not yet available.

Originally the Hiawatha consisted of six air conditioned cars constructed of high tensile steel, made lighter, but

without sacrifice of strength, than the cars generally in use. They were hauled by the first newly built scientifically streamlined steam locomotives. Later, two cars were added. In October, 1936, the original train was replaced by nine-car units. A second replacement after so short a time in service is considered a move unprecedented in railroad history.

The cars released by the new train will be used in supplementary service and on other divisions of the railroad in keeping with the road's program of introducing improved and air conditioned equipment on lines previously served almost entirely by conventional type cars.



The Beaver Tail Observation Car.

All of the Hiawatha's cars were designed by Milwaukee Road engineers and built in the company's shops in Milwaukee, Wis. The road's new passenger car program this year included 55 units, providing work since April for 500 rail employes.

Each unit of the new train consists regularly of a tap room car, four day coaches having commodious lounge rooms for men and for women, a 48 seat dining car, the largest single-unit dining car in service on any railroad, and three parlor cars. The rear car has spacious observation-lounge facilities.

The brightly hued oil-burning streamlined locomotives, capable of speed in excess of two miles a minute, continue unchanged. There has been no change in the Hiawatha schedule which provides for a run of 410 miles in 390 minutes, including six station stops enroute.

The New Hiawatha was exhibited at terminals and along its route before going into service. Displayed in addition to the new cars was an entirely new type of high-speed streamlined steam

locomotive, one of a fleet of six just completed for service on the Milwaukee Road.

The beautiful new train was exhibited in Chicago on September 14th, thence to Milwaukee, and the Twin Cities with short stops at the stations that are included in HIAWATHA's schedule,—attracting thousands of visitors and everywhere the verdict, "the most beautiful thing on the rails."

John Costello

ON SEPTEMBER 8, at the Washington Boulevard Hospital in Chicago a loyal Milwaukee employe, and a loved member of the Milwaukee Family, John Costello, died after a comparatively brief illness.

"Big John," as he was affectionately called by all who knew him, started railroading as a switchman for the North Western Railroad in 1880. In 1881 he came to the Milwaukee R. R. as a switchman in the Western Ave. Freight Yard, which was the only yard then being operated by the Milwaukee R. R. in Chicago. Since that time, fifty-seven years ago, Mr. Costello has served as switchman, yardmaster, general yardmaster and trainmaster, under six superintendents.

At the time of his death, Mr. Costello was trainmaster in charge of the Union St., Kinzie St., and Division St. districts, which serves in the neighborhood of three hundred industries. He worked faithfully and well at his job until the day he went to the hospital to undergo an operation which he hoped would enable him to serve the Milwaukee for several more years.

The beautiful flowers, the cards and other expressions of sympathy received by the family were touching evidence of the fact that "Big John" has left behind him, many friends. The fact most frequently conceded by those who reminisced about the years that they had known him was that he never did or said a mean thing in his life—and he was seventy-seven when he died.

Funeral and burial took place in Chicago. He is survived by his wife and one daughter, to whom the sympathy of the Milwaukee Road friends is extended.

The U. S. post office department last year paid to contractors for carrying air mail an amount exceeding its entire revenues from air mail postage. The railroads in 1937 received from the government for transporting train mail a total of less than one-fifth the amount of revenue the government collected for train mail postage.

COURTESY

Courtesy plays so important a part in our relations with the public and with one another, that for several years we have devoted space in our magazine for contributions on the subject.

One of the best we have received is the following verse which General Storekeeper Kelly says he ran across in Minneapolis recently -

"The reason people pass one door
To patronize another store,
Is not because the busier place
Has better silk, or gloves, or lace,
Or cheaper prices; but it lies
In pleasing words and smiling eyes.
The only difference, I believe,
Is in the treatment they receive."

What is said about a store applies equally well to a railroad. The treatment that our patrons receive from us will decide whether or not they will continue to patronize the Milwaukee Road.

J. D. Gillick

Chief Operating Officer

A. J. Elder Receives Promotion

THE many friends and admirers of A. J. Elder, lately superintendent of the D. & I. Division, are offering congratulations on his appointment as general superintendent of the Middle District, with headquarters at Milwaukee, succeeding the late P. H. Nee, whose death occurred on August 24th.



A. J. Elder.

Mr. Elder is a veteran in Milwaukee Road service. He is a native of Iowa and has been in Milwaukee employ all of his business life. He began service as operator on the Iowa Division in 1907, and advanced successively to positions of dispatcher on Iowa, S. C. & D. Divisions, chief dispatcher, Illinois Division, trainmaster, Milwaukee Terminals; assistant superintendent Twin City Terminals; and superintendent of the S. C. & D., Terre Haute, Iowa, and D. & I. Divisions, from which last he goes to Milwaukee to fill his new position.

Mr. Elder enjoys to a high degree the confidence and esteem of Milwaukee Road patrons, is popular among his associates and his employes, and while his promotion to the position at Mil-

waukee is occasion of regret among those he leaves they send with him their good wishes for his future success and progress.

He assumed the duties of his new office on September 16th.

Appointments

Effective in September were the following changes and appointments:

Mr. W. C. Givens is appointed Superintendent of the Dubuque and Illinois Division, with headquarters at Savanna, Illinois, vice Mr. A. J. Elder, promoted.

Mr. W. G. Bowen, is appointed Superintendent of the Iowa Division, headquarters at Marion, Iowa, vice Mr. W. C. Givens, transferred.

Mrs. R. C. Dodds is appointed Superintendent of the Kansas City Division, headquarters at Ottumwa, Iowa, vice Mr. W. G. Bowen, transferred.

Mr. H. C. Munson is appointed Superintendent of the Iowa and Southern Minnesota Division, headquarters at Austin, Minnesota, vice Mr. R. C. Dodds, transferred.

Mr. J. J. O'Toole is appointed Assistant Superintendent of La Crosse-River Division (Third District) headquarters at Wausau, Wis., vice Mr. H. C. Munson, promoted.

Mr. S. F. Philpot is appointed Trainmaster of Twin City Terminal Division, headquarters at Minneapolis, Minnesota, vice Mr. J. J. O'Toole, promoted.

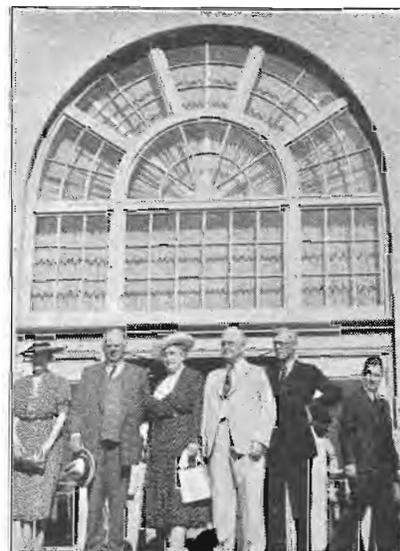
Mr. L. W. Palmquist is appointed Trainmaster of the Hastings and Dakota division, headquarters at Aberdeen, South Dakota, vice Mr. S. F. Philpot, transferred.

Some Distinguished Guests

The above pictures a distinguished party which visited Gallatin Gateway Inn during the past season. Among those, and second from the left is former President Herbert Hoover. Although this was an unofficial call of Mr. Hoover's about one thousand people attended, and the former president made a

short and very clever "unofficial" speech. The gentleman in the light suit is Mr. J. B. Scanlon of Miles City, national committeeman of Montana, and publisher, who arranged the occasion.

At other times in the past season, The Inn has been host to many notable people, among those being secretary of the treasury Henry Morgenthau, Mr. Black of the Federal Reserve, Mr. L. Douglas, former Director of the U. S. budget; also a distinguished group who came for a good time after the rodeo which was held at Bozeman Hot Springs. A few of those were: Liggetts, Duponts, Lords, Miss Massey, Palm-Olive heiress; Daniel Peterkin, president Morton Salt Company; Mrs. Moorhead, noted society woman; the president of the American Telephone and many others.



Second from Left: Former President Herbert Hoover.

The Agricultural and Colonization Department

Controlling Soil Erosion in Milwaukee Served Areas

SOIL erosion is one of the problems farmers in all states have to contend with. It is caused by wind or water and naturally water erosion is most serious in areas where the contours are rolling to hilly. Our road serves such an area in western Wisconsin and southeastern Minnesota.

The Coordinators of the Soil Conservation services in the two states herewith explain why and how erosion is being controlled in the two states. "How to Keep Soil at Home," was written by M. F. Schweers, State Coordinator, Soil Conservation Service, Madison, Wisconsin. "Farming the Conservation Way," was written by Herbert



A Wisconsin farmer near Chaseburg practices strip cropping to control erosion on his farm.

A. Flueck, State Coordinator, Soil Conservation Service, St. Paul, Minnesota.

How to Keep Soil at Home Is Demonstrated by Wisconsin Farmers

RAIN may be either a friend or an enemy, and the choice as to which it shall be is made, pretty much, by man himself.

If the soil is left unprotected by vegetative cover on steep slopes, if corn is planted up and down hill, if organic matter is taken out of the soil without being replaced (so that the soil is flour-like in texture), then rain is quite likely to be an enemy—tearing up topsoil and shipping it down waterways to streams and rivers.

But if cropping systems are adjusted to the lay of the land (so that clean-tilled crops are kept on nearly flat land while steeper slopes are protected by hay or grass or trees), if such soil-saving devices as terracing and contour farming are employed, if good crop ro-

tations maintain the humus content of the soil, then rain is likely to be friendly—providing moisture needed by crops and draining the surplus water from the land so slowly that little erosion damage is done.

A total of 1,529 farmers in southwestern Wisconsin, cooperating with the Soil Conservation Service and the University of Wisconsin in an erosion control demonstration program, have chosen to make rain a friend. The farmers operate 232,515 acres of land. Each farmer has applied to his land a "complete" control program, designed to reduce erosion to a minimum on every acre he operates. The specific practices employed vary with the steepness of the slopes, the soil type, the degree of erosion, the type of farming program being conducted, and so on.

On a Project Basis

Each farmer cooperating in the program lives within the boundaries of one of Wisconsin's three watershed demonstration areas—located in Coon Valley, Fennimore, and Independence—or within the work area of one of the 18 active or abandoned CCC Camps in the state which either are or have been engaged in erosion control work under the supervision of the Service.

On the land of cooperating farmers, contour or around-the-hill cultivation has replaced straight-row farming on 61,484 acres. More than 50,700 of these acres are protected by contour strip-cropping—alternating strips of clean-tilled and close-growing cover crops



A valley farmer in Minnesota strip crops his grain, alfalfa and corn. On the steep hillsides trees have been planted to help retard runoff waters.

running around the slopes on the level. More than 3,300 acres are protected by broad-based soil saving terraces, and trees have been planted on 3,800 acres of steeply sloping or severely eroded land.

Cropping systems have been quite drastically rearranged as a result of the control work. A recent survey revealed that, on 1,375 of the farms included in agreements with the Service, the acreage in cropland is being reduced from 81,110 acres to 66,675. Nearly four times as much hay will be grown on these farms when the program is

complete as was formerly grown, with acreages increasing from 4,097 to approximately 15,880. The acreage in protected woodland shows an even greater increase, from 5,650 to more than 33,870.

Most of the hay increase results from taking sloping land out of corn and grain—erosion encouraging crops—and placing it in such crops as alfalfa and clover. The crop shifts have been accompanied by increased use of recommended crop rotations, and they've worked no hardship on the individual farmer. In fact, the increased acreage of alfalfa has been a life-saver for many conservation-minded farmers in recent drought years.

Wisconsin is primarily a dairy state, and crop production can be figured quite accurately in terms of feed. The net result of the shifts in crops brought about by erosion control work has been an increase in feed production, Service records show. Recently a survey was made to determine the effects of conservation work on 375 Coon Valley farms, near LaCrosse. It was found that, whereas the farms produced approximately 23 million pounds of total digestible nutrients each year before control work was started, they now produce 28,157,000 pounds—an increase of more than 5,140,000 pounds.

In Coon Valley, the increased feed production and improved farm management has caused no corresponding increase in the number of milk cows, but is reflected in increases of butterfat production. The survey revealed that in 1934 the average annual butterfat production per cow was 166 pounds; in 1935, it was 190 pounds per cow; while in 1936, the average production had risen to 207 pounds per cow. In other



Selective timber cutting is recommended where hillsides are covered with trees. A good timber covering is the most effective erosion control crop used on steep slopes.

SERVICE CLUBS ORGANIZED

(Continued from Page 5)

| Name | Date Organized | Officers |
|--|---------------------|--|
| Platte-Stickney Lines Service Club..... | June 1, 1933..... | Chairman—K. L. Everett, Agent, Stickney, S. D.; Secretary—A. W. Sanburn, Agent, Ravinia, S. D. |
| West End Service Club..... | About 1935 | Chairman—Martin Gronwold, Agent, Ethan, S. D.; Actg. Secretary—A. J. Gorman, Agt., Forman, S. D. |
| Sioux Valley Service Club..... | About 1935 | Chairman—H. B. Olson, Agent, Fairview, S. D.; Secretary—Roy Goodell, Agent, Hudson, S. D. |
| Mobridge Service Club..... | Aug. 4, 1938..... | Chairman—F. C. William, Agent, Mobridge, S. D.; Secretary—Mrs. Theo. Johnson, Mobridge, S. D. |
| Mitchell Service Club | Aug. 8, 1938..... | Chairman—Louis Piff, Agt.'s Chief C'lk, Mitchell; V-Chairman—Jack West, Strkpr.; Temp. Secretary—Edna Hall, Trmstrs. Office. |
| James River Valley Service Club..... | Aug. 9, 1938..... | Chairman—J. G. Hagen, Agent, Wolsey, S. D.; Secretary—O. Fosnes, Agent, Alpena, S. D. |
| Aberdeen Service Club..... | Aug. 10, 1938..... | Chairman—Lisle Young, Mchnst., Aberdeen, S. D.; Vice Chairman—A. C. Rognelson, Wrecking Foreman, Aberdeen, S. D.; Secretary—Geo. A. Compton, Clerk, Supts. Office. |
| West H. & D. Service Club..... | Aug. 11, 1938..... | Chairman—A. B. Jork, Agent, Eureka, S. D.; Secretary—Jerry Beck, Agent, Bowdle, S. D. |
| Sioux Falls Service Club..... | Aug. 12, 1938..... | Permanent Chairman—Lloyd West, City Tkt. Agt., Sioux Falls, S. D.; Secretary—Wm. Lagan, Agent's Clk. |
| Black Hills Service Club..... | Aug. 15, 1938..... | Chairman—R. I. Colvin, Agent, Rapid City, S. D.; Secretary—C. J. Kuckelberg, Telegrapher, Rapid City, S. D. |
| White River Valley Service Club..... | Aug. 16, 1938..... | Chairman—O. J. Henderson, Agent, Draper, S. D.; Secretary—G. E. Abbott, Agent, Vivian, S. D. |
| Missouri River Valley Service Club..... | Aug. 17, 1938..... | Temporary Chairman—John Simon, Agent, Chamberlain, S. D.; Temporary Secretary—L. H. Shuck, Telegrapher, Chamberlain, S. D. |
| Madison (S. D.) Service Club..... | Aug. 31, 1938..... | Chairman—M. T. Perry, Boilermaker, Madison, S. D.; V-Chairman—H. H. Green, Rhdse. Frmn., Madison, S. D.; Secretary—A. D. Moe, Trucker, Madison, S. D. |
| Junius-Springs Service Club | | Chairman—I. J. Seward, Agent, Winifred, S. D.; Secretary—F. E. Powell, Agent, Junius, S. D. |
| M. & B. Line Service Club..... | Aug. 30, 1938..... | Chairman—A. F. Malek, Agent, Bryant, S. D.; V-Chairman—Geo. Jackson, Sect. Frmn., Naples, S. D.; Secretary—H. D. Grimes, Agent, Lily, S. D. |
| Elder-Dubuque Service Club | Sept. 11, 1938..... | Chairman—R. E. Beauvais, Agent, Dubuque, Ia.; V-Chairman—H. A. Unmacht, Dubuque; Secretary—B. Ralston, Dubuque. |
| Iowa Great Lakes District Service Club.. | Sept. 19, 1938..... | Chairman—P. G. Bowers, Agent, Spencer, Ia.; V-Chairman—Matt Kirschbaum, Sec. Frmn., Whittemore, Ia.; Secretary—Zate Hudson, Clerk, Sheldon, Ia. |
| Mason City Service Club | Sept. 20, 1938..... | Temporary Chairman—Chas. E. Mutchler, Supt.'s Clerk, Mason City; Temporary V-Chairman—J. A. Gallagher, Agent, Mason City; Secretary—R. I. McGregor, Ch. Clk., Divn. Engr., Mason City. |

words, the average production per cow has been increased by 41 pounds during the period between 1934 and 1936.

Farm management specialists say that a cow producing 208 pounds of butterfat requires about 3,500 pounds of digestible nutrients in addition to 168 pasture days. Farms included in erosion control agreements are much more likely to fulfill these requirements than farms operated in the usual way in Wisconsin.

Agriculture Basis for Prosperity

The value of soil conservation work to the railroads and to industry in general is obvious. Without a strong domestic market for industrial products, no permanent prosperity for industry can be secured—and without a prosperous agriculture no strong national domestic market can be maintained. Railroads suffer when the stream of goods flowing from farm to market is curtailed. And agriculture is firmly rooted in soil. When the topsoil goes, and adequate agricultural production is no longer possible, the entire economic structure collapses—as has been demonstrated all too frequently in the history of the world.

Fortunately, more and more people—city business men and industrial leaders as well as farmers—are realizing the importance of the soil conservation movement. We have reason to believe that the farmers cooperating in erosion control work in Wisconsin, and other states, are blazing a trail which the farming population as a whole may soon be following.

Farming the Conservation Way

CONSERVATION farming has become the rule with farmers in southeastern Minnesota to insure their land against soil erosion. The advance of erosion during the past few decades has made it necessary that practices be adopted to stop the severe washing that has taken place as a result of extensive cultivation of sloping land. According to the reconnaissance survey made in 1934, erosion has removed three-fourths of the topsoil from approximately 4 million acres and from one-fourth to three-fourths of the topsoil from more than 10 million acres in the state.

The Soil Conservation Service established demonstration projects at Winona, Spring Valley, and Caledonia in

1934 and at Faribault in 1935, to cooperate with farmers in demonstrating practical methods for halting the advance of erosion. In addition to the four demonstration projects, nine CCC camps are doing erosion control work under the supervision of the Soil Conservation Service. Cooperative agreements for carrying this demonstration work have been signed with 1,071 farmers, covering a total of 165,863 acres in the camp and project areas. Most of the work is being done on small watersheds to demonstrate the effectiveness of cooperative effort in controlling erosion on a number of farms that lie in a drainage area.

The principal feature of this program, which is being carried on in cooperation with the University of Minnesota, and the Agricultural Extension Service, is to use the land to its best advantage so that it can be kept permanently productive. This means assigning each acre to the use for which it is best adapted. "Eight-Cylinder" performance cannot be expected from "two-cylinder" land; therefore, farmers are being encouraged to use their "eight cylinder" land for the growing of cultivated

(Continued on Page 15)

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Ottumwa Chapter

K. M. Gohmann, Historian

AS a courtesy to Mrs. J. H. Stewart a co-operative luncheon was given by the members of the Ottumwa Chapter at 1:30 p. m., on July 27, at the club house, about 45 were in attendance. Following the luncheon Mrs. Stewart was presented with a gift of Fiestaware. Her daughters Joanne and Susanne were also guests. During the afternoon hours bridge was played.

Mrs. Stewart deserves much praise for the splendid manner in which she served for several years as president of the Ottumwa chapter. She gave freely of her time to the activities of the club and worked constantly toward the success of

the organization. She will be greatly missed in Ottumwa.

We are glad to hear that they have an attractive home in Beloit and certainly wish them much happiness and success. Mrs. Stewart was also active in civic and church affairs and had a large number of friends and acquaintances in Ottumwa.

Aberdeen, S. D., Chapter

Mrs. Maw A. Hansen, Historian

THOUGH our meetings are discontinued during June, July and August, our chapter has in no way been idle.

On June 19th we held our Milwaukee Railroad picnic at Melgaard Park. Over 300 turned out for this gala event, ball

games for young and old held the interest during the afternoon. After a picnic lunch was served a fun fest, with Mr. W. J. Kane as Master of Ceremonies, was enjoyed. Community singing closed the day. We were all happy with the thought—"The End of a Perfect Day."

July 9th when the elements in form of a tornado struck the neighboring towns of Andover, S. D., and left tragedy in its wake, learning that one of our families lost their home and all furnishings completely, our president, Mrs. B. M. Smith, and all club members went to work with zest to supply this family with complete household furnishings. The members responded wonderfully and in short order a carload of furnishings was shipped from Aberdeen, which was greatly appreciated by them.

The membership chairman and committee has been working hard these months to bring up our membership, and we expect, by our next meeting to have it over the top again.

Our chapter served the meals in homes of Mrs. Robert Young and Mrs. Ann Bar-

Report of Membership as of July 31, 1938, Compared with Membership on Dec. 31, 1937, Showing Gains Made by Chapters Which Have Increased Their Memberships

| Chapter | Voting Membership | | | Contributing Membership | | | Total Membership | | |
|------------------------|-------------------|---------------|------------|-------------------------|---------------|--------------|------------------|---------------|--------------|
| | July 31, 1938 | Dec. 31, 1937 | Gain | July 31, 1938 | Dec. 31, 1937 | Gain | July 31, 1938 | Dec. 31, 1937 | Gain |
| Aberdeen | 241 | 546 | .. | 337 | 732 | .. | 578 | 1,278 | .. |
| Alberton | 33 | 29 | 4 | 48 | 46 | 2 | 81 | 75 | 6 |
| Austin | 128 | 117 | 11 | 165 | 133 | 32 | 293 | 250 | 43 |
| Avery | 39 | 27 | 12 | 51 | 30 | 21 | 90 | 57 | 33 |
| Beloit | 75 | 74 | 1 | 109 | 108 | 1 | 184 | 182 | 2 |
| Bensenville | 67 | 92 | .. | 40 | 177 | .. | 107 | 269 | .. |
| Black Hills | 79 | 78 | 1 | 105 | 105 | .. | 184 | 183 | 1 |
| Butte | 68 | 55 | 13 | 111 | 106 | 5 | 179 | 161 | 18 |
| Channing | 51 | 32 | 19 | 60 | 30 | 30 | 111 | 62 | 49 |
| Chicago—Fullerton Ave. | 431 | 422 | 9 | 633 | 629 | 4 | 1,064 | 1,051 | 13 |
| Chicago—Union Station | 219 | 196 | 23 | 547 | 528 | 19 | 766 | 724 | 42 |
| Council Bluffs | 37 | 60 | .. | 60 | 91 | .. | 97 | 151 | .. |
| Davenport | 60 | 59 | 1 | 123 | 116 | 7 | 183 | 175 | 8 |
| Deer Lodge | 83 | 80 | 3 | 59 | 26 | 33 | 142 | 106 | 36 |
| Des Moines | 33 | 44 | .. | 41 | 58 | .. | 74 | 102 | .. |
| Dubuque | 94 | 90 | 4 | 168 | 169 | .. | 262 | 259 | 3 |
| Great Falls | 38 | 58 | .. | 48 | 58 | .. | 86 | 116 | .. |
| Green Bay | 126 | 125 | 1 | 266 | 257 | 9 | 392 | 382 | 10 |
| Harlowton | 63 | 51 | 12 | 42 | 40 | 2 | 105 | 91 | 14 |
| Iron Mountain | 35 | 33 | 2 | 33 | 31 | 2 | 68 | 64 | 4 |
| Janesville | 132 | 155 | .. | 116 | 139 | .. | 248 | 294 | .. |
| Kansas City | 61 | 57 | 4 | 60 | 104 | .. | 121 | 161 | .. |
| La Crosse | 105 | 93 | 12 | 174 | 152 | 22 | 279 | 245 | 34 |
| Lewistown | 47 | 110 | .. | 60 | 116 | .. | 107 | 226 | .. |
| Madison, S. D. | 58 | 44 | 14 | 72 | 43 | 29 | 130 | 87 | 43 |
| Madison, Wis. | 113 | 90 | 23 | 97 | 111 | .. | 210 | 201 | 9 |
| Malden | 55 | 77 | .. | 41 | 78 | .. | 96 | 155 | .. |
| Marion | 117 | 140 | .. | 75 | 187 | .. | 192 | 327 | .. |
| Marmarth | 33 | 31 | 2 | 42 | 32 | 10 | 75 | 63 | 12 |
| Marquette | 48 | 81 | .. | 12 | 18 | .. | 60 | 99 | .. |
| Mason City | 167 | 156 | 11 | 266 | 254 | 12 | 433 | 410 | 23 |
| Milbank | 33 | 23 | 10 | 68 | 41 | 27 | 101 | 64 | 37 |
| Miles City | 222 | 211 | 11 | 257 | 255 | 2 | 479 | 466 | 13 |
| Milwaukee | 234 | 233 | 1 | 649 | 135 | 514 | 833 | 368 | 515 |
| Minneapolis | 148 | 129 | 19 | 758 | 385 | 373 | 906 | 514 | 392 |
| Mitchell | 91 | 69 | 22 | 131 | 129 | 2 | 222 | 198 | 24 |
| Mobridge | 54 | 126 | .. | 44 | 107 | .. | 98 | 233 | .. |
| Montevideo | 77 | 67 | 10 | 119 | 117 | 2 | 196 | 184 | 12 |
| New Lisbon | 48 | 46 | 2 | 38 | 27 | 11 | 86 | 73 | 13 |
| Othello | 43 | 64 | .. | 99 | 141 | .. | 142 | 205 | .. |
| Ottumwa | 206 | 194 | 12 | 257 | 259 | .. | 463 | 453 | 10 |
| Perry | 137 | 91 | 46 | 105 | 112 | .. | 242 | 203 | 39 |
| Portage | 114 | 112 | 2 | 76 | 65 | 11 | 190 | 177 | 13 |
| St. Maries | 22 | 45 | .. | 23 | 58 | .. | 45 | 103 | .. |
| St. Paul | 94 | 93 | 1 | 262 | 261 | 1 | 356 | 354 | 2 |
| Sanborn | 73 | 71 | 2 | 84 | 84 | .. | 157 | 155 | 2 |
| Savanna | 136 | 118 | 18 | 303 | 360 | .. | 439 | 478 | .. |
| Seattle | 61 | 67 | .. | 180 | 222 | .. | 241 | 289 | .. |
| Sioux City | 130 | 127 | 3 | 290 | 284 | 6 | 420 | 411 | 9 |
| Sioux Falls | 52 | 50 | 2 | 126 | 121 | 5 | 178 | 171 | 7 |
| Spencer (New Chapter) | 30 | .. | 30 | 34 | .. | 34 | 64 | .. | 64 |
| Spokane | 76 | 102 | .. | 72 | 39 | 33 | 148 | 141 | 7 |
| Tacoma | 98 | 121 | .. | 164 | 193 | .. | 262 | 314 | .. |
| Terre Haute | 112 | 97 | 15 | 239 | 237 | 2 | 351 | 334 | 17 |
| Three Forks | 31 | 27 | 4 | 15 | 8 | 7 | 46 | 35 | 11 |
| Tomah | 142 | 204 | .. | 139 | 264 | .. | 281 | 468 | .. |
| Wausau | 128 | 122 | 6 | 147 | 142 | 5 | 275 | 264 | 11 |
| Total | 5,528 | 5,911 | 398 | 8,740 | 8,750 | 1,275 | 14,268 | 14,661 | 1,601 |

nett during the time of their bereavement, and we extend our deepest sympathy to these families.

Mrs. H. M. Gillick, who has been ill for many months, is improving rapidly, and we all sincerely hope she will be with us at the next meeting, in September.

We are happy to state that we again sent two boys and two girls to the "Y" camps, and two girls to the reserve camp this summer.

Avery Chapter

Mrs. E. H. Shook, Historian

THE May meeting of Avery Chapter occurred on the 4th, with the president, Mrs. Prentice Price, presiding. Routine business was transacted. Reports of chairmen were received. A vote was passed to have our club rooms cleaned, and then to have a spring party to close the season, after which we adjourned to a pleasant lunch and cards.

Miss Lindskog made us a visit on May 27th, and a luncheon was tendered to her by our social chairman, Mrs. Randall, and Mrs. Townsend. Miss Lindskog gave us an interesting talk on the biennial meeting in Chicago and answered many questions concerning the work of the club. She gave us some splendid advice on our work, tips on ways and means, etc. We all enjoy her visits so much we wish she might come oftener. Mrs. Guy Lovely was our guest at the luncheon. In the evening the following ladies accompanied Miss Lindskog to St. Maries: Mmes. Price, Shook, Lovely and Pears to attend a special meeting of St. Maries Chapter. They enjoyed the meeting and their hospitality. Avery Chapter was asked to come again some time and I think we shall go.

The last meeting for the summer occurred on June 1st. Reports of committees were heard—bills for cleaning the club rooms were allowed, and I think we have one of the nicest club houses on the line, now.

We held our spring party on June 11th, and it was in every way, a success, with a good attendance. The committee was congratulated.

Avery Chapter held its first meeting after the summer recess, on September 7th, called to order by the president, with thirteen members present.

We have 41 voting members at this time, and we wish to thank our membership chairman and her committee for all the good work they accomplished; and we are also grateful for the membership prize. No ways and means work was carried on during the summer, but we hope to get down to business right away; we are now planning a card party for September.

Our treasurer, Mrs. Frank Kroll, was not present for the reason that on their vacation, Mr. and Mrs. Kroll had the misfortune to suffer an accident with their auto, which turned over on a slippery pavement. However, neither were seriously hurt, for which we are very thankful.

There not being a great deal of business to transact, the meeting adjourned and a nice lunch was served and cards played.

We wish to thank Mrs. Kendall, president general for the autographed photo of herself, which we will have framed and hung in our club rooms.

Mrs. E. H. Shook is the proud grandmother of a boy born on August 28th to her son and daughter-in-law, Mr. and Mrs. C. S. Shaw. Mrs. Shaw is a new voting member of our club.

La Crosse Chapter

Mrs. J. V. Tuomey, Historian

AT the first meeting of the Chapter on September 7th, a good attendance filled the Lorretto Club house and the meeting progressed under the direction of president Mrs. Joe Burns.

Plans were made for a retired veterans' banquet to be held in October with Mrs. John Saley as chairman.

Upon receiving the anniversary picture

of Mrs. Carpenter Kendall, our president general, the club voted it a framed place of honor in the clubrooms.

Mrs. Charles Rossow, who is confined to a hospital, is now able to receive callers.

Mrs. Frank T. Ross, whose active work has been much appreciated by the chapter, was presented with a gift at the meeting, upon being transferred to Milwaukee.

The refreshments committee were: chairman, Mrs. Wayne Goudy; Mrs. John Donovan, Mrs. Will Haddock.

Mrs. Martinson of Aberdeen Chapter was a welcomed guest at the cards which followed the meeting.

Perry Chapter

Mrs. Carl Shannon, Historian

IOWA is beautiful with all her fall blossoms of goldenrod, gum weed, asters, dahlias; and the "tall corn" is rapidly ripening. So, after a three months' vacation, Perry Chapter renewed activities with a "back to school" meeting on the first Friday in September. Each one brought her lunch in a paper bag or dinner pail and coffee was provided by the president, Mrs. Heinzelman. The teacher, Mrs. Nora Murphy, planned a program of readings, recitations and a "spell-down." During the business period several plans were discussed for the remainder of the year. One is a special meeting to do some fall house cleaning at the clubhouse, a galloping bridge to increase our funds, a reception for the new members, family evening dinner for the October meeting, annual birthday luncheon in November, and Christmas party for December.

Our pride in our membership chairman, Mrs. Geo. Slater and her committee was fully justified when they won for us the following prizes: \$5.00 for increase of voting membership, \$10.00 for increase of membership over Jan. 1st record, and \$15.00 for increase of all memberships, both voting and contributing.

Our sunshine chairman, Mrs. Milton Springer, deserves praise for staying on her job so faithfully. Already 78 cards have been sent. If anyone has been missed, it is not Mrs. Springer's fault. In closing, let us remember these words from the pen of Clarence Army:

"Straight from the mighty bow this truth is driven:

They fail, and they alone, who have not striven."

Iron Mountain Chapter

Mrs. Robert Baldrica, Historian

OUR final meeting for the summer months closed with a delicious banquet served at the home of our president, Mrs. Anthony Ambrosia. Our picnic was planned and set for July 20th for members and children.

To two of our contributing members, Mr. Frank Hill and Mr. Henry Larson whose mothers passed away recently, the club extends sympathy.

Our chapter also won the membership prize.

Beloit Chapter

Mrs. J. E. Yohn, Historian

BELOIT Chapter, having recessed during July and August, began activities for fall and winter work on Sept. 14th. The meeting was preceded by a potluck supper and members were all glad to see more of each other again.

Our membership chairman, Mrs. James Ferrero, and our president, Mrs. Robert Smith, are to be congratulated upon their success of bringing our membership over the top. Their untiring efforts were rewarded by a prize from the General Governing Board, which brings a nice addition to our treasury fund. Many sunshine and good cheer calls were made during the summer, both personal and by telephone, a number of good cheer cards and three sympathy cards were sent and many other acts of kindness were shown distressed families by members of our club.

On July 24th Beloit Chapter members enjoyed a joint picnic with the Janesville members at Riverside Park in Janesville; all attending had a very good time. More than 50 were present from Beloit and all hope there will be another picnic next year as Riverside Park is a beautiful place for such an outing.

Our deepest sympathy is extended to the bereaved families of the following members of our chapter, who have passed away during the past several months. Lillian Messer, Mrs. John Marsh and Mr. Roy J. Cole. Mr. Cole was fatally injured while on duty at Clinton, Wis., during a very severe storm on August 20th and passed away on August 25th.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

HUMAN interest stories of welfare work along the system of the Milwaukee railroad were told Tuesday afternoon, Sept. 12, by Miss Etta K. Lindskog, Chicago, who was a guest of the local Milwaukee Railroad club at its clubhouse.

Miss Lindskog, who has been secretary-general of Milwaukee Women's clubs for several years, congratulated local members on their aggressiveness, and complimented the chapter on receiving a membership prize. There are at present, she said, fifty-seven chapters on the road system with a membership of 15,000—an outgrowth of the first unit organized in Chicago in July, 1924, by twenty-three women. Last year these chapters expended about \$18,000 for welfare work, in addition to raising the morale of many unfortunate families and co-operating with other charitable agencies. The speaker told of the outstanding work done by Miles City chapter after the recent railroad disaster there. The members made hundreds of hospital calls, extended hospitality to relatives of the injured, and in many other ways tried to lighten the burdens of the afflicted. In closing, the speaker said the Wausau chapter of 276 members is a model organization, and congratulated the group for its attractive clubhouse.

In behalf of the Wausau chapter, Mrs. Felix Slomske, local president, presented Miss Lindskog with a gift. Mrs. H. C. Munson, wife of the Wisconsin Valley division superintendent, also received a token of appreciation. Regret was expressed that Mr. and Mrs. Munson and family are leaving for Austin, Minn., where Mr. Munson has been transferred.

A cafeteria lunch, rivaling a "smorgasbord" for variety, was served from long tables decorated with autumn garden flowers in brilliant shades. Mrs. E. P. Little, Irma, and Mrs. Frank Mattson, Merrill, were out-of-town guests. An hour of card playing closed the program. In bridge, Mrs. Charles Conklin and Mrs. A. I. Lathrop were high, and in five hundred, Mrs. R. P. Rawson and Mrs. Minnie Staeger were winners. Appreciation was expressed for the attractive new picture of Mrs. Carpenter Kendall, recently presented to the chapter.

Covers were laid for forty at a chicken dinner served at the Palm cafe in Tomahawk, July twelfth, for members of the Milwaukee Railroad Women's club from Wausau, Merrill, Tomahawk, and Irma. Tables were attractively decorated with large bouquets of seasonal flowers. Following the dinner, cards were played. At bridge, Mrs. Margaret Sivertsen, Tacoma, Wash., and Mrs. Felix Slomske, Wausau, won favors, and at five hundred, Mrs. Joseph Beauparlant, Merrill, and Mrs. D. O. Daniels, Wausau, were winners. Mrs. Eva Domer, of Cedar Rapids, Iowa, was a guest of her daughter, Mrs. H. C. Munson of Wausau, at the luncheon. The steady downpour of rain during the day did not in any way interfere with the pleasure of those attending. There was no business.

On Tuesday afternoon, August ninth, a luncheon was held at Green's hotel, Merrill. Covers were laid for thirty-five women, from Wausau, Merrill and Tomahawk. Adjourning after the luncheon to Stange park, the group played cards and games.

The Passing Track

By Marc Green

AS ONE journeys directly south in Illinois he finds, at the southern end of the state, a section whose topography and rural population are faithful reproductions of Kentucky and Tennessee in miniature. There in the low, rocky hills he will see and smell a preview of the wretchedness, the poverty and the genuine sluggishness which is to be found in concentrated form among the mountain folk beyond the Ohio River.

A few years ago I was surprised to be called from a conservative Republican family to serve as a social case worker for the State among those people living in the hills of southern Illinois. It was there I met Herb Jackson, a man well worth telling about. It is understatement to label such a character study:

HERB JACKSON, ESQ.

"My blood's half pea juice and half water."

Every one in the county relief office looked around, half wondering if he had misunderstood, although the little man who had released the remark from behind the prolific gray vegetable on his upper lip had spoken quite clearly and with the air of a man who knew what he was talking about.

It was a very strange remark to be heard there where poverty, hunger, sickness and general grief made their headquarters. But it sounded a strange note only the one time. After that, whenever we saw the slight figure of Herb Jackson coming up the steps, we laid aside our work and made ready to be entertained.

He introduced himself to us by sauntering in that morning and announcing that he had lived all winter on stock peas and that his blood was in the startling condition hinted at in his initial remark. From that day until the day about two years later when we closed our doors Herb never failed us. When four or five case workers would gather around him under the guise of going through the interview which one could have done easily enough, he knew he had the spotlight and into his act he would go, mustache bristling and eyes twinkling. His lengthy yarns, lies, sage observations on matters of state and assorted bits of waggery fairly swarmed out.

The Jackson establishment, consisting of three practically unfurnished rooms and a blind woman of about sixty who would answer to a whistle if you couldn't remember to call her Mrs. Jackson, was on "yonder side of Big Creek holler." The flat around Big Creek was impassable a good part of the year, due to the periodic disposition of the creek to overflow. For that reason Herb and his wife had been on relief for several months before I was assigned the delicious duty of calling at the home to ascertain more accurately

ly the need that existed.

People in the community were all anxious to know whether I had visited Herb yet. They said he had been going about the countryside declaring that if the case worker didn't hurry up and visit and give him some clothes, he'd "go naked and show the government." The manner in which they reported Herb's sartorial prediction didn't indicate that he had sounded especially ominous. Evidently they, too, had learned to look for the twinkle.

When I finally managed to call at the Jackson home, set atop one of southern Illinois' rockiest hills, Herb started the conversation by saying that if the Illinois Emergency Relief Commission couldn't act more promptly he would be forced to take his business elsewhere. Lapsing into one of his spasms of eloquence, he declared that pants, as well as Life, Liberty and the Pursuit of Happiness, were one of Man's inalienable rights.

Then we went into the house where he introduced me to his wife, a tiny, white-haired woman. Despite her blindness, she had a very pleasant expression, her lips held tightly together, as though many of her years had been



"A Buffalo Incident"

THE following is from mine host Dan Young, of Gallatin Gateway Inn. The reader, after a study of the accompanying picture, may form his own conclusions:

"This ferocious home-loving animal evidently broke away from the herd, which is owned by the Rising Sun Ranch in this vicinity; and he suddenly appeared on the Inn lawns, causing great panic and distress among several guests. Of course I have never been known as a 'toreador' or 'cuspidor,' but being the manager of The Inn, and with the interest of all at heart; also to avoid further disaster, the only alternative was to conquer the beast. This the photograph shows, I successfully did, by putting a half-nelson around the neck, holding one horn and with an iron grip on the right ear. . . . The head now hangs over the cash register in our delightful cocktail room, . . . and this is no Buffalo Bill."

spent trying to suppress a smile. When she left the room, as I learned later was her custom when Herb was talking business, he turned to me and remarked with a perfectly straight face: "Rather small for her age, don't you think?"

No sooner had that classic remark reached the relief headquarters than Herbert Jackson's fame was assured.

His requests for assistance were usually modified by the glib assurance that he could get along without it. For instance, he would ask for a larger grocery order and then add that he wouldn't starve if he didn't get it.

"Before I starve I'll steal," he would threaten. Then, with the familiar twinkle, "and I won't wait until I'm too weak to carry plenty."

If Herb ever did a full day's work for himself or helped a neighbor gather corn or make hay, no one ever heard about it. His dislike for labor was as genuine as his disapproval of the exact truth, but he was universally loved. That is, within his little universe, which consisted of the most jealous, hard-bitten, most antagonistic community of folk who ever lived from hand to mouth, from crop to crop.

Herb never ceased being a source of wonderment to me. It seems almost impossible that a section of the country where living is an eternal struggle against drought, flood, poor soil, and all the adverse conditions of weather and topography could produce such a man. Although thoroughly uneducated, he had acquired somewhere and used at the most unexpected times an astonishing conglomeration of mighty, freakish and top-heavy words. In the course of a very ordinary conversation Herb would start stringing out his pet expressions and the flow would continue until the air was heavy with his synthetic rhetoric and overstuffed words so beautifully misused and with such a flourish that the listener was left in gaping admiration. Unpredictable was the name for Herbert.

Numerous efforts were made to put him to work on the various W. P. A. projects, but to no avail. He would develop over night some of the most hideous diseases his imagination could expose itself to. Finally the Illinois Emergency Relief Commission threw up its hands in amused despair and arranged a pension for his blind wife.

The last time I saw Herb he was having the time of his life. Nothing to do but take things easy and entertain every one within earshot. He with the sparkle in his eye had retired at last on his wife's blind pension. Fortunately, poor, desiccated Mrs. Jackson couldn't eat much more than a canary. She was so wizened.

She was so very "small for her age."

Home All Different

She—I do think our new vicar is wonderful. He has a way of bringing things home to you that you never saw before.

He—That's nothing. Our laundry's been doing that for years.

The Retirement List

(Continued from Page 7)

| | | |
|---------------------------|--------------------|--------------------|
| Kittell, Ira Nichols | Baggageman | Miles City, Mont. |
| Keough, George | Section Laborer | Burlington, Wis. |
| Guse, Charles Edward | Fire Knocker | Sanborn, Ia. |
| Zilley, Bernice William | R. H. Foreman | Seattle, Wash. |
| Dutrow, George Washington | Conductor | Mobridge, S. D. |
| Erickson, Anton | Carman Helper | Tacoma, Wash. |
| Revord, Ambrose Arthur | Engineer | Mobridge, S. D. |
| Hoover, Henry Nicholas | Lumberman | Tacoma, Wash. |
| Casteel, Lossie | Hostler | Lewistown, Mont. |
| Schmidt, Christian | Blacksmith | Tacoma, Wash. |
| Middleton, Eli Monroe | Conductor | Marmarth, N. D. |
| Ramer, Frank Windom | Machinist | Tacoma, Wash. |
| Featherston, George | Conductor | Spokane, Wash. |
| Clay, David Grant | Brakeman | Three Forks, Mont. |
| Luther, Addis Emmet | Bridge Tender | La Crescent, Minn. |
| Millard, Jay Frank | Crossing Flagman | Wis. Rapids, Wis. |
| Morrison, George Richard | Supt. Empl. Bur. | Chicago, Ill. |
| Bock, Edward | Agt. and Operator | New Albin, Ia. |
| Keegan, James | Laborer | Minneapolis, Minn. |
| Evans, Alfred David | Lampman | Milwaukee, Wis. |
| Freestone, George Stevens | Ticket Agent | Tacoma, Wash. |
| Eutin, Charles William | Signal Maintainer | Milwaukee, Wis. |
| Stube, Max Emil Johannes | Machinist Helper | Savanna, Ill. |
| Turner, Louis Albert | Dispatcher | Marion, Ia. |
| Seibert, Edward John | Machinist | Minneapolis, Minn. |
| Ewing, Frank | Asst. Gen. Foreman | Chicago, Ill. |
| Kerns, George Francis | Switchman | Cedar Rapids, Ia. |

Emploees formerly on Superannuated Pay Roll No. 49 taken over by RAILROAD RETIREMENT BOARD July 1, 1937, under Section 6 of the Railroad Retirement Act

| Name | Occupation | Location |
|-----------------------------|-----------------------|--------------------|
| Badger, George Warren | Clerk | Milwaukee, Wis. |
| Baird, Selden Noyes | Clerk | Los Angeles, Cal. |
| Beebe, Charles A. | Engineer | Mason City, Ia. |
| Brand, Frederick Sebastian | Clerk | Chicago, Ill. |
| Brown, John R. | Asst. Pump Repairer | Wabasha, Minn. |
| Carrick, James Andrew | Milk Agent | Milwaukee, Wis. |
| Daulton, Frederick | Janitor | Tacoma, Wash. |
| Dawson, James | Machinist | Minneapolis, Minn. |
| Dolle, John Anthony | Traveling Auditor | Tacoma, Wash. |
| Drew, Frank William | Clerk | Chicago, Ill. |
| Dudley, William Franklin | Credit Officer | Chicago, Ill. |
| Erickson, John W. | Blacksmith Foreman | Minneapolis, Minn. |
| Fesler, William Henry | Asst. Agent | Kansas City, Mo. |
| Fleming, John | Foreman Loco. Dept. | Wabasha, Minn. |
| Fowler, Harry Gordon | Supt. Transpn. | Chicago, Ill. |
| Gilkison, Joseph | Asst. Roadmaster | Terre Haute, Ind. |
| Hennessey, John Jefferson | Asst. Supt. Car Dept. | Milwaukee, Wis. |
| Hunter, Henry Fowler | General Agent | Chicago, Ill. |
| Jackson, Frank William | Car Dept. | Deer Lodge, Mont. |
| Janda, Joseph | Machinist | Portage, Wis. |
| Klema, Charles | Loco. Dept. | Austin, Minn. |
| Kressin, August | Steamfitter Foreman | Milwaukee, Wis. |
| Laufte, Leander | Loco. Dept. | Austin, Minn. |
| Lewis, Abraham | Waiter | Chicago, Ill. |
| Martin, Ella May | Stenographer | Milwaukee, Wis. |
| Mayer, Michael John | Loco. Dept. | Austin, Minn. |
| Mills, Charles J. | Flagman | Milwaukee, Wis. |
| Moe, Anton Hanson | Station Employee | Calmar, Iowa |
| Neuman, Albert Henry | Clerk | Chicago, Ill. |
| O'Leary, Dennis | Foreman Loco. Dept. | Minneapolis, Minn. |
| Opie, Henry Charles | Loco. Dept. | Austin, Minn. |
| Owen, Oren Edward | Cashier | Kansas City, Mo. |
| Pooler, Frederick Stancliff | Tie Agent | Chicago, Ill. |
| Pott, John R. | Clerk | Pittsburgh, Pa. |
| Preston, James Edwin | Traffic Dept. | Los Angeles, Cal. |
| Robertson, Robert McCowen | Clerk | Chicago, Ill. |
| Searles, Burton Orson | Traffic Dept. | Sioux City, Ia. |
| Smith, Mortimer Franklin | Foreman Loco. Dept. | St. Paul, Minn. |
| Sucha, Joseph | Machinist Helper | Austin, Minn. |
| Taylor, Thomas H. | Asst. Agent | Waukesha, Wis. |
| Whalen, Martin | Flagman | Lansing, Ia. |
| Winne, George Hartwell | Clerk | Milwaukee, Wis. |
| Young, James Elbridge | Stationmaster | Milwaukee, Wis. |

Forming the Conservative Way

(Continued from Page 11)

crops and to retire their "two-cylinder" land to trees or grasses.

One of the major practices being used by Minnesota farmers to halt erosion is farming around the hill on the level instead of up and down the hill. This

practice, known as contour farming, has been applied to 63,943 acres in the camp and project areas. By running the rows around the hill, farmers have found that they could save a much larger quantity of soil and water, and also found that working on the level takes less power than farming up and

down hill. Coupled with contour farming is the practice of growing strips of a close-growing crop, such as grass and legumes, between cultivated strips on contour. Cooperators have strip cropped 39,426 acres in addition to the contour tillage practiced.

On some of the cultivated land it is necessary to use additional practices other than contour farming and strip cropping to bring about proper control of erosion. In such cases, terraces are built around the slope to retard run-off water and prevent it from cutting away the topsoil. Terraces have been built on 2,427 acres. The cooperator with contour farming, strip cropping, and terraces no longer dreads a hard rain because he feels that his fertile topsoil is well protected against erosion. Even fences are being placed on the contour to permit "streamlined" farming. This practice eliminates odd corners and facilitates separation of the steeper areas suitable for woodland and pasture from cultivated land.

Every acre of the farm receives attention under the complete soil conservation program that is being adopted by cooperating farmers. Proper management of pastures and woodlands has taken an important place in the farm program. It has been found that by cutting the mature trees and the undesirable trees from timber stands, farmers are able to obtain a profit from their woodlands and maintain protective cover for the soil.

One example of this is the cooperator who followed good management practices on his woodland to obtain 3,333 cross ties and enough fuel wood to supply him for several winters. He also cut a sufficient number of fence posts from his timber stand to build 2,000 rods of fences around his woodlands and pastures. By proper cutting, the farmer not only realized a substantial economic return but also improved the stand to the extent of eliminating competition to the younger trees and left the soil well guarded by productive timber.

The rapid spread of soil conservation practices from the demonstration areas to other parts of the state is indicative of the desire of farmers in general to farm the conservation way.

Figure It Out

"A philosopher says we are not what we think we are; we are what we think."

"Well, then, if we are what we think, what we think we are, we are, are we not—or are we?"

—Blue Hen.



The 1938 "Greeters" at Gallatin Gateway.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

Lucille Miller.....Care Store Department, Dubuque, Iowa
 Mrs. Dora M. Anderson.....Care Local Agent, Moberg, S. D.
 A. M. Maxeiner.....Local Agent, Lewiston, Montana
 Edna Ann Hall.....Care Dispatcher, Mitchell, S. D.
 Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana
 Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
 R. R. Thiele.....Care Agent, Tacoma
 K. D. Smith.....Operator, Portage, Wis.
 H. J. Montgomery.....Mechanical Dept., Milwaukee Shops
 J. J. Steele.....Care Davis Yard, Milwaukee, Wis.
 V. C. Williams.....Care Agent, Council Bluffs, Ia.

Council Bluffs Terminal

V. C. Williams

MRS. ELSIE WILLIAMS and four sons from Cedar Rapids paid our city a social call the middle of August, later being joined by "Corky," the other half of the "Cereal Center" Williams tribe. What with our much publicized Centennial being shown in full force, the Ocean Wave Dance Pavilion enjoyed two more customers a couple of evenings, but the "taxis" were quite put out, we gather, from the lack of enthusiasm shown by the out-of-town guests. Better luck next time, Clydie.

Company "E," the most ferocious overseas outfit that helped to win the big war, staged their annual stag the last of the month and among those very much in evidence was our night yardmaster, who attended in full regalia. But there is a small catch to the affair in question. Why, about 11 p. m., did the boys miss our "Dinger" right in the midst of the revelry? The boys saw a rolling bone will gather gloss, eh, E. L. H.?

Robert Lee and Marjory Smith, just two of the gym's seven, took advantage of the holidays and paid relatives a visit through Oklahoma and Texas. And too, Billy Black, second trick "oo," laid off a few days to let Nels "off-ward" learn the ropes.

Wayne ("Windy") Anderson, former Western League ball pitcher and now our local sleuth, limbered up the old arm again and nitched a couple of games for the Southwestern Iowa tournament, winning one and losing one. Not bad for an old man.

What curly-haired, blue-eyed Irishman has been heard singing the proverbial "bachelor blues" around 7 a. m. at the Mid-way each day? And what key-slinger, after driving about two hundred miles after a mess of fish, came back with an empty string? Labor Day? You said it.

The double holiday saw more of our boys leave town: Bud Brown and "Shenansky" Bruenhemkie going to Chicago to take in couple of ball games. Do either one of you know who won or who played on that respective day? Oh, well, just so you enjoyed yourselves.

The bachelor ranks are gradually thinning out around here. Hank Jensen, east yard car toad, left for New York City Sept. 9th, where he will meet his intended bride, getting married there and driving home with friends. Lots of luck, Henry, and don't pay any heed to the pessimistic advice you seem to have been getting free of charge.

When a man labors on the old graveyard shift, then tries to lay away some hay during the day, and still can come to work with a wide grin on his face and keep it there all night, boy, it must be something. When she gets off that boat out there, Hank, let her see the old smile stay there. I'll take a White Owl, or some Danish vodka fresh off the boat.

As a last minute filler, our No. 64 left town with the largest train of loads ever departing from here, having the total sum of eighty full ones and one empty. I un-

derstand the big boys carry around a hundred of so out of Chicago and Milwaukee but that will do for a starter.

From this station on the West Iowa Division, we all want to take this opportunity of wishing Mr. Givens, superintendent, a goodbye and to state all of us have been proud to work under him for the past few years. If the boys at Savanna appreciate you as much as we have enjoyed your leadership, Mr. Givens, I am sure they will not go wrong. And wishing Mr. Bowen, your successor, also a lot of good luck.

La Crosse—River Division

Scoop

THIS is the season for ducks and fall hunting of squirrels and rabbits, but it seems the season has changed. Spring floods are upon us and how! The old Wisconsin river is doing its best to break over its banks and the railroad has been submerged, particularly on the Wisconsin Valley division.



We print a picture of the flood as it was around Portage and on the Madison and Portage branch. Sectionmen are working in shifts sandbagging and riprapping soft places as they show.

Speaking of floods, the crew on M&P line train 711 passing through the water noticed a wee small rabbit clinging to a board being carried swiftly down the creek at Duck creek crossing. That's one for Ripley, believe it or not.

This community was saddened by the passing of Mrs. August Bornitzke, mother of Oscar Bornitzke, signal maintainer, stationed at Columbus, Wis. Her husband passed away six years ago. He was signal maintainer at Portage. Mrs. Bornitzke's many friends will miss her as a good neighbor and one who was active in social doings. The sympathy of the division is with her bereaved ones.

Iowa (East) Division

John T. Raymond

THE Milwaukee Veterans' reunion at Milwaukee was one of the best and largest attended ever held. The greetings of old friends, the interesting speeches and music, and the turkey banquet, the trip to the Dells, all splendidly arranged by the General Chairman of Arrangements, L. J. Benson. His untiring efforts in seeing after

the comfort and pleasure of the Veterans met with their deepest appreciation.

Among the large number attending the reunion of Milwaukee Veteran Employees Association at Milwaukee August 24 and 25 from Marion were: Mr. and Mrs. George Barnoske, Mr. and Mrs. W. R. Barber, Mr. and Mrs. Lloyd Stark, Mrs. Delia Stark, Mr. and Mrs. Guy W. Miller, Mr. and Mrs. Chas. T. Rowe, Mr. and Mrs. Ben Bulkeley, Mr. and Mrs. H. Wuert, Mr. and Mrs. Thomas Costello, Mr. and Mrs. Frank Laferty, Mr. and Mrs. W. D. Shank, Mr. and Mrs. Nick Harry, Mr. and Mrs. Harry Murphy, Mr. and Mrs. C. L. Wescott, Miss Helen Wescott, Mr. and Mrs. F. J. Hardenbrook, and Walter Glew. There were others from Iowa Division, including C. R. Cornelius, F. H. Winston, A. M. Johnson, Leo Goss, Roy Tathwell, Arthur Vaughn, A. Brown and Homer Scott.

Miss Edna Drake of Cedar Falls, Iowa, and Mr. Marl J. Marchant of Marion, were married Saturday, September 3rd, at Cedar Falls. The wedding ceremony was performed by the bride's father, the Rev. J. E. Drake. Mrs. Marchant is a graduate of Iowa State Teachers College at Cedar Falls, and of St. Luke's Training School for nurses at Cedar Rapids. Mr. Marchant is assistant chief operator at Marion. Following a wedding rip to California they will reside in Cedar Rapids. The Magazine extends best wishes for a long and happy life.

Agent J. I. McGuire and wife of Clinton attended the Marchant wedding at Cedar Falls and returning visited relatives at Marion.

Born to train master and Mrs. L. R. Shellenbarger Monday, September 5th, a baby girl. Heartiest congratulations.

Mr. and Mrs. Guy Miller of Marion went to Toledo, Ohio, September 6th to visit Mr. Miller's mother, who was seriously ill.

Dispatcher and Mrs. R. L. Leamon September 18th went on their vacation. Spent most of the time in Minnesota.

Dispatcher H. J. Thayer of Milwaukee came to Marion and relieved the dispatchers who were on vacations.

August 17th Mr. and Mrs. Walter Willett of Chicago visited in Marion on their way to Spirit Lake, where they spent their vacation.

Mr. and Mrs. Fred C. Newlin of Marion spent a week during the fore part of August on a vacation at Clear Lake, Iowa. They were accompanied by their son Gene and two daughters, Gwendolyn and Jane Helen.

Mr. and Mrs. Sherman Fontaine and children, Marilyn and Richard, of Marion spent several days at Chicago the fore part of August.

Mr. and Mrs. B. F. Hoehn of Wausau, Wisconsin, visited Marion friends Tuesday, August 16th. Mr. Hoehn was at one time train master at Marion.

M. J. Curran of Marion visited his son Ray, who is ill in the Missouri Pacific hospital at St. Louis.

Funeral services were conducted Friday, August 26th, for G. A. Holsinger at Marion.

He was a brother of Fred Holsinger. The Magazine extends sympathy to the bereaved relatives.

Mr. and Mrs. Roscoe F. Stevens of Marion left September 11th to visit their daughter, Mrs. Erwin and family, also Mrs. Stevens' sister in New Jersey.

Effective Sept. 16th Walter C. Givens, superintendent at Marion, was transferred to the same position on D&I Division at Savanna, Ill. Mr. Givens has been superintendent on the Iowa Division for more than two years and his administration during this time has met with the hearty approbation of all concerned. General regret is felt by the employes on the division at his departure and best wishes are expressed for the welfare of himself and family in their future home.

Supt. W. G. Bowen of Ottumwa, who has been transferred to be superintendent at Marion, takes effect Sept. 16th. Mr. Bowen is not unknown on the Iowa Division, as at one time he was located at Perry, Iowa. He will receive the warm welcome and hearty cooperation from the Iowa Division employes.

Traveling engineer Earl Jefferson of Marion went to Milwaukee Sept. 11th to run one of the Milwaukee streamline engines on a test trip.

William C. Givens and Norman C. Givens, sons of supt. W. C. Givens, have gone to Ames, Iowa, to study at Iowa State College. This is the second year there for William, who had previously studied at Purdue and Iowa State University.

At 6:30 p. m. Monday, September 12th, a large number of railway friends from the Iowa Division gathered at a farewell dinner party given in honor of Mr. W. C. Givens at the Marion Country Club. After the dinner, Mr. Foster, acting as master of ceremonies, called on representatives of the various departments for a few remarks, following which he spoke, addressing Mr. Givens on behalf of the Iowa Division friends, expressing regret felt at his leaving Marion and assuring him of their respect and good will. As tangible evidence of this fine spirit, Mr. Foster presented Mr. Givens with a fine Hamilton wrist watch and a leather golf bag with the best wishes of the Iowa Division employes, and with the hope that the use of these gifts in future days he would be often reminded of the high esteem entertained for him by his Iowa Division comrades. Mr. Foster also presented Mr. Givens with a gift for Mrs. Givens. The committee in charge of these arrangements were Messrs. H. Wuerth, E. D. Jefferson, G. R. Barnoske and H. J. Murphey.

D&I Division—First District

E. S.

At 6:30 p. m., Tuesday, Sept. 13, seventy-four officials and employes of the D&I Division gathered together in the Lydia T. Byram Community House, Savanna, for another farewell dinner as Mr. Elder, whose appointment to the position of general superintendent at Milwaukee effective Sept. 16, was closing his career on the D&I Division, where he held the position of chief dispatcher in 1920-1921, and that of superintendent the past two years. A delicious dinner was served by the Milwaukee Women's Club and was up to the excellent standard always provided by this organization. Following the dinner, Agent A. J. Reinehr, toastmaster for the occasion, in his inimitable way (although he says he was only "pinch-hitting" for P.L.M.) introduced the various officers and employes, who gave short talks. Mr. Elder was presented with a Karpen lounge chair as a token of the esteem in which he is held on the D&I Division. In responding, Mr. Elder brought to mind "a certain incident" connected with each one present, which was much enjoyed. One of the high-lights of the evening was the Western Union message, received from master mechanic Mullen expressing his regrets on being unable to attend the dinner, due to urgent business matters in Washington, D. C., and the poem dedicated to "A.J.E." by traveling auditor P. J. Kirwan.

Mrs. Elder and Miss Janet also have been entertained at a number of farewell parties during the past week, Mrs. D. R. Davis being hostess at a farewell party for Mrs. Elder the same evening of the party for Mr. Elder.

At this time we welcome superintendent Givens and family to Savanna and the D&I Division and know he will receive the utmost cooperation from the D&I employes.

Saturday evening, Sept. 10, at the home of Mr. and Mrs. Wm. A. Wilson, Bettendorf, Ia., announcement was made of the marriage of their only daughter, Juanita, to Marvin V. Cunningham, of Chillicothe, Mo. The wedding was a ceremony of Aug. 14, 1937, in Platte City, Mo. Juanita has been in the employ of the D. R. I. & N. W. Railroad at Davenport for the past ten years and Mr. Cunningham is connected with the police department of the Milwaukee Road, headquarters at Kansas City, Mo., where the couple will be at home after Oct. 1st. Congratulations and best wishes.

Sympathy is extended to the family of retired D&I Division engineer John F. Dulen, account of the death of Mrs. Dulen on August 22, in their home in Chicago.

I & D News C. D.

Well, here goes for another month's news from the I. & D., but I am afraid it won't be so newsy, as it seems like the folks along the line think we are fooling when we ask for news. So far no response. Now, folks, send in something for next month and let's see the I. & D. news fill up its space in our magazine.

We are glad to learn and also surprised, "Eddie never told us, you know," Mr. and Mrs. Eddie Adams, formerly of Mason City and now of Chicago, are the proud parents of a fine eight-pound boy, born on September 3 and the last report was that mother and baby are fine. Poor Eddie bought a pair of roller skates. He says it is so tiresome walking the floor nights. Oh, well! Eddie, the first thousand miles are the hardest.

The Mason City yard office is sure a madhouse when yardmaster Dickhoff and chief clerk Mutschler get to hunting and fishing. C. E. M. shot out two lights and F. H. D. has two bass flies and a couple of spinners stuck onto the ceiling—some of his fancy fly-casting. These men are both taking orders for ducks that we will never see. Boys will be boys, so let them have their fun.

R. E. Sizer, while out with a group of Boy Scouts tried to make a fire by rubbing two sticks together. One stick got out of control and RES says he saw stars instead of fire. We saw a pretty black eye he had on display for a few days.

Francis Joynt of the freight office and Ralph Joynt of the switching crew spent the week end in Chicago, seeing a couple of ball games.

Grace Moran of Mr. Cody's office is on



Duane and Margaret Chambers, grandchildren of Lem. Kuel, Sanborn, Ia.

vacation now—North to escape hay fever. Sure hope the ragweeds are all gone by the time Grace gets back. It makes us sad to see teardrops in those pretty blue eyes.

While looking over the West Coast news was sure pleased to learn Tony Pajari, formerly of the local offices here, but now on the Coast Division, has been promoted to the position of chief carpenter on that division. Best of wishes, Tony, from the old gang here on the I. & D. Push 'em up, Tony.

We were all glad to learn that Frank Brose, engineer, now on pension, is much better. Frank sure had a bad time of it for a while with his eyes, but now we are glad to report that he can see fine again and is well on the road to recovery.

We are sorry to report the death of Mrs. Pieper, mother-in-law of C. D. Hixon, freight house foreman, Mason City. Mrs. Pieper has made her home with her daughter, Mrs. Hixon, for the past ten years. She died suddenly of a heart attack and was taken to her old home in Kansas for burial.

Oscar Larson and family have returned from a most enjoyable trip to the West Coast. Oscar says the Coast country sure looks fine around Seattle and other points in the Northwest. The most noticeable thing on the trip was the absence of Class B-X box cars. We still believe they are all here in Mason City.

The Women's Club has started off the winter's activities with a bang. At least that is what Mrs. Henry Smith and her daughter, Mrs. John Nelson, think. After club they came out to find their car with a red tag on it and when they started home the car began to make a terrible noise. Stopping to see what had happened they found that some dirty trickster had tied a tobacco can to the rear spring. Just wait until they catch up with the one who did that.

Bunny (Max) Brager and wife have returned from a trip through the Northwest and they report a fine time. Bunny was somewhat put out when he found out he was unable to get mashed potatoes on the diner on the trip out West. He sure likes his mashed potatoes and at 50c a bushel, a nice order of spuds should not have set him back much.

Sidney Ingraham and wife spent the Labor Day week end in Chicago with Mrs. Ingraham's parents.

H. B. Larson, I. & D. conductor, has returned from Rochester, Minn., where he went for treatment. Harry found out that he is still a better man than he thought he was. Mr. Larson is back on the job and feeling much better.

We were all very sorry to hear of the illness of Mrs. W. F. Ingraham, and very glad to report that she is greatly improved at the St. Joseph's Mercy Hospital, Mason City, where she is receiving treatment.

Above is a photo of two grandchildren of engineer Chris Leemkuil of the I. & D. Division, Duane Chambers, age 5, and Margaret Chambers, age 3, who live at Sanborn, Iowa. Mr. Leemkuil has been an engineer on the I. & D. Division since 1910 and has never had a personal injury or an accident. Chris says that he is all the more careful since these two fine children are home waiting for Grandpa to come in off his run.

Milwaukee Terminal

G. W. E.

CHIEF clerk Martin Kruger of the round-house office was on vacation from August 8th, to August 15th, and came back without a mosquito bite. He did all of his fishing in the aquarium where the gold fish live, so he says, and visited the parks with his family every afternoon.

Asst. D.M.M. Joseph J. Palmershein and family left August 8th to see California. He visited engineer Charles S. Winn at Los Gatos; engineer John E. Leaman at Los Angeles, and engineer James McManus at Long Beach. He also saw the new bridge between San Francisco and Oakland. All of

the boys received cards from him at each place visited. Thanks.

Traveling engineer Wm. H. Dempsey was on vacation in August and saw all of the Lines West, also Vancouver, Canada. He says he had a nice trip until they stopped for water out in Wyoming one night and he heard the prairie wolves howling and from that time on he dreamed every night of Oklahoma Bill trying to get the switch engineers started off the engine track.

The boys are getting ready for a shower for roundhouse painter foreman George F. Hall, who it is reported will hear wedding bells soon. George is the finest man that ever painted a locomotive and we all wish him happiness and success.

Machinist J. P. (Red) Carroll is entertaining a young man from Salt Lake City who addresses him as grandpa. Together they enjoyed the turkey at the banquet.

Roundhouse foreman G. G. (Galloper) Reinold passed his vacation with his family up in the north Wisconsin woods from August 15th to Sept. 1st, and did not catch a fish so he says. He came home in time for the veterans' banquet and enjoyed the turkey.

It is reported that chief dispatcher William R. (Oklahoma Bill) and Mrs. Roberts were nearly kidnaped by the Indians while on the veterans' excursion to the Wisconsin Dells. They heard Bill yell and wanted him for chief right away.

Roundhouse foreman Edward A. Ryan and family on vacation from August 15th to 30th at Minocqua. He says that they caught most of the fish in the lake and would have caught them all, but had to get home for the veterans' banquet.

Yardmaster Oscar Schmidt and family left Wisconsin Sept. 1st to make their home in Manhattan Beach, California. Oscar is on pension and after nearly forty years' service he is going to try his hand at raising peaches.

Yardman John O'Connor and family have returned from their vacation on their farm near De Pere, Wisconsin. Between the farm and the O'Connor & Adams dress shop on Mitchell street, John is a busy man.

Yardmen Daniel J. McAuliffe and George C. Day were in attendance at the Grand Army of the Republic national encampment at Des Moines, Iowa, Sept. 1st. They report a fine time.

Engine inspector John Holton was struck by an auto on a street crossing July 29th and badly injured. He was able to return to work Sept. 13th and we are glad to see him back.

Carpenter foreman Emil A. Czamaneke received his 40 year button Sept. 14th from the Veteran Employees Association. Emil, who was nicknamed the "Kid," has and is still living up to his name.

Anyone who visits the roundhouse or shops must certainly notice the difference in the landscape. The water tank, sand-house and all of the shanties have been painted as well as the interior of the roundhouse. All of the unused sheds have been razed and all we need now is a few flowers. General foreman F. L. King will be knighted if he keeps on with the improvements.

Engineer Michael Whooley was a caller at the roundhouse office Sept. 1st. He read in the magazine about the new office and just had to see for himself. Come again.

Boilermaker William Barry is still confined to his home with illness and has been for two months. He is reported as improving but it will be some time before he returns to work.

Frank H. Pierce, city freight agent for the North Western Ry., died at his home, 3915 North Farwell avenue, August 27th. From 1890 to 1905 he was operator at Muskego office on the Milwaukee road and was promoted to general yardmaster in Milwaukee in 1906. He left the Milwaukee to take the position as freight agent with the C. & N. W. Ry. in 1907. He is survived by his widow. Funeral August 30th, under auspices of Independence Lodge No. 80, A. F. & A. M. Interment Madison, Wisconsin.

Davenport News

Anne Murphy

THE 1938 Chicagoland music festival was a great success as far as Davenport and Tri-city contestants were concerned. The Tri-City Catholic Oratorio society of Davenport, Rock Island and Moline, which is directed by the Rev. Cletus P. Madsen of St. Ambrose College, Davenport, was the winner of first place. Entering the festival for the second straight year, moved from 3rd place in 1937 to being adjudged the best in class "A" division for groups ranging from 50 to 100 voices. There are 100 voices in this society. The First Christian Church of Davenport took second place in class "B" division for groups ranging from 20 to 49 members. This was the choir's first time in the competition. The Davenport high school summer band merited second place in the class "C" band division. This was also the band's first time in the festival. The Cassling studio chorus of Davenport also appearing in the competition for the first time placed third. Ashley Hinsley of Rock Island, a Cassling studio student, was among the soloists to reach the finals.

Davenport is very proud of this splendid showing.

We also wish credit shown to Mr. C. E. Barrett, car foreman of Davenport, whom we feel was responsible for the very nice special coach used to transport the Oratorio group. Many words of praise were uttered from all sides by the group and we were given the impression that the "MILWAUKEE" would be used by them again in the near future, when they will be making an appearance in the east. The service was highly praised and also the manner of coach furnished. Think a letter will be forthcoming substantiating this report.

Well the VETERANS arrived home apparently in fine spirits and good humor after their trip to Milwaukee for the convention. Thirty-six attended from Davenport in a special coach and we hear a grand time was had by all. Understand the entire convention was well planned and executed.

Well, vacations are just about over. J.L.P. reports swell fishing at Lake Ripley. Only trouble was couldn't catch them big enough to suit the game warden.

Gus Magnus is touring in Sweden. Imagine that will be a grand adventure for him. Expect him back about October 10th, and hope to hear about it.

Anyone going through Prairie Du Chien should stop off at the Villa Louis. It is a grand old home, having been in one family's possession for many generations. It is a lovely spot to forget one's troubles. Also the "Clock Shop" at Calmar, Iowa, is well worth anyone's time to inspect.

Twin City Terminals

F. A. M.

MR. R. C. DONEHOWER of the local freight, Minneapolis, was appointed freight agent in St. Paul to succeed Martin P. Graven, retired after 53 years of service. The employees presented Mr. Donehower with a desk set and extended their very best wishes to him.

We extend sincere sympathy to Miss Celia Murphy, traffic dept., on the death of her father, who passed away last month.

Mr. and Mrs. Frank J. Foster spent a week of their vacation with Mr. Foster's son, Capt. K. W. Foster, in and around the Black Hills, visiting Custer, Deadwood, Sturgis, Fort Mead and Rapid City. The Hills have all the rugged beauty and grandeur of higher mountains, and a person can certainly spend a very profitable and enjoyable week there.

Lake Winnibigoshish must be the ideal spot for a restful vacation, judging by the appearance of chief clerk C. P. Cassidy and flour and grain agent Carl Matzoll who, with their families, spent a week at the Pine Ridge Lodge.

Glenn Cottrell, city freight agent, had a most enjoyable vacation moving into a new location. However, he managed a few days in Wisconsin.

Harry Erickson and his wife were honored guests at the Hotel Taft in New York. After a week seeing the sights of New York they returned and went to Marshall, Minn., to rest up.

City freight agent George Benz and family spent a week in his home town, Winona. The remainder of the vacation was spent at Big Sandy.

Traveling freight agent, A. F. Lakmann took his family to Sauk Center, where they got the limit of fish, anyway, so he says.

Traveling freight agent Tom Strapp vacationed at his home in St. Paul. Trains were no inducement to him.

Traveling freight agent Wenzel and Mrs. Wenzel spent a few days in Winnipeg and in Chicago.

Agricultural agent S. J. Oberhauser spent two weeks in the West River Country of Montana, making a survey of the livestock situation. For any information regarding same just call on Joe.

Myrtle Henry made the three-day tour through Yellowstone Park and was most delighted with the scenery. She also spent a night at the Karst Camp.

Ruth Jackson entertained guests from Aberdeen, S. D., on her vacation.

Nick Kosta renewed acquaintances with the old gang in Red Wing. Must be somebody there who could hold him for two weeks.

Katherine Carl spent two days in South Dakota and came back without a hat—but Katherine McBride goes just as far as the Armour Golf Course and loses her shoes. Suggest the Katherines put a bell on their wearing apparel.

Gene Jacobsen took a few days' vacation last month and spent the time at Lake Hubert in Northern Minnesota. Joe Carter and family spent a week's vacation seeing the sights of beauty in and around the Black Hills.

Kansas City Division

K. M. G.

ON September 16th, W. G. Bowen, who has been with us for over two years as superintendent, left Ottumwa to take up his duties in a new field, having been transferred to the Iowa division. Mr. Bowen and family have made many friends and it is regretted that they cannot remain longer with us. On September 13, a banquet was given at the hotel Ottumwa honoring Mr. Bowen, at which time he was given a gift of luggage from the officers on the division and the employes in the superintendent's office. On the last day of his superintendency on the K. C. division the office force put on a party. Mrs. Bowen and Virginia will remain in Ottumwa until October 1, at which time they will move their residence to Marion. We wish Mr. Bowen "good luck" and hope he will occasionally make a trip to Ottumwa to pay us a visit.

On September 9 the Milwaukee Women's Club entertained for Mrs. Bowen at a 1:30 bridge luncheon in the club house. After the luncheon she was presented a gift. About thirty-five members were present.

Most of the month of July was spent by Mrs. Berle Dunham and children in Glenwood Springs, Colo., which is the home of her father. They were joined by Mr. Dunham and returned to Ottumwa on August 7. For one week after returning home Mrs. Dunham was confined to her home account illness.

The State Union meeting of the B. of L. F. & E. in Sioux City on September 13 was attended by Lloyd Wilcox, engineer. He was accompanied by Mrs. Wilcox and en route home they stopped for a visit in Council Bluffs.

Roundhouse foreman L. H. Rabun and family went to the Dells of Wisconsin for a few days in August. En route to the Dells they visited at Beloit with the J. H. Stewart family. En route home stopped in Chicago and Savanna, Ill.

"Say, Boy! What a grand time we had at the Veterans' convention and the delightful trip to Wisconsin Dells and the boat trip up the Wisconsin River," was the comment of retired section foreman

Milwaukee Road Bowling League

L. C. Benson of Chula, in expressing his views on the last Veterans' Convention in Milwaukee on August 24 and 25. The same feeling prevailed among all those from the Kansas City division who attended. Those from Ottumwa were Mr. and Mrs. Fred C. Orvis, Mr. and Mrs. J. N. Brown, Mr. and Mrs. Wm. Fry, John D. Green, wife and daughter Billie and engineer W. C. Becker. From Kansas City Warren Kelly, Alfred Smallfield, W. B. Jackson, T. Sweeney and J. T. Clark; Geo. M. Reisch, agent Braymer, Frank Sens, Seymour, Wm. Kelly and H. J. Russell of Davenport. Engineer Becker had gone to Chicago the preceding Sunday and spent several days there attending baseball games.

L. C. Benson and wife left Chula on September 6 for Norfolk, Va., stopping over in Chicago and at Pittsburgh, Pa., to visit relatives. Expect to remain away for two months and will travel by boat from Cape Charles to Norfolk via Chesapeake Bay.

Because of ill health agent H. F. Owens of Excelsior Springs was off duty for six weeks; was relieved by W. M. Crandall.

After spending the summer at Wisconsin lakes, headquartering at Pardeeville, Wis., Mrs. C. H. McCrum and daughter Ann of Kansas City returned home on August 30. No more donations of homemade cake or cookies from engineer McCrum until next summer when his wife leaves home on a vacation and he has the privilege of taking possession of the kitchen.

H. G. Johnson of the engineering department returned to Ottumwa on August 26 and George Blackaller returned on August 20, after having worked in the engineering department on the Iowa division for a few weeks. Mrs. Blackaller returned to Marion on August 14 with Mr. Blackaller and remained there for the week, both returning to Ottumwa on August 20.

Roadmaster Barnoske celebrated his birthday on August 26 and during noon hour Mrs. Barnoske brought an angel food and a devils food cake to the office to celebrate the occasion. H. L. Henson's birthday treat on August 30 consisted of delicious Mrs. Stover's chocolates. Dispatcher J. G. Upp celebrated a birthday on September 13 by bringing down two large watermelons.

W. E. Barnoske, retired roadmaster from Coon Rapids, was a guest for several days in the home of his brother, F. M. Barnoske, Ottumwa. On Sunday, August 28, they attended the Des Moines State Fair.

Four days in New York, and then to the National Capital, from which point they made numerous trips to historical points and places of interest, was the vacation enjoyed by Mr. and Mrs. John La Belle and daughter, Audrey, in July.

Mrs. R. L. Nelson and daughter Roberta left for Casper, Wyo., on August 22, where they spent two weeks' vacation with relatives.

Hilma Pearson was a guest of her sister in Minneapolis from August 28 to September 10 during her vacation.

Because of the ill health of Mrs. R. H. Washburn, she and her four children left Ottumwa on September 4 for Los Angeles to remain indefinitely.

A son, Everett Howard, was born on August 14 at the Ottumwa hospital—a newcomer in the home of fireman C. E. Gould.

On July 30 Mrs. J. F. Williamson entered the St. Joseph hospital. She is improving but it is very uncertain as to the length of time she will remain in the hospital.

Mary Jane Reard, daughter of brakeman Joe Reard, left on August 20 for Sioux City to visit her grandmother, Mrs. A. Reard. Will return shortly before school reopens.

The son of ticket agent J. R. Kendrick, Ottumwa, John, Jr., returned home on September 10 from Toledo, Ohio, having just completed a three months' course in a linotype school.

The son of one of our employes has "made the movies": lineman R. J. Coker having received a letter from his son Howard advising that he is one of the pilots of plane used in making the picture, "Wings of the Navy."

IN connection with solicitation of news pertaining to sporting activities among the employes of the Milwaukee Road, we would like to announce the following:

The employes of the Milwaukee Road representing the Operating, Car, Locomotive, Stores and Accounting departments located at Milwaukee, Wis., have organized a fourteen team ABC sanctioned bowling league to roll ninety match games during 30 weeks of the 1938-39 season. Play will commence Monday, September 19, 1938, on the 7 o'clock shift at Bensinger's Alleys, 27th and Wells Streets, Milwaukee, Wis.

The teams made up in the different departments have been named after fourteen of the well-known trains of the Milwaukee Road, and the officers of the league for the 1938-39 season are as follows: President, H. C. Johnson; Vice-President, Edw. Brock; Secretary, C. J. McAbee; and Treasurer, Wm. J. Cary. The names of the teams and captains thereof are listed below:

| Name of Team | Captain |
|-------------------------|------------------|
| Southwest Limited | Herman Mau |
| Hiawatha | Edward Flood |
| Pioneer Limited | Walter Marshall |
| Arrow | Bernard Williams |
| Olympian | Don Askew |
| Chippewa | Donald Funk |
| Sioux | James Robinson |
| Day Express | Edward Berndt |
| Varsity | Henry Egan |

Tomahawk Arthur L. Schultz
 On Wisconsin George Voth
 Fast Mail Edwin Mueller
 Iron Country Limited..... Edward Brock
 Copper Country Limited..... Wm. J. Cary

A goodly number of the old Milwaukee Road Bowlers are represented in the newly organized league as well as a considerable number of the younger aspirants for bowling fame. A very fine prize list has been set up, principally to encourage team leadership and considering the enthusiastic interest already taken in the organization of the league, a very successful bowling season is anticipated.

Further along in the bowling season it is our aim to enter into short series of matches with the bowling teams of Chicago, somewhat similar to the matches held on a small scale last season. Negotiations are now under way and there is every indication of very interesting match games between teams of Milwaukee Road employes of Chicago and Milwaukee.

The Milwaukee Road employes bowling fans at Milwaukee are already thinking of a Milwaukee Road bowling employes' tournament at the end of the season, and at this time we tentatively made our bid for such a tournament to be held at Milwaukee, Wis., chipping sufficient interest is shown in such a tournament by employe bowling enthusiasts of Chicago, Twin Cities and other points on Lines East.

At a meeting of the Bowling Club Sept. 13th the following business was transacted:

Numbers of the teams were drawn with the following results:

- Team No. 1—Boilermakers, Geo. Hutchinson, Capt.
- Team No. 2—Accountants, Harry Anderson, Capt.
- Team No. 3—Pipe Shop
- Team No. 4—Supervisors, Matt Cline, Capt.
- Team No. 5—Machinists, John Wicklund, Capt.
- Team No. 6—Tin Shop, William Sommers, Capt.

Tacoma Bowling Club

TEAM PERSONNEL

| No. 1 Boilermakers | No. 3 Pipe Shop | No. 5 Machinists |
|---|-------------------|------------------|
| A. W. Rickett | John Soltis | Frank Murray |
| Hartwick | Hugh Montgomery | John Mays |
| Chris. Stumme | Geo. Montgomery | Duchaney |
| Hutchinson | Gus Olson | John Wicklund |
| C. C. Collins | L. J. Pentecost | Fred Swanson |
| No. 2 Accountants | No. 4 Supervisors | No. 6 Tin Shop |
| H. W. Anderson | Jack Sinclair | Ray Fletcher |
| Cal Snyder | Fred Bretzer | S. J. Dunbar |
| Burr | Thrasher | Walt Davidek |
| Bryan | Matt Cline | Wm. Sommers |
| Bame | Al Pentecost | W. E. Roberts |
| Substitutes: Geo. Kondziora, Team No. 1. Geo. Thomas, Team No. 5. | | |

NOTICE BOWLERS "WARNING"

Friday night is the great big night
 The Milwaukee boys start a 30-weeks' fight;
 Boys bring your sweethearts or bring your wife,
 Let's give them the grandest thrill of their life.

We'll put on our shoes, we'll polish our balls;
 If we don't wear pants, we'll wear overalls.
 We'll try for a strike, we'll pick up that spare,
 Wel' let the old split go to—The Puyallup Fair.

The Milwaukee League is the best in town;
 In fact it's the very best on the Sound.
 Some have traveled the country from East to West,
 And returned to say "The Milwaukee's the best."

Yip Yip! Let's Go!!!

(Some may prefer to play these words on their piccolos to the tune of Casey Jones. All rights are not reserved. The chorus to come later.)

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

Nora B. Decco

GALLATIN Gateway Inn closed September 14th this year with a bang the last day. I was not down there but I heard echoes before and afterward. Several special trains of American Legion delegates en route to their convention at Los Angeles, two of which stopped off and took a one day trip via our entrance to Old Faithful and return and went west the following morning. Everyone had a good time, including the traveling engineer who spent several days and nights looking for the right kind of firemen, engineers, watchmen and not overlooking engine coal, to have everything one hundred per cent to handle these two big special trains, one with 17 pullmans up to the Gateway. That is a short hill up there, but, boy, do they pull. Everything was o.k. with everyone, and what the farmers along our Gallatin Valley railroad must have thought when those L two's blew their whistles under their windows at 6 a. m. is another story.

The grain rush on the Northern Montana was not a long one and most of the men called from here and those called back to work from other points for service on this division did not remain long, a few weeks of hard work, but considerable of the grain is being stored for a better price.

Stock shipping season has arrived and if you don't know what and where and how many stock cars you have and all the rest of the stations all around you, when train dispatcher Peterson rings the bell—well, just don't answer until you do, as the chief may hear you, so look out.

Mr. H. B. Earling with the St. Paul passed over our line September 19th and returning the 21st stopped off a day in our city to see if everything was just as it should be . . . it was.

Mrs. John W. Lane, wife of brakeman Lane, has returned from a month's visit in San Francisco. She attended a sister who was ill there and also visited with Burton, who is going to college in that city.

Engineer John Smeltzer and Mrs. Smeltzer have moved to Deer Lodge where they expect to make their home. At present fireman L. A. Gibbs and family are in the Smeltzer home which has always been considered one of the most beautiful places in Three Forks. Mrs. Gibbs and her daughter arrived from Tennessee the first part of September.

Helen Chollar came from Los Angeles the last of August to make a few weeks' visit with home folks here.

Mrs. John Williams, wife of the late engineer John Williams and who now makes her home in Spokane, stopped over in our city the last week in August for a few days' visit with friends. She was accompanied by Mrs. W. R. Coffin from Deer Lodge.

Mrs. Fairhurst, accompanied by her three sons, has returned from a visit with relatives in Spokane. Tommy spent most of the time checking the train register, making passenger trips and going to the post office to see if the kids had all written him that day. They had.

The McDonald family of Portland have moved to Three Forks where they have rented a nice little home here, and expect to remain. Mr. McDonald has been working out of here for some months.

Brakeman Sam Brand has bought him a place here and is repairing it and fixing up to move his family here also. We are glad to welcome all these newcomers to our town.

Engineer Walter McRae, a brother of Mrs. Frank Echard, wife of the late engineer Frank Echard of this division, and of Mrs. Ernest Grey, wife of Brakeman Grey, who hails from Cedar Rapids, Iowa, made a visit out this way during August. He overlooked paying his dues in the Headwaters Fuel and Navigation Company of which he was once a member, or at least the books showed where he applied for

membership in this organization. Maybe that is as far as he got. I wouldn't know. If you ask me the whole bunch are going to have to pay up before their record will be clear. They don't need to think these little things are overlooked and forgotten. . . . I remember buying a nice fat hen and cooking it for one of their picnics, and did I get any of said hen, well, I'll leave it to you, with McKenna at one end of the picnic table (no, should say table cloth as it was spread on the grass), and Chester Bales at the other end, and engineer Townsley and a few more of his kind scattered along the edges in between. . . . But I didn't go home hungry, that I do know. Mr. McRae was not included in this bunch of Headwater Fuel and Navigation Company celebrators, however, so his record as far as the hen is concerned is clear. He seemed to be enjoying himself on this last trip out and we trust he will come again.

R. M. Grivetti has been assigned to the position of relief clerk at Marlowton and also notice Bernie Tackmier assigned as checker at Butte.

Word was received by fireman Homar Chollar of the death of his father in Fort Worth, Texas, August 30th. Mr. Chollar's father was quite old, but had been ill only a short time. We extend our sympathy to this family.

About one of the best looking young ladies we have seen this summer stepped up to the ticket window a few days ago and asked if we were us . . . we say so, and she was Miss Florence Paullin of Mitchel, South Dakota, on her way west. She is also a Milwaukee employe.

Eddie Blichner is working at Butte yard for the present. Never would know Eddie had been away to hear him working again. Operator Campbell has been assigned third trick at Three Forks and H. W. Barnard to second.

Good Old Dubuque Shops

Lucille Miller

A MILWAUKEE Road Service Club was formed at a meeting in the Dubuque freight agent's office on September 7th. The name chosen for this club was "A. J. Elder-Dubuque Club." Mr. A. G. Dupuis and Mr. W. E. Beck, representatives of our Railroad Public Relations Department were present, together with eighty employes of the Milwaukee Railroad at Dubuque.

Discussion on subjects of mutual welfare was entered into—Traffic being the main issue. Three officers were elected, namely, Mr. R. E. Beauvais, chairman, Mr. H. A. Unmacht, vice chairman, and Mr. R. Ralston, secretary. Directors to represent the different departments will be appointed and the names submitted at the next meeting.

One of the subsidiaries of "A. J. Elder-Dubuque Milwaukee Road Service Club" is the "Milwaukee Road Bowling Team," which is already "going places" and with the team chalking up a good victory in their first games we are expecting to report some nice work after they get a good start. "Grandpa" Horsfall fumbled a bit at the beginning, but he had just been looked over by Lynn Annett, his new granddaughter, and was a little flustered. Julius Sprenghelmeyer was the hero of the evening and did right by our MRBT. This is the first bowling Julius has done since he changed his station in life—the "better or worse" is better bowling.

The local weather bureau informs us that the present stage of our Mississippi (16 ft.) is low compared with what is liable to take place within the next day or two. We are singing "River stay 'way from our door" and we mean it. Dubuque Airport is inundated and the water is coming very close to our burning field.

Harold Kreamer, son of H. L. Kreamer, foreman at Dubuque Shops dismantling and reclamation plant, has contributed a very fine article to the "Dubuque Buyers' Guide" under the caption "New Milwaukee Streamline Train to be shown at Dubuque September 17th." Harold is a student at the University of Dubuque and in his spare

time writes for the above weekly, and in his article on our exhibition of the new Hiawatha, has included a very fine description of the features of this beautiful train.

The Dubuque Veterans, who attended the Convention in Milwaukee last month had many pleasant stories to relate concerning it. About the best that came to our attention was the one reported with relation to the president of our Milwaukee Women's Club at Dubuque losing her husband and having him paged. Where were you, Henry?

Veteran conductor, P. J. Handley, has added his name to the retirement list. You'll find "Patty" swopping lies these days with Joe Chaloupka, Denny Schaffner, Mike Brophy, Andy Graham—they still "Railroad," but their mileage is low.

Our sympathy is extended to retired painter Peter Theobald, due to the passing of his wife on August 19th, after a long illness. The family is also remembered in their hour of sorrow and loss.

Our sympathy is extended to the family of Mr. S. N. Baird, former division freight and passenger agent at Dubuque, who passed away at his home in Los Angeles, Calif. The remains were brought to Dubuque, where burial took place on September 20th. Mrs. Baird (Linda Scharff) accompanied the body to Dubuque and returned to California this week. Mr. and Mrs. John Scharff are making their home with their daughter in Los Angeles. Mr. Scharff was a former Dubuque Shops employe.

H. & D. Division

Freda M. Taylor

THE dinner given by Aberdeen Chapter at the Alonzo Ward ballroom on September 12th, for the Milwaukee Baseball team, was well attended.

We were delighted to have Mrs. Gillick who has been ill for several months, with us again and enjoyed her talk, as well as that of Supt. Gillick and Mr. Kane.

And who have we here? Oh, yes, our toastmaster, Mr. Feedern. Needless to say this part of the program was well taken care of.

Music was furnished by Frank Faeth, Red Hamilton and Wm. Paulson, at intervals throughout the dinner.

Mr. A. F. Luddington has recently been appointed as traveling engineer and will cover the territory between Milbank and Moberg. This was formerly included in Mr. Dersch's territory. Mr. Dersch will have Milbank east. We welcome Mr. Luddington but at the same time are reluctant to have Mr. Dersch leave us.

Come on everyone, get your right arm limbered up (or left) and be ready for the bowling season when it opens. We want a team that will win this year.

Sam Toney doesn't seem just right since returning from his vacation at Salem, Ore. this month. Perhaps it's all that snow he claims he saw out there or maybe he was just homesick for S. D. and the "mirages" got the best of him.

Wanted: Someone to catch grasshopper this fall so the Agricultural Dept. won't have so much work next spring. Experience necessary. Salary optional.

Plans are being made for the annual traffic club banquet this fall so the pheasants had better beware. We hope to see some of our officials at Aberdeen for the event.

Since the introduction of the traffic tickets we notice that Mr. Luce of St. Paul is a very frequent visitor at Aberdeen. We appreciate his help but wonder why the undivided attention to young ladies contemplating travel. The revenue isn't any more—or is it?

Louie "Snozy" Lotzer, Freight Dept. Aberdeen, was married Saturday, Sept. 17th, and left the same afternoon for Los Angeles. To think that this has been going on for six or seven years right under our very noses and we still don't know who the girl is. Why all the secrecy, Snozy and (confidentially) can she cook?

Mr. and Mrs. Frank Faeth left Saturday

the 17th, for Eugene, Ore., where they will visit Mrs. Faeth's folks.

The Milwaukee R. R. Baseball Team

The Aberdeen Milwaukee Road baseball team was defeated by the Claremont team by a score of 5-4 in the final of the fifth annual South Dakota Amateur Baseball Tournament.

The game progressed to the 10th inning with the thriller of the day coming in the last of the 10th. Bill Prunty, Claremont, was at the bat. With two men out, two strikes and three balls on Prunty, the crowd was tense. Then Prunty connected with a fast ball that sailed over the right field fence for a home run. The game was over with a victory for Claremont and their fans went wild.

However, the Milwaukee boys played a fine game, and took advantage of the nine hits which Clayton Feser, pitcher for Claremont, gave and made four runs.

The teams eliminated by the Milwaukee boys were Wessington Springs, Owanka, Alexandria, and Crooks, which gave them the right to enter the finals.

Crooks had one of the best teams represented in the tournament. But behind the steady pitching of right handed Lyle Morris, Coach, the Milwaukee team defeated the Crooks, 3-2 in a game that proved to be a pitchers' duel between Crooks of Crooks and Morris of Aberdeen. Fifteen men went down under the heavy drilling of pitcher Morris. Crooks gave out seven hits, while Morris gave out but five. The high spot of the game came in the last of the tenth inning when pitcher Burke of Milwaukee came to bat with two men on bases and one out. Burke hit what is known as the perfect bunt, landing between the pitcher and first baseman, which brought in the winning run for Aberdeen.

The Claremont team will go to Battle Creek, Mich., for the National Tournament. We are sorry that our boys cannot make this trip but are proud of their playing and the fine sportsmanship which they showed. Perhaps we will have better luck next time, and we wish Claremont the best of luck and hope they will "bring home the bacon" for South Dakota.

Drafts From the Drafting Room

H. J. Montgomery

BOWLING season is again here. Most of the boys who have been bowling in years gone by, are out for this year's team of mech. engrs. office. Also some that are out for the first time. A few of these fellers are good bowlers. ("Good" meaning around 170 average.) Some are prayer bowlers (hoping for outside help other than self). Some rely on speed and "schleiffers." Then, too, there are a few fellows who are just bowling for the exercise they get out of the game. (They always are sure to roll 2 balls a frame.) All in all, this year's team should be a wow. Chances are they might be wow wows of Railroad Bowling League.

Several good bowlers will not answer the gong this year due to being among the unfortunate to feel the sting of the lay-off bug. Hooks Erdmann and Wesley Lefstrom will be missed by all who had occasion to bowl with them in past seasons. Sorry to see you go, fellows.

What do you think of a fellow married for ten years who had to call up his wife and ask her her full name? Well, not to be too personal, but Vernon L. Greene (Igge) was just such a one.

Another railroad office men's sport bit the dust when golfing took it on the chin by King Fall. Our Chief Accountant, H. C. Johnson, proposed a league last spring and it had 16 men. Well, now after all, if a man was good enough to start a nice league like it turned out to be, why not let him win honors himself? So all involved let H. C. J. take them over the barrel at almost every meeting. Yes, Harry finished on top (this year especially, so there will be another league next year). Our Bob Engelke had to exert himself to keep from replacing Mr. Johnson. All in all, it was

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a very nice league with all playing good or bad golf at times, some mostly good, others mostly bad. Bob played good golf against the poor golfers and good golf against the good golfers, while Jay Fedler played fair golf against the good golfers and poor golf against the poor golfers. Yes—Jay Jay finished near the bottom. Jack Armstrong didn't win this championship because he wasn't entered in the league.

Does your team need a good bowler? Now you know if you want things that are good you must pay for them. The same goes for bowlers. Now here is the opportunity for some team. Here is a man willing to bowl with any team that will meet the following requirements:

1. Pay entry fee of \$1.00.
2. Equip with bowling shoes—size 8 (new).
3. Equip with new bowling shirt (paid in full).

Twenty-two

4. Pay for bowling every Monday night.
5. Call for and ride to alleys.
6. Serve smokes and a few soft drinks.
7. Take home and thank for help given.

Remember the date—Sept. 10, 1938? Well, Mr. and Mrs. Fritz Wiegatz did it! Yes, they finally got married. If you were not there to see it or enjoy the party after, it was your own fault, as everyone was invited. Those that attended sure had a wonderful time. Mr. Herb Matje, Vernon Greene, Bill Reitmeyer, Rollo Erdmann, Jay Jay Fedler, E. H. Poenisch, Art Schultz, Sylvan Lester, Royce Juell, and oh, yes—Jackie Armstrong. (A party wouldn't be complete without Jackie, or would it?) Oh, yes, all these fellows (nice as they are) brought their respective wives along, except Royce, who came with his fiancée. "Buttercup" Cowper stuck his head in just long enough to kiss the bride, said he had other worlds to conquer and was off again. Music was furnished by Art Schultz, Syl Lester, and Walter Schoenemann.

Deepest sympathy is extended to George Bilty, freight car shop inspector, and son James, in the loss of wife and mother, who passed away August 26th, 1938. Mrs. Bilty had been in ill health for some time. She was the sister of Clarence Horlivy of store dept. oil house. George is son of C. H. Bilty—mechanical engineer.

Ernest North and family just returned from vacation trip to West Coast. Los Angeles was among the stops Ernie made and he reported a very interesting and restful trip.

Bill Reitmeyer, Adam Keidl, Royce Juell, Dick Cowper, Fred Wiegatz, Wesley Lefstrom—the boys from the drafting room wish you luck and "Alaha."

Howard Melzer spent five weeks making preparations to go on his vacation jaunt out west. I'll need extra space for Howard next issue as he sure will have lots to tell. He always has.

T. M. Cannon reports his pet dog met an

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unfortunate ending when a hit and run driver crippled the dog to such an extent that it died.

Royce Juell and Buttercup Cowper have heard the cry of Westward Ho! Royce is homeward bound for Spokane and Dickie is going along. From there, both are going to Hollywood. That's as far as their plans extend as both figure that when once there, that's where they stay. Well, lots of luck, boys. See you in the movies.

"Two single lads with a one mind track. (I wonder if they'll be single on the way back.)"

I. & S. M. Division—East

H. J. S.

A DELICIOUS noonday luncheon, served by Mrs. L. M. Nodene, was held in the Milwaukee Women's Club room, Austin, Sept. 15th, in honor of Mr. R. C. Dodds, superintendent, who has been appointed superintendent of the Kansas City Division, with headquarters at Ottumwa, Ia., effective Sept. 16th.

After luncheon, trainmaster Lieb very ably expressed the sentiments of the employees, stating that "as much as we have all appreciated working with Mr. Dodds since Jan. 1, 1937, and dislike having him leave Austin, we all rejoice that he is being promoted" and the best wishes of his fellow workers for his continued good health and success accompany him to his new position. As a token of esteem, Mr. Dodds was presented with a fine kodak.

Mr. Dodds graciously responded, thanking his employees for the gift and the splendid cooperation he has received during his short stay on the Division; stating that he would miss the spirit of good fellowship which he has enjoyed during the time he has been in Austin, and asked that the employees give the same support to his successor, Mr. H. C. Munson.

W. A. Gleason, agent, Cresco, was off from Sept. 8th to 16th, being relieved by G. W. Lowe.

Train dispatcher Wm. G. Ende is moving his family from Darien, Wis., to Austin.

Our sympathy is extended to J. E. and O. D. Theophilus, account the death of their father, which occurred early in September.

Enil Wopat, opr., Jackson, was off duty beginning Sept. 6th, and understand he vacationed in Montana.

J. C. Hanson, agt., Hayward, Minn., off from Aug. 19th to 29th—he was relieved by Floyd J. Olson.

N. C. Putnam, agt., Lyle, took a month's vacation, commencing Aug. 18th, to vacation in northern Minnesota. He was relieved by A. R. Wilson.

P. X. Kennedy, agt., Montgomery, was off from Aug. 23rd to Sept. 3rd.

Melvina Severson relieved J. R. Ibsen, agt., Peterson, commencing Sept. 14th. Understand Mr. Ibsen went to the Legion convention.

M. E. Hopperstad, Ridgeway, was off for a couple of days commencing Sept. 17th.

F. J. Janousek, who was appointed 3rd trick opr. at Farmington Aug. 9th, returned to Webster, Minn., effective Oct. 1st.

Chief dispr. F. M. Valentine vacationed from Aug. 22nd to Sept. 5th. While away he attended Vets' convention and visited with his brother in Milwaukee.

O. C. Peed and wife left Sept. 18th by automobile for New Orleans. Enroute they visited with his parents in Indiana and with Mrs. Peed's parents in Iowa. Clyde says they were also going to look over the razor back hogs in Missouri.

Francis W. Walton was appointed train dispatcher, effective Aug. 8th.

O. C. Peed has been appointed high priest of the Royal Arch Mason's lodge at Austin.

Ben King, local storekeeper, has been appointed deputy in the K. of C. Lodge at Austin.

Thos. Mork, Austin Car Dept., retired from service Sept. 30th.

L. L. McGovern, chief clerk to supt., was on vacation from Aug. 23rd to Sept. 1st. While away he attended the Vets' Convention and visited friends in Milwaukee, Savannah, Dubuque and Des Moines, and, last but not least, he saw the Cubs play ball at Chicago.

Did you see the Rogues' Gallery that Bill Lieb had? Think he should have taken finger prints also, as some of those boys might have brought a handsome reward, mine included.

If you want to appreciate Ben King's entertainment ability, just sit next to him at a luncheon.

The new Hiawatha equipment, which was exhibited in Austin from 12:05 p. m. to 2 p. m., was viewed by a crowd of 3,300 people, and to say that they were pleased with the sight of the new train is putting it mildly—they were spellbound and speechless. It is difficult for anyone who has seen it to say which part of the train pleased them the most—the entire outlay is magnificent. The remark most often overheard was: "Someday I'm going to take a ride on it."

In closing the column, I wish to take this means on behalf of the personnel of the I&SM Division in saying "Farewell and best of luck" to Mr. Dodds, and welcome to our city, Mr. and Mrs. H. C. Munson and family.

Notes From the Local Freight Office, Tacoma, and the Coast Division, West

R. R. T.

WE regret very much having to report the death of Mr. Harry McMahon, who had been agent at Sequim for twenty years. He died quite suddenly August 6th while engaged in his duties at that station. He had been with this company since 1916, always on the Olympic line, and had been a faithful representative of the company. His death is mourned by his widow and two daughters, together with many friends, with whom we join in expressing our sympathy. S. L. Alderson has been temporarily appointed as agent at Sequim.

Mr. Ernest Meshishnek, stationary engineer in the locomotive department, died at a local hospital August 10th, aged 54. He was not married and leaves his aged father, four sisters and five brothers. The body was sent to his old home at Spokane for burial. Our sympathy goes out to the survivors.

Conductor Frank C. Terrien, in helper service between Beverly and Kittitas, was killed in an automobile accident August 8th, at the age of 58, while he was on a vacation visit to his old home city of Sturgeon Bay, Wisconsin. It was reported here that while driving with a friend, a bumblebee got into the car; in the effort to drive it out the driver of the car lost control of it, turning it over and killing Mr. Terrien instantly. He was unmarried. There were a large family of Terrien boys, all railroadmen and all working for this line, but the only one now living is Henry Terrien, conductor out of Malden. We tender our heartfelt sympathy.

Mrs. Guy S. Bell, wife of Mr. Bell of supt. Devlin's office, has been in a local hospital for three weeks past, very seriously ill. We offer our sincerest good wishes for her early recovery.

Miss Catherine, daughter of Mrs. Clara Carrotte, also of Mr. Devlin's office, was suddenly taken ill and was rushed to St. Joseph's Hospital of this city just prior to our visit there, and Mrs. Carrotte was off attending to the patient. We did not learn of the nature of the illness, but join in the offering our best wishes for her recovery.

We grieve to report the death of another old-time Milwaukee employe, Mr. Thomas J. Scanlon, who died at his home in this city on September 1st, at the age of 66. He was an old car repairer for this line. The funeral took place Saturday September 3rd. He is survived by his wife, Bridget, to whom we extend our sincerest sympathy.

Mr. Eddie Herzog, clerk of assistant supt. T. J. Hamilton, has been off for three weeks at this writing, undergoing an operation for goiter. However, he is now recuperating at the beaches and we hope that he will very shortly be back on the job again, feeling fit as a fiddle.

We notice with regret that engineer Bill Collins has been forced to retire from active railroading because of chronic asthma, which has prevented him from working since May. We hope that in private life he may recover from the sickness.

It is but a small offset to all the deaths listed above, but here we ran across commission clerk Charlie Gantz, who was passing out the cigars, with beams of joy radiating from his face, due to the fact that on August 31st he became the proud father of a bouncing baby boy. Congratulations!

Mr. George Pyette, of the district accountant's office, who is off from duty because of serious illness, has sold his home on Lake Stellacoom and is now receiving the visits of his friends at his apartment, 1011 North L street. We hope that he may be able to do so for a long time.

A job having been put on in division engineer Pinson's office in Seattle. Mrs. Hazel Fearn has gone on that position for the time being. Her regular position as messenger is being filled by Robert Huntsman.

Ivan Johnstead, clerk at the roundhouse, went on a vacation trip to the vicinity of Ciscus, but has now returned to duty.

The district accountant's office has now gone back to the more usual 8 to 4:30 schedule. It took the force some little time to get back into the regular time again; it is rumored that some members came to the office all excited and reported that there must be a fire over in town, because of the crowds, they not having seen anybody but the milkmen during the summer. It is rumored that Morton Eshelman's lawn will now all go to weeds because of the change in hours, and the stamp business is also liable to receive its quietus.

R. B. Freeman, brakeman on the Long View run, is off for ten days on account of an operation on his eye; we trust it may be nothing serious.

Mr. O. A. Cardle, wife and daughter Jean were on a vacation about the end of August which they used for visits to our neighboring villages of Seattle and Spokane.

Mr. and Mrs. Jack McMahon are going on a vacation trip September 3rd; they will journey leisurely to Klamath Falls, Oregon, where they will visit old friends from Miles City, now living there.

On August 25th the day switch run to Morton was again put on, while the log trains are running every day except Friday and Saturday.

Miss Ruth Rundle, head comptometer operator in the district accountant's office, has returned from a three weeks' vacation trip to San Francisco, California, and Crater Lake, Oregon.

Miss Helen Rusch of the district master mechanic's office is back at work again after a vacation of six weeks, but we did not learn what points she may have visited in the meanwhile.

We hear that our good friend, Mr. P. L. Hays, chief dispatcher at Spokane, was off on his annual vacation in August.

Mr. and Mrs. C. F. Negley were away on a trip in August; it could not be called a vacation trip, as Mr. Negley is now enjoying vacation every day. After a lifetime of active railroading he is entitled to it.

George Takahashi, son of Roy Takahashi, the smiling porter at the Tacoma passenger station, has returned from Alaska in time to go back to school.

Mrs. J. F. Bryan, wife of Mr. J. F. Bryan, of the district accountant's office, left for a vacation trip September 1st through Mon-

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tana, North Dakota, South Dakota and Wyoming.

Brakeman George Lind has gone into the Main Line ring from the Tacoma Eastern.

Brakeman Jimmie Willys is back to work on the Raymond Line after an extended layoff.

The Brotherhood of Railway Trainmen and the Ladies' Auxiliary of the same, both for the State of Washington, had a State Convention here September 2nd and 3rd. The weather was fine on the second, but the third was rainy and probably disturbed the program somewhat.

There were three American Legion specials through here on their way to Los Angeles the first part of September, representing the Michigan American Legion, the Wisconsin American Legion and the Commonwealth Edison Post. There was also a special from the East with Spanish War Veterans. On September 2nd and 3rd the Spokane Chronicle carriers invaded Ellensburg for the Rodeo and on the fifth the P. J. carriers also went to the same. Let's hope they enjoyed the holidays.

The Tacoma Bowling League, composed of this company's foremost bowlers, will get under way again on the 16th of September and the district accountant's office is pinning its hopes on R. Bame ("Spitball"), Cal Snyder ("Diptydooball"), Jack Burr ("Snakeball"), Frank Bryan ("Smokeball") and H. Anderson ("Cannonball"). Iver Bervin was last year's champion with Orville Anderson as runner-up. By the way, the Milwaukee League is the oldest in the city and we hope it will continue for a long time.

Brakeman John Watson and section foreman Pete Nicoloff both went to Milwaukee to attend the Milwaukee Veterans' Association about August 21st; they returned to work on August 23th.

Conductor H. Schurch, of the Metaline Falls line, went on work train service between Spokane and Metaline Falls, with Joe Lawrence and F. H. Kelly to keep him company as brakemen.

George Kranhold, brakeman, went to 791 and 792; Henry Turner has gone to the Everett Line to take over F. S. Andrews' duties as conductor while the latter is off duty; and conductor E. L. Smalley of 264 is taking a layoff until further notice, Robert Fligge relieving him.

Switchman Earl Williams had to be used as brakeman on the Everett line because no brakeman was available who was qualified on the Great Northern rules.

La Crosse River Division Second District

Ira A. Wallace

WE WERE glad to hear that Jesse Fitzwater, conductor on the C. V. Division, has fully recovered from a major operation at an Eau Claire hospital. Jesse is now feeling fine and is again back on his regular run.

Mr. and Mrs. K. J. McCristal and son, Bruce, of Lansing, Mich., were guests at the home of their parents, Mr. and Mrs. A. E. Erickson, at Hastings.

Aaron Walters and family of Red Wing, have returned after vacationing for two week in Northern Wisconsin. Good fishing and fine weather made their trip most pleasant.

Virginia, daughter of Mr. and Mrs. L. A. Dreese, of Hastings, is now attending the state teachers' college at Winona, having enrolled there on September 6th.

Mr. and Mrs. Ole Winjum of Red Wing, were recent guests of their daughter at Long Island City, N. Y. Engineer Arnold Peters of Austin relieved Mr. Winjum as engineer on the Cannon Falls line during his absence.

Our ever genial Oscar Ostrom of Wabasha was more than smiling upon receiving congratulations on the birth of a baby daughter. Sure is a grand feeling, Oscar.

Mrs. Dick Thompson has returned to her home at Washington, D. C., after visiting with her parents, Mr. and Mrs. Funk, at Wabasha.

Mr. and Mrs. J. J. McShane, chief clerk at Hastings, and Mr. and Mrs. Mike Nilan of Red Wing were among the many who attended the veterans' convention at Milwaukee.

Mr. and Mrs. George Paeschel of Wabasha spent two weeks visiting friends and relatives on the West Coast.

Conductor Jim Wheeler had the thrill of a lifetime when he went on a deep-sea fishing trip on the Gulf of Mexico, and managed to catch the limit. Jim and his family were guests at the home of their son at Galveston, Texas.

L. M. Truax and family recently returned from a trip which took them as far north as the Canadian border. They also visited the world-famous iron pits at Virginia and Hibbing.

Serials From Cereal Center

C. R. T.

MR. AND MRS. FRANCIS CURRAN were called to St. Louis, Mo., the latter part of August, account the serious sickness of Mr. Curran's brother. They were accompanied by Mr. M. Curran of Marion, their father.

Mr. and Mrs. E. R. Appel of Des Moines visited with asst. agent R. G. McGee and family, over the Labor Day holiday.

We have been advised by several sources, that yard clerk Clyde Williams attended the Centennial at Council Bluffs, Iowa, during August. It seems that the time just passed so quickly that before he realized it, he had stayed several extra days. Of course "Clydie" we were sure that you "knew what you were doing." How come?

Mr. and Mrs. Harold Warner spent the Labor Day holiday at the home of Mr. Warner's parents at Cambridge, Iowa.

Miss Katherine Gohmann, who is employed in the superintendent's office at Ottumwa, Iowa, spent the week-end of Sept. 11, in Cedar Rapids at the home of her mother.

Mrs. Francis Curran drove to Redfield, S. D., the latter part of August to visit

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with relatives and on her return was accompanied by her grandmother, Mrs. Mary Ozburn, the latter lady being the mother of engineer Floyd Ozburn of Marion, with whom she will make her home. Mrs. Ozburn for many years resided in Marion, prior to her stay in South Dakota and was happy to return to Iowa.

Yardmaster E. E. Banyard and wife of Perry, Iowa, were in Cedar Rapids Sept. 12. They were accompanied to Cedar Rapids by their son, Ernest, who has accepted a position in the Linn County engineer's office. "Spec" attended the farewell dinner given in honor of Mr. Givens, which was held at the Marion Country Club, while Mrs. Banyard visited with friends.

Mrs. Everett Burk and son Robert were in Boone, Iowa, early this month. While there Robert participated in a contest held for various drum and bugle corps over the state. He is a member of the Musketeer Corps from Cedar Rapids, which is one of the best in the city.

Mr. Martin Manton, relief perishable fruit inspector for the Iowa division, has decided to take a vacation and has planned an extensive trip on the west coast. Before leaving, he spent several days visiting at the home of his brother P. F. I., Thos. Manton, and family, and dropped in to see the gang at the freight office.

Switchman C. M. Groff went to Chicago Monday, Sept. 12, where he entered a hospital for medical treatment. We hope the treatment will be very beneficial and that we will soon see him back on the job.

We have been informed, but are unable to verify our statements that switchman Fred Chermak has his cabin on the Wapsie, in tip-top shape and has the "Welcome" sign out for all of his friends.

Another of the West Iowa Division eligible bachelors has fallen, and wedding bells will soon ring out that way. Congratulations and all that stuff, Vernie.

Warehouse foreman Wm. McCall and daughters, Izabella and Henrietta, were in Columbus, Ohio, during the latter part of August. "Bill" attended the V. F. W. conventions as a delegate from Cedar Rapids.

Yard clerk, Frank Houston, of Perry, Iowa, visited at the home of his parents, general agent F. W. Houston and wife, the latter part of August, this being his first visit since the transfer of his father from Clinton, Iowa, to Cedar Rapids.

The annual traffic day at Cedar Rapids will be celebrated Sept. 21, and a reception will be held at Cedar Rapids Country Club. Mr. Harry F. Sundberg, manager, Traffic Bureau of the Chamber of Commerce, and who for a number of years worked for the Milwaukee Road, will direct the activities.

Mr. J. L. Coffey, who retired from active service on June 1, this year, account ill health, has been confined to his home for some time. We hope that he will soon be sufficiently recovered, so that he will be able to drop in and pay us a visit.

A number of employes from Cedar Rapids attended the farewell dinner, given in honor of superintendent Givens, who has been transferred to Savanna, Ill., to the position as superintendent on the Illinois Division. Mr. W. G. Bowen, who has been superintendent on the Kansas City Division and located at Ottumwa, Ia., has been selected as his successor.

Out Where the West Begins East End of the Trans Missouri Division

D. H. A.

DEEPEST Sympathy is extended to engineer Louis Madsen on the death of his wife, who passed away on July 16th following a paralytic stroke.

Mrs. W. P. O'Hern returned from a visit with relatives and friends at Chicago, and began her duties as station agent at Brinsbane, North Dakota, on Sept. 1st.

Mrs. A. W. Arvidson, daughter Vernetta and son Wallace, spent a few days at Lemmon, S. D., with Mrs. Arvidson's sister and family.

Mrs. L. D. Lyons and children spent a few days at Sioux Falls with friends.

Miss Deloros Vachreau of Harlowton, Mont., stopped off here en route home from Minneapolis for a visit with her aunts, Mrs. E. E. Finch and Mrs. Fred Olson.

Mr. and Mrs. Emil Johnson and son, Dick, and Miss Phyllis Gray of Pierre, S. D., spent their vacation touring the Black Hills.

Quite a number of our railroaders took in Ringling Bros. circus at Aberdeen, among them being agent and Mrs. F. C. Williams, and daughter Frances, Mr. and Mrs. Fred Johnson, Mr. and Mrs. Louis Larson and family.

Mr. and Mrs. Harold Fuller and son Jack of Miles City spent Labor Day here with Harold's parents, Mr. and Mrs. A. G. Fuller.

Conductor J. V. Nord, Mrs. Nord and daughter, Mary Ann, have returned from a vacation trip spent in Northern Michigan, Chicago, and other points.

Mr. and Mrs. C. W. Nath spent a few days in the Black Hills and while there Mr. Nath attended a commandry conclave at Spearfish, S. D.

Mrs. Mathias Hilt passed away on August 9th at the age of 60 years. She leaves to mourn her loss, her husband, four sons and three daughters. We extend sympathy to the bereaved family.

A special meeting of the Milwaukee Women's Club was held on Tuesday evening, August 4th, with Miss Etta Lindskog, secretary general of Chicago, and Mrs. A. C. Kohlhasse of Miles City present. A 7 o'clock dinner was given at the Brown Palace Hotel, during which they enjoyed a solo by Miss Frances Williams, accompanied by Mrs. G. Baun. During the business meeting plans were made to increase our membership, also to give a series of ice cream socials at the city park during the weekly band concerts.

The many friends of conductor Ed Ogden are glad to know he has now fully recovered from his recent illness.

The whole community was shocked and saddened by the news of the sudden passing of engineer John Mullen at the home of his son, Kenneth, at Spokane, Washington, on August 16th, from a heart attack. John Mullen retired just a few months ago, leaving here in the best of health, with plans for traveling and enjoying life. He leaves to mourn his loss, three sons, Kenneth at Spokane, Donald and Burton at San Francisco, Calif., and four sisters. Mr. and Mrs. Kenneth Mullen accompanied the remains here and the funeral was held on Friday, Aug. 19th, and he was laid to rest in Greenwood cemetery. He leaves a host of friends all over the division, who will miss his cheery smile and greeting. Deepest sympathy is extended to the bereaved family.

Mrs. Dora Anderson is enjoying a visit from her sister, Mrs. Sherman Bruce, of Oakland, Calif.

Iowa Middle and West Division

Ruby Eckman

ENGINEER W. H. YOUNG and wife were in Milwaukee the fore part of September attending the funeral services for their brother-in-law, Arthur Heath, who died after a long illness.

One of the pretty fall weddings in Perry took place September 1st when Miss Patricia Collins, daughter of engineer E. J. Collins, became the bride of Morris Templeton. The wedding was attended by a large company of relatives and friends. Morris is a bank clerk, employed by Newt Black, a former Milwaukee operator, who is now in charge of a bank in Perry.

Patricia is the name which train dispatcher E. C. Wall and wife gave to a new daughter, born the latter part of August at the hospital in Perry.

Augustus Hansen, a brother of J. W. Moore's wife and one time employe in the Perry shops, died in the Veteran's hospital in Portland, Oregon, the latter part

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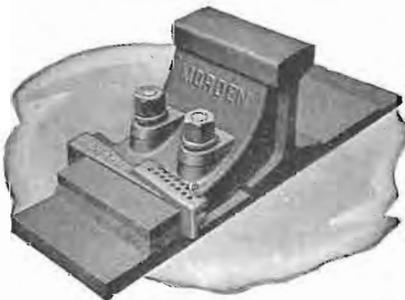
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of August following an illness of six years. Mr. and Mrs. Moore went to Portland for the funeral services.

J. W. Pefley, father of conductor E. G. Keenan's wife, died at his home in Perry during August following a long illness.

Road master O. A. Miller was treading on air along the fore part of September. The occasion was the birth of a daughter to Mr. and Mrs. L. R. Shallenbarger of Marion. The young miss is Mr. Miller's first grandchild.

D. W. Loftus, who was appointed as road master on the West Iowa division, following the death of J. A. Cherwinker, reported for work on the job the middle of September, coming to Perry from Channing, Mich.

Engineer W. J. Hubbs of the Soo City time freight run was off duty during August and the fore part of September enjoying a trip to Alaska. Mr. and Mrs. Hubbs had a very pleasant journey and one they have been looking forward to for a long time.

Jennings Hotchkiss, who holds a commission as a Lieutenant in the reserves, was in camp at Camp McCoy in September.

David Rundberg, former agent at Yale, who retired several months ago, has been quite sick and in a hospital in Des Moines for treatment.

Conductor E. A. Rumley, who is assigned to one of the Soo City time freight runs, was off duty for a few weeks recovering from injuries sustained when he was struck by an auto in Soo City.

John Quinn and wife of Seattle were in Perry and other Iowa division points to visit after attending the Veteran's Convention in Milwaukee. "Jack" is a former Iowa division engineer now retired. He went to Lines west years ago and was working out of Seattle when he retired.

J. A. Cherwinker, roadmaster on the West Iowa Division since 1925, died at his home in Perry September 2nd, following an illness of a year. His determination to overcome his trouble kept him on the job until ten days before his passing. "Jim"

started his railroad career on the Kansas City division as a section laborer in 1903. After working as a laborer a few years he was made foreman at Washington, Iowa, which position he held until his promotion to roadmaster at Monticello in 1924. He is survived by his wife, to whom he was married two years ago, and his daughter Marian. Funeral services were held in Perry Sunday afternoon Sept. 4th and final rites under the auspices of the Masonic Lodge. Interment took place in Washington the following afternoon. The services at both places were largely attended. Jim was a faithful worker and will be missed on the division.

Charles Stoner, an engineer on the West Iowa division, was in the hospital at Council Bluffs in the fore part of September due to some broken ribs. He slipped while taking water on his engine at Council Bluffs, striking the manhole of the tank in such a manner as to break the ribs.

Engineer Ben Sprague and wife of Council Bluffs had their vacation trip spoiled when they had an auto accident. They had gone from their home to Des Moines to attend the State Fair before going on to Greeley, and were near Waukeo when the accident happened and they had to return home by train.

Henry McLellan, father of brakeman George McLellan, died at the family home near Perry the latter part of August following a several months' illness.

V. J. Sands, who has been section foreman at Monticello for some time, transferred to a similar position in Perry the fore part of September. Mr. Sands took the place of Leo Cross, who was promoted to the position of roadmaster with headquarters at La Crosse, Wis.

Conductor A. E. Peterson and wife were in California in August, having gone there to see Adolph's brother, who has been quite seriously sick.

Conductor W. H. Brown has been off duty for some time on account of sickness.

Conductor Fred Vodenick's wife and sons were in Washington, Iowa, in August, to attend a family reunion at which seventy-nine members of the family gathered.

Mrs. A. A. Brown has returned from Sloan, Iowa, where she spent some time assisting in the care of her mother, who was seriously sick.

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

A. T. B.

RALPH HASLAN, chief mail clerk, chief card sorter, and chief lunch getter, came to work one morning recently with a new hat a size larger than he usually wears. The reason for this was due to the fact that Ralph was on the air the night before being interviewed by one of the local sports announcers on matters pertaining to baseball. Some of the listeners say that there was a lot of static on their radios at the time R. R. was on the air, but Ralph just says "sour grapes."

It has been noticed that Bill is driving south instead of north on Sunday and some nights during the week. Are the roads better or are blondes more beautiful down that way, Bill?

W. B. C. Wible was a caller at the office recently and we were all pleased to see how well he is looking. Call again, W. B. C. W.

Some of the boys are complaining that the candy bars are smaller than formerly, but Walter says it's due to the damp weather causing shrinkage. Why, Walter, candy don't shrink.

Leona has been making several trips to Madison lately helping her sister get set to attend the University.

Edithe went to Los Angeles to attend the American Legion Convention, or did she? She had to change her plans so many times that I am not sure she got there. How about it, Edithe?

Bernice says living in an apartment has its advantages, but that some things are not so good.

Well, Well, Velma, who acted as bridesmaid recently, missed catching the bride's bouquet. What a chance to miss.

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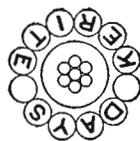
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Davies Yard News

By J. J. S.

MR. KENNEDY, foreman of the Davies Yard, attended the Milwaukee Road Veterans' Convention held at the Auditorium in Milwaukee. Mr. Kennedy reports that he had a very good time reminiscing with all his old friends.

Joseph Stawiki entertained Mr. Sawdy and the wrecking crew at his home. The men all reported having had a good time, with the exception of Al. Riech, the chief cook for the wreckers. Al was disappointed in not being allowed to stir up one of his famous cakes.

It had been rumored that Clarence (Ambrose) Ermisch and Val Schuller are related. Tom Cervere thinks they resemble one another in so many ways that they could be taken for brothers.

Romance has entered into the life of vocalist Joe Cienian. We wonder who the young lady is that Joe called for at 2:30 o'clock in the morning at the Milwaukee Road Depot.

Walter Necter and family spent a few days visiting his parents in Miles City, Montana.

Jack Kennedy gave his family a real thrill by taking them to Portage, Wis., aboard the Hiawatha.

Radio has its Stroud twins, the movies has its Mauch twins, but the Davies Yard, not to be outdone, has its Mulholland twins. Lloyd and Leonard arrived from Dubuque a short time ago and they are as identical as two peas in a pod. They are "regular" chaps and we hope they will be with us a long time.

The Sigfried Thomasers are expecting a blessed event the first part of the New Year. Here's hoping it is a bouncing baby boy, Tom.

It was midnight and all was quiet aboard a Milwaukee Road train bound for Iron Mountain, Mich., when suddenly Frank Stupnig burst forth with "oins, zwei, drei, spiel," and up jumped Joe Truppe, Isidor and Matt. Pluminig, Mike Ruglitsch, and Ignatz Bushing and started to play "Oh, Susannah." The passengers awakened from their sleep dashed for the nearest exit, thinking a cyclone had struck the train, when it dawned upon them that it was no cyclone but good old German music. The music was so enticing that they all started to dance in the aisles. The musicians, known as the West Allis Wild Cats, were bound for Iron Mountain, Mich., to help celebrate a silver wedding anniversary.

Mechanical Department and Stores—TCT

N. A. H.

MR. LEW DAMES, who has worked as a machinist 48 years—29½ years with the Milwaukee, retired August 17th, at which time, the boys of the roundhouse presented him with a cane, pipe and large supply of good tobacco, besides a box of fruit and crate of assorted vegetables. The fruit and vegetables came from the boys who farm on a small scale for a hobby.

Also wish to mention the retirement of H&D engineer E. Waldman which took effect September 13th and our good wishes go to both of these pensioners.

Mr. and Mrs. George Rushlow came all the way from Long Beach to Milwaukee to attend the Veterans' Convention and also visited around Hastings, Minneapolis and the vicinity of Lakeville before they returned.

CORRECTION: The picture appearing on page 29 of the September issue is James Lincoln Hauser and not James Lincoln Hansen. Young Hauser is the grandson of asst. foreman H. M. Hauser of Minneapolis roundhouse.



James Lincoln Hauser, 2 Years Old.

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West End TM Division

P. R. H.

MR. and MRS. ED. WILSON, Miles City, returned August 24th, from a sight-seeing trip through Colorado and New Mexico. They report a very enjoyable time.

Ray Webb, general adjustor from Chicago, was in Miles City August 18th on business. Assist. adjustor A. W. Bigham of Seattle, was also in Miles City on that date.

Jimmy Corbett, son of Mr. and Mrs. Jas. W. Corbett of Miles City, departed August 15th for Tacoma, for a visit with relatives.

Miss Roberta Johnson of Glendive, visited her parents, Mr. and Mrs. Thos. Haroldson, in Miles City the week-end of August 19th. She left August 23rd for a trip through Yellowstone Park.

Mr. and Mrs. W. E. Blake of Aberdeen spent August 14th, visiting their son and daughter-in-law, Mr. and Mrs. Willard Blake, Miles City.

Miss Barbara McMahon left Miles City August 9th with Mr. and Mrs. Conrad Evans and daughter Clara of Deer Lodge, who have been guests at the McMahon residence, for a trip through Yellowstone Park.

Mrs. A. W. Locke and Mrs. John Humphreys of Marmarth, N. D., spent several days the week of August 14th in Miles City on business.

Mrs. C. E. Rehn departed August 19th for Seattle where she joined her daughter Evelyn, who has been attending summer school at the University of Washington, and will make a three weeks visit with relatives in San Francisco, Los Angeles, and Tracy, Calif.

Al Towler, who pitched for the American Legion Junior baseball teams this summer and whose work has attracted the attention of a big league scout, was called to Butte to attend a baseball school maintained by one of the big league teams.

Beverly Hepburn, daughter of Mr. and Mrs. Edw. Hepburn, departed August 28th for Chillicothe, Mo., where she will attend school this fall and winter.

Mrs. W. H. Kirk, Miles City, who has been in the Holy Rosary Hospital for several weeks, is back home again and reported as recovering nicely.

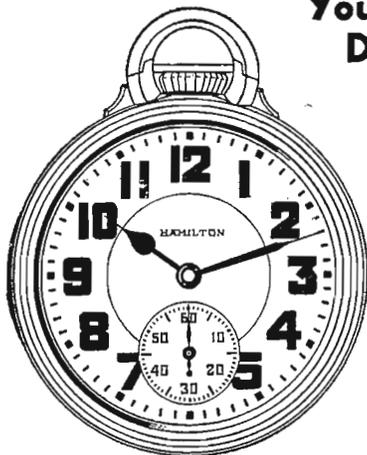
Mrs. W. H. Fellows of Miles City, was called to Paxton, Ill., recently due to the serious illness of her father.

Miss Lois Nelson, daughter of yardmaster and Mrs. Swan Nelson, Miles City, departed September 1st for Chillicothe, Mo., to attend school this fall and winter.

A baby daughter arrived in the home of Mr. and Mrs. J. R. Mitchelhill, August 12th, at Miles City. She has been named "Janis Maurine." Congratulations!

Miss Joyce Bethke, daughter of Mr. and

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Mrs. O. H. Bethke, Miles City, underwent an operation for appendicitis at the Holy Rosary Hospital August 17th. The young lady is home again and getting along fine.

Ira Rodgers, clerk at the Miles City traffic office, spent two weeks' vacation during August in Kansas, visiting relatives and friends.

John Shine of Miles City has gone to Madison, Wis., for a short vacation, and at the opening of school this fall, plans on entering Worsham College of Embalming.

Mr. and Mrs. Adolph Norskog, Miles City, attended Grand Chapter of the Order of Eastern Star in Billings, Mont., during the month of August.

P. J. Mullen, passenger engineer for the past several years on the Marmarth-Mo-bridge run, who retired April 1st, passed away in Spokane, Wash., August 16th. Our sincere sympathy is extended to all remaining relatives.

Ed. Wellem, son of Mr. and Mrs. P. N. Wellem of Miles City, has gone to Fargo, N. D., where he will work until his school opens this fall.

Mr. and Mrs. A. S. Maile are enjoying a vacation trip by car to Denver and other points in Colorado.

Mrs. Maude Bugby of Miles City passed away August 24th at the Holy Rosary Hospital following only a few days illness. Mrs. Bugby had been a resident in Miles City for a number of years, and had endeared herself to many who will feel the loss of her friendship. Our sincere sympathy is extended to Mrs. Geo. Hilton and Mrs. B. J. Bement, who have made their homes with her so many years, as well as all other surviving relatives.

Harry W. Barker, accompanied by his brother, E. C. Barker, of Madison, Wis., and his brother-in-law, Dr. William Hayden, and son, of Elroy, Wis., enjoyed a fishing trip up in the Martinsdale country during the middle of August, and report lots of good luck.

Roxanna Jane Norton, daughter of Mr. and Mrs. Wm. Norton of Miles City, passed away August 23rd. Roxanna was one of a pair of twins born recently to the Norton family. The Milwaukee family extend to them their sympathy in the loss of their daughter.

The members of the Milwaukee family on the Trans-Missouri Division were indeed sorry to hear of the passing of former superintendent P. H. Nee, who died August 24th, in Milwaukee, and wish to extend our sincerest sympathy to Mrs. Nee and other surviving relatives.

A nine-pound boy was born August 16th in the home of Mr. and Mrs. Bob Schwichtenberg. Bob says he is going to be another train dispatcher. Congratulations.

Mr. and Mrs. H. E. Riccius, and son Merrill, returned to Miles City the middle of

August after spending a couple weeks' vacation in Seattle and British Columbia. They report a most enjoyable trip.

Wisconsin Valley Division

Lillian

MISS MARIE STERNETZKY, who is employed at Eastern Washington College, Cheney, Wash., is home to spend a month's vacation with her parents, Mr. and Mrs. R. R. Sternetzky.

Friends of lieutenant David Milne, son of Mrs. W. C. Milne, formerly of Wausau, will be interested to learn of his marriage to Miss Dorothy Margaret Mann, daughter of Mr. and Mrs. Richard Mann, Peekskill, N. Y., which took place in West Point chapel Tuesday, August 23rd. Lieutenant Milne and his bride will make their home in Memphis, Tenn.

Mr. and Mrs. C. H. Randby have moved to Wausau from Merrill and will make this city their future home.

Mr. Russell Crandall has purchased a home at 728 Jackson street and expects to occupy same in the near future.

The Indian Village, Museum in Rothschild Park, Wausau, is considered one of the finest of its kind. Indian made articles of various descriptions are on display and it is probable that there is not another collection like it in the United States, outside of a large municipal or national museum. It was accumulated through nearly fifty years of contact and association with the Indian tribes of the north. A visit to the village will be most interesting and well worth while.

Fromm Brothers sixth semi-annual showing and auction of the world's largest breeders of "Bright With Silver" pedigreed foxes took place August 26th to Sept. 2nd. Several hundred buyers attended the sale and were transported from Wausau to Hamburg by busses which were operated daily to accommodate the buyers. The preview and sale is housed in a spacious building constructed solely for that purpose.

Mrs. Emelie Randow has returned from Rochester, where she went for treatment. She was accompanied there by Mrs. Felix Slomske, president of the local chapter of Milwaukee Railroad Women's clubs.

J. B. Horn returned from a successful fishing trip to Canadian waters. He and a party of friends landed some very nice specimens of lake trout, one of which was on display at the E. & S. Sporting Goods shop. And the BIG ones did NOT get away.

Mr. and Mrs. J. S. Biringer, who have spent the past several months in California, are expected in the city soon to renew acquaintance with their many friends. During their stay in Oakland, Calif., a new baby came to the household of their son, Max, and family.

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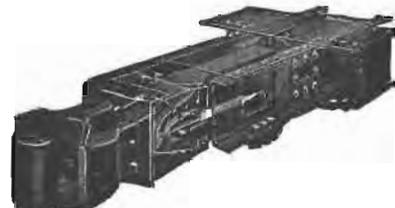
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THE TRADING POST



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

FOR SALE: Furniture from a beautiful private home: tables, chairs, end tables, tip-tilts, shades, etc., as well as one delicatessen-size Frigidaire (2-doors), cost \$450. Will sell for \$60. 1 Williams Oil-O-Matic for hot water heating. Cost about \$350. Will sell for \$100. Cuts gas bills to next to nothing and takes very little oil. Portable electric Singer sewing machine, \$25. Dictaphone (re-cording and transcribing). Conover (electric) dishwasher. Cost \$360. Will sell for \$100. Tea-rom size. Washes and dries a large supply in seven minutes without handling or towels. Germ-proof—and labor-saving. Want to get rid of these with utmost dispatch to avoid storing. Telephone F. R. Sherwood, Drexel 2388, Chicago.

FOR SALE: Will sell reasonable 8 grave lots in beautiful Elm Lawn Cemetery—perpetual care—worth \$765.00. Telephone Nevada 2996. Address, 3418 Walnut St., Chicago, Ill.

FOR SALE: Log cabin, size 16x18 inside and one acre land. Spring aside of cabin and Dutch Creek 100 feet back from porch. For fishing—located in Glacier Park 15 miles north from Betom, Montana, 13 miles north from government headquarters on west side of park; plenty timber and quiet place to stay. 5 other homes 1/2 mile apart. Good gravel road 3 miles east of the North Forks River. Information regarding place, write F. C. Barber, 2011 Jackson Blvd., Chicago, Ill.

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

FOR SALE: 8 MM Univex movie camera. F5.6 lens with optical view finder attachment. Used two months. Like new—for \$3.50. Geo. Lowrie, Room 270, Union Station, Chicago.

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

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

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

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

FOR SALE: 320 acres, 6 miles S.W. of Northgate, N. D., within triangle and view of four railroads. F. E. Dahl, Plummer, Idaho.

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

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

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

M. P. MUSIL
KIMBALL, SOUTH DAKOTA

FOR SALE: Lot in Wheaton, Ill., Wheaton Park Manor, 1 1/2 blks. from Roosevelt Road, 50 by 150 ft., water, gas and electricity already in and paid for. A good investment. Will sell reasonable. Spaulding 0366.—Chicago.

CANARIES FOR SALE: Beautiful deep golden cinnamon choppers that sing day and night. Hartz mountains or rollers yellow or yellow with green. All singers \$3.00 each, females 75c. Golden seabright bantams male or female \$1.00. White king pigeons, mated pairs, \$2.00. Earl A. Gagel, Sanborn, Iowa.

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

A FINNISH LOCALITY FARM FOR SALE—\$1,800 buys an 80 acre farm in Minnesota located among Finnish people. 3 1/2 miles from a progressive Finnish town. Good markets, cooperative store, cooperative filling station and elevator. 40 acres of good black soil under plow. Has a small house, a log barn, tool-shed and a small building for grain. A beautiful grove of white pines protects from the Northwind. For further particulars write to E. L. Lossner, 110 Division St., Watertown, Wis.

Would like to sell a Signet Model Royal portable typewriter, with case. Would consider a trade for a portable machine of different model. Marc Green, Room 288, Union Station or 6437 Kimbark Ave., Apartment 501, Tel.: Dorchester 9410.

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CHICAGO
NEW YORK

Thirty-one

Here's the only way in America not financed by tax money

THE people of the United States use four "ways" of transportation—waterway, airway, roadway and railway.

Of these four, the railroads alone now build and maintain their own "ways" without the aid of the money we all pay in taxes. More than that, they *pay taxes* on their "ways" which help to support schools and other functions of government.

These facts have an important bearing on any discussion of the "railroad problem" for two reasons:

First, people who talk of "putting the railroads through the wringer" overlook the fact that approximately 55% of railroad investment is in their "ways."

Second, railroads must compete with carriers which use ways largely provided for them by taxation.

Take the inland waterways, for example. The construction cost of digging canals or deepening rivers—all paid by the *taxpayers*—is far more than the cost of building railroad tracks. For instance, it is \$142,000 per mile on the Ohio River and \$235,000 per mile on the upper Mississippi. And even the annual maintenance per mile, *also paid wholly by the taxpayers*, is much higher than the annual maintenance costs of the railroads, paid wholly by the railroads.

Aviation benefits by a nationwide system of beacons, emergency landing fields, radio beams, weather reports and the like furnished by the U. S. Government, and airports built by U. S. Government funds or municipalities.

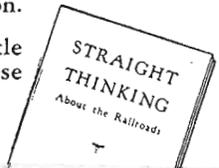
Roads, *not* including city streets, have cost more than \$25,000,000,000—almost twice the investment in railroad tracks and yards.

Looking at these figures, you can see that it costs money to furnish any kind of transportation "way"—and the marvel is that railroads, paying the whole bill themselves, are able to transport commodities of all sorts over all the country at rates averaging well below those of any of our other ways of transportation.

This is no time for snap judgment on the railroads' problems. What's needed is a sensible program.

The railroads have such a program today. It is based on the principle that *the most important transportation system in America should be given a chance to run as a business* under fair and equal conditions of competition.

This program is simply stated in a little pamphlet of vital interest to you. Please write for your copy.



What about "Land Grants"?

These two words have confused fair discussion of railroad problems for more than fifty years. Let us present three little-known facts which go far toward clearing the air:

First, less than 10% of the railroads ever received "land grants."

Second, the land "granted" was virtually worthless until the building of the railroads made settlement possible.

Third, "land grants" were not gifts. They were trades. Roads receiving these grants were required to give the government reduced rates on all its business, a concession which has long since returned to the government far more than the original value of the lands granted.

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friendliness too!**

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