

The

MILWAUKEE MAGAZINE

OCTOBER, 1939

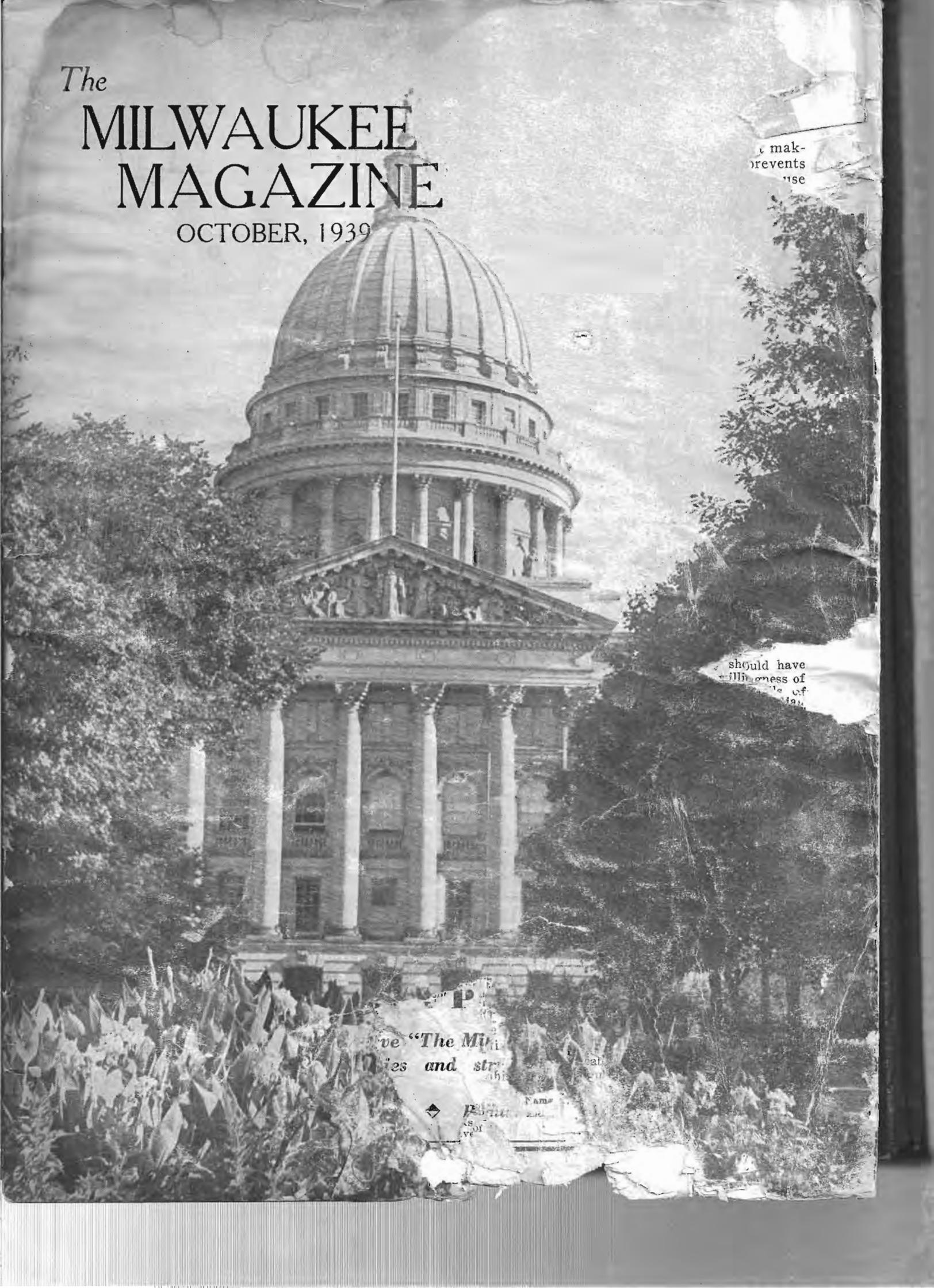
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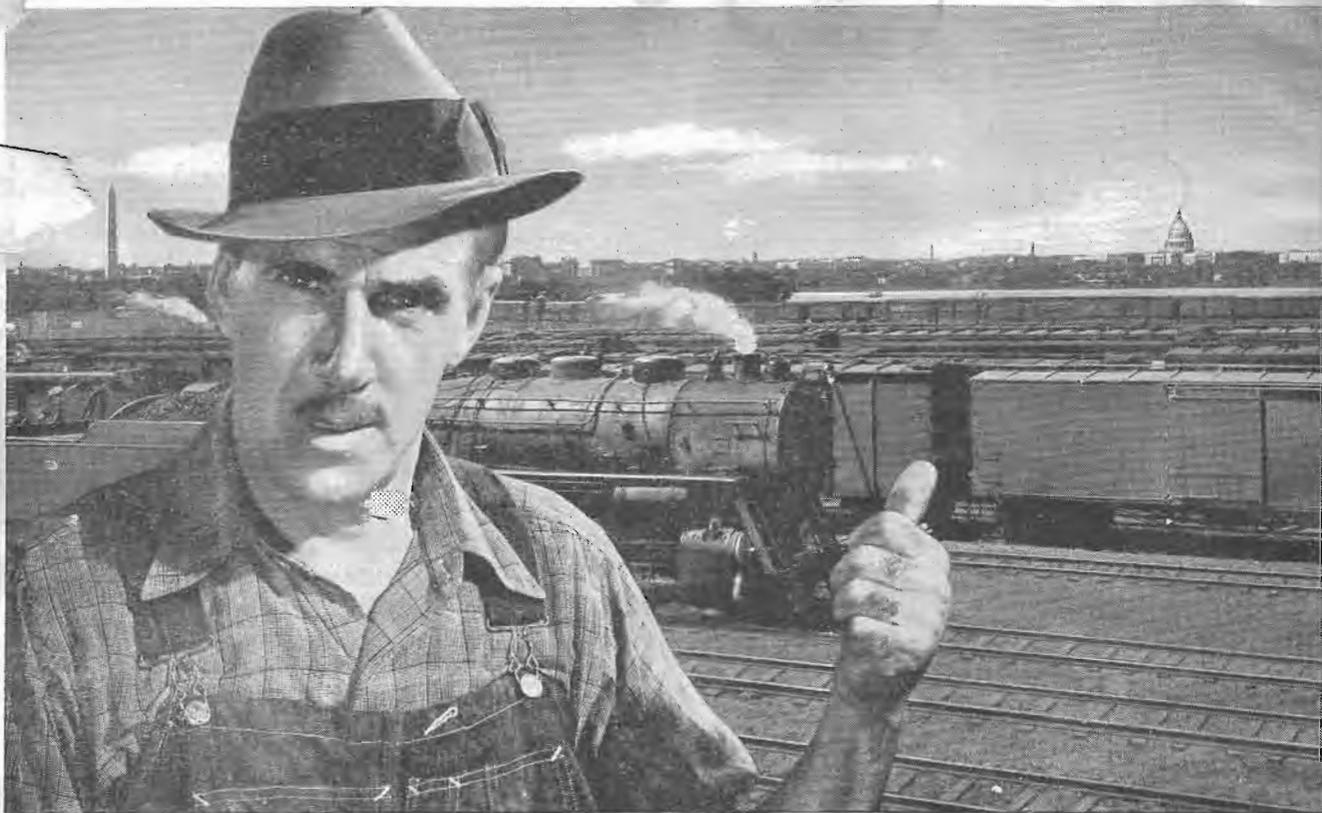
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What's the Square Thing to Do?

WHEN railroads were the only major form of transportation, interstate commerce meant the railroads and nothing else.

But today, when railroads are only part of a transportation industry, there is before Congress a carefully worked out legislative program designed to correct some of the existing inequalities in that industry.

The general attitude of Congress has been constructive. So has the general attitude of railroad employees. One of the nation's largest farm organizations has gone on record in favor of these laws.

The opposition has come largely from groups with special interests, who contend that the changes proposed would

be unfair to other forms of transportation.

Now let's see about that:

What is unfair about asking a *whole industry* to abide by the same rules?

The railroads paid for the building of their own "superhighways" of steel—they pay out of their own pockets to maintain them—and they pay taxes on them.

What other form of transportation does these three things?

River barges and boats operate over channels provided for them with taxpayers' money at a cost of from \$100,000 to a quarter of a million dollars per mile. *now be* *had an average* *mile of line.*

And these channels are maintained at an annual cost to taxpayers which far exceeds the cost to railroads of maintaining an average mile of railroad. Barges and boats pay nothing for the use of these channels.

Commercial carriers on the highways do pay something toward the cost of the roads they use—but they use the same roads as 25,000,000 passenger cars whose cost of building *maintaining the* highways.

This is said not in criticism but as a fact which has a bearing on the competition the railroads are called on to meet.

So we come back to the basic question: Is it fair to ask part of an industry to work under rules which do not apply to all parts alike?

**A FAIR FIELD
NO GOVERNMENT FAVOR
IN TRANSPORTATION**

ASSOCIATION OF
AMERICAN RAILROADS
WASHINGTON, D. C.

ABOUT TRAFFIC TIPS

EVERY month for the ten months ended with August more than 2,000 tips have been obtained by Milwaukee Road Traffic Tipplers, the number ranging from 2,033 to 2,804. Although many Tips were not productive of new business, the steady volume of tips proves that Tipplers are keeping up their fine work.

Occasionally we hear of employes who have given information about prospective business without making out tip cards to cover. This not only prevents us from giving due credit to the Tippler—it also prevents his Division from receiving credit for the business he obtains. I would like to urge that every Tippler use the tip cards in accordance with the plan.

The tabulation which follows shows quite a shift in the ranking. The I & D Division has taken first place from the Madison Division by a small fraction. Of the twenty groups listed, twelve made a better showing in August than in July as to number of tips per one hundred employes.

This Traffic Tip plan is decidedly a live movement and is every day giving evidence of the desire of thousands of Milwaukee Road people to be helpful in a substantial way.

Each employe should ask himself or herself "Am I doing my part? If not, why?"

NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC TIP SUPERVISORS ON THE DIVISIONS SHOWN BELOW DURING THE MONTH OF AUGUST, 1939

Division:	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employes	Division:	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employes
Iowa and Dakota Div.	226	60	19.0	Chicago Terminals	48	88	4.8
Madison Division	104	23	18.9	Rocky Mountain Div.	29	9	4.8
Dubuque & Illinois Div.	112	154	18.6	Trans-Missouri Div.	39	3	4.6
Chicago General Office	165	100	15.6	Iowa & S. Minn. Div.	20	17	4.6
Seattle General Office	40	6	13.9	Kansas City Div.	21	16	4.6
Hastings and Dakota Div.	104	26	11.5	Terre Haute Division	2	31	4.1
Superior Division	31	32	9.5	Iowa Division	50	10	4.0
Milwaukee Division	64	34	8.5	Milwaukee Terminals	125	25	3.8
Coast Division	111	10	8.0	Miscellaneous	6	1	1.1
La Crosse and River	112	16	6.1				
Twin City Terminals	94	18	6.1	Totals	1503	679	8.13

H. J. ...

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In Beautiful Wisconsin Ancient Pyramid in Lake Depths

IN southeastern Wisconsin, in the heart of Dane County, tradition has for a long time held that somewhere in lovely ... at Lake Mills, ... of an ancient civilization—that down deep in the cool waters a strange prehistoric pyramid was hidden. The legend has persisted for thirty years, since the day when with the waters at an unprecedentedly low stage, a fisherman struck his oar on something unusual—a different sort of "rock"; and went home with an incredible tale of having seen the dim outlines of an old pyramid. It is a country out there, full of the traditions of ancient Indian races, and spotted over with the remains of their habitation there, in the shape of Indian mounds and the relics uncovered when many of the mounds were opened.

So last year, a Milwaukee diver, Gene Nohl, having heard the legend of the pyramid, went out there to look the place over and see if he could discover what, if any, might be the facts in the case. He tried to locate the pile of rock

said to be the pyramid, by sighting it from an air plane. Then he tried a hydroscope in a moving boat. Finally he developed a drag net pulling it along 14 feet below the surface of the lake. And with this, the pyramid was found. Nohl, who holds the world's record for depth diving went down into the lake waters to study his find. In 36 feet of water he explored a cone rising 29 feet from the lake bottom, with indications that the cone is probably higher than that, but its real base is buried in the bottom silt. According to the diver, the pyramid is a ... cone with a lake-bottom diameter of 18 feet and a tip diameter of ... The construction, he says, ... smooth cone set in mortar.

This discovery, of course, has set archaeologists a-tog and brought forth the same old scientific and legendary, about unknown people, ... these parts way back in ... and ... well as ...

tell of their occupancy. The Indian tribes of today have no traditions of another people antedating them, and no legends concerning the mysterious tribes have ever been found. The Rock Lake pyramid may hold a key to their presence here.

Adding to the scientific value (if any) of this discovery, is its nearness to one of Wisconsin's most interesting and least known remains of antiquity in the state. On the Crawfish River, near to Rock Lake, are the ancient ruins of Aztalan, called the Indian Acropolis and the Indian Jerusalem. Wrapped now in mystery and silence, Aztalan was once a great walled enclosure of 17 acres, and even the people living hard by it all their lives know little of its story. Aztalan has for years been a place of intriguing mystery and interest to European scholars.

Aztalan contained within its earthworks wall two great earthen pyramids, one with a top 53 feet square, the other with a top 60 feet square. One was truncated, with terraced sides. The Milwaukee museum and the state archaeological society explored Aztalan in 1899, returning with the announcement that the ancient remains "was ... of the largest, one of the most ..."

unique and one of the most important of the many ancient earthworks in America."

Beautiful vessels with incised, painted decorations were found. Potsherds revealed characteristic features of three widely distributed peoples. Portions of human skeletons, with bones cracked for marrow, along with other kitchen

digger turned up a 15-carat diamond near Waukesha.

"Prospectors in 1889 in Pierce county, on the upper Mississippi, found in glacial drift gold, platinum, garnets, and ten diamonds varying from one-half to 2 carats."

Wisconsin was visited several times, in ages past, by glaciers from the north.



Rock Lake

refuse, evidenced cannibalism. Aztalan was not, the archaeologists say, a fortified town, but a Mecca, a common ceremonial place of great magnificence.

What happened to its people, where they went, only the silent pyramids themselves might tell. Long before Aztalan was discovered its mounds were considered just hills and they were plowed and planted, and today the visitor would hardly suspect the mounds lying beneath these timbered hills of a lost race. But Aztalan, once rescued, is now a park, and one lingers until darkness has settled over hill and dale he can picture to himself its ancient glories, see the blazing sacrificial fires leap into the leaden sky and hear the savage throb of the tom tom and the ritual chant.

Diamonds "In Them Thar Hills"

Says a Wisconsin Chronicler:

"We don't recommend that you pack a pick-ax, a sluicing pan, and a carborundum stone for your next trip to Wisconsin—but it's an idea, because diamonds—big diamonds—have been found in Wisconsin.

"As a matter of fact, by the law of averages, Wisconsin highways should be rich with diamonds, for several stones were found in the same type of gravel used by highway engineers on Wisconsin's 80,000 miles of major roads.

"But so far there has been no diamond rush to Wisconsin. Although discovery of a 21-carat stone on the Orange river is said to have set off the rush to South Africa, discovery of a 21 3/4-carat gem in 1888 near Kohlsville, Wis., caused little excitement. There have been other discoveries. A 6 1/2-carat stone was found in 1908 on a Saukville farm. One of nearly 4 carats was picked up by a child near Oregon, Wis.

Discovery of diamonds in Wisconsin, stones carried down by these ice-sheets, has suggested that there is diamond-bearing rock in the far north yet undiscovered.

Wisconsin's diamonds were discovered in glacial moraine left by the last ice-sheet. This moraine is, in large part, the 85-mile-long area in southeastern Wisconsin that is to become the Kettle Moraine state forest park, a hilly strip extending from the Geneva lake region north into Sheboygan county.

"So when you take your next trip into southeastern Wisconsin you'll want to remember that 'thar's diamonds in them thar hills,' and you, too, perhaps, can be a real sourdough—close to home."

The Old Octagon House

IN the December, 1937, issue of The Magazine, there appeared an interesting account of a famous old mansion standing on a high hill near Watertown, Wisconsin, in full view of passing trains on The Milwaukee. The house had a history, had become a definite landmark, and an effort was being made at the time toward organizing a committee of interested Watertown folk to take over the "Old Octagon House" and maintain it as a permanent museum of pioneer days.

That end has been accomplished and the mansion has been given to the Historical Society of Watertown, and is now open to visitors. The original owner was a grand old man, Mr. John Richards, who had his own plans for the mansion. He was the newly married man in 1855 in which

the building and completed it in 1856.

The plastering in the interior was done on hand-split laths, which may yet be seen on the third floor of the building, from which most of the plaster has fallen away.

Much of the detail in the remarkable construction of the Octagon House was given in the story contained in the issue of December, 1937, number of this magazine. But reference may again be made to the spiral stairway, which is one of the outstanding features.

Quoting from the pamphlet issued by the Watertown Historical Society: "The spiral stairway rises in a central square, the walls of which consist of three 4-in. solid brick tiers. The stairway has been called a masterpiece of the stairmaker's art, and it is one of few of its kind in the country. It is unsupported on one side, but so solidly attached to the wall on the other that it does not yield even to the heaviest step. Its plastered soffits are still without a crack. Its treads number fifty-four on the main circular stairway and fourteen treads from basement to the first floor and are so comfortable that one feels no discomfort in climbing the three flights to the top. The treads are of white pine, the hand-turned rail and spindles of cherry."

The house for many years stood in the center of a farm, but that feature is a thing of the past, and the building is now surrounded by spacious lawns and flower beds.

The Octagon House, in early days was a center of much dignified entertaining, and then for many years it led a quiet existence, "standing like a lone sentinel on the hilltop." It is the House



The Old Octagon House

of Yesterday, from which the inspiration was taken for the "House of Tomorrow" shown at the Century of Progress in Chicago.

Mr. Richards with his family lived in the house until their deaths, at which time it passed to the possession of a daughter, Mrs. Anna Thomas, until her death in 1932 at the age of 92 years. Mr. William Thomas, then a continued occupancy by one family of eighty-one years.

(Continued on Page 11)

Dust Flies at Booster Club Golf Tournament

Art Dwyer

ON SUNDAY, Aug. 20, from early morning until noon, sundry groups of three or four men could be seen wending their way over the sun-baked fairways of the Northbrook Country Club. The occasion for all this activity was the Milwaukee Railroad Booster Club's second annual golf tournament. When the dust and divots had settled it was found that scores had been turned in by 79 members and their 54 guests ranging from 73 to 150.

The prize-winners were determined on a handicap basis, with the exception of Glanz Dierking of Bensenville, the medalist, who walked off with the Morris Chier trophy, and Carl Skojdalger of the purchasing department, who, with a score card showing 150 strokes, was presented with eight hotsy-totsy novelty glasses in recognition of his stroke counting ability.

The other prize-winners were as follows:

went through the fence, through the weeds, deliberately circled around so as to miss all the trees, and finally landed on the fairway on the other side. Farmer Herman eyed it for a moment, and then wandered off to write a letter to Ripley.

Other highlights of interest were: A snappy 39 on the last nine holes by B. Schilling, our Chicago general agent; a deuce by A. Montgomery, the newly-elected commander of Pioneer Post, one of the two deuces made during the day, the other being carded by Rudy Thoren of the Southern District Accounting Bureau.

The members who qualified to play in the foursome for the championship cup were:

- Glanz Dierking, Bensenville
- George Walling, Western Avenue (1938 champion)
- Harold Storms, Union Depot
- Joe White, Bensenville

MEMBERS

Name	Located	Gross Score	Handicap	Net Score
H. Storms, Union Depot		75	3	72
G. Walling, Western Ave.		75	1	74
A. Dwyer, Fullerton Ave.		87	12	75
R. Claborn, Engr. Dept. Western Ave.		90	15	75
J. Shemroski, Union Dept.		91	16	75
M. Lundgren, Fullerton Ave.		80	4	76
B. Schilling, General Agent		85	9	76
A. Gulbrandson, Union Depot		103	27	76
J. White, Bensenville		80	3	77
R. Melzer, Union Depot		89	12	77
A. Peterson, Fullerton Ave.		90	13	77
W. Nelson, Union Depot		94	17	77
W. Dietz, Union Depot		87	9	78
J. Jaramotz, Union Depot		89	11	78

GUESTS

Name	Guest of	Gross Score	Handicap	Net Score
J. Fuqua	Rudy Thoren	82	9	73
R. Ficht	A. Ficht	85	12	73
J. Walker	F. Freeman	78	4	74
R. V. Thoren	Rudy Thoren	85	11	74
Dr. Lee Hein	W. Dietz	90	16	74

DOOR PRIZE

Jonas BoeTelegraph Department Union Depot

Tee Talk

Maybe it was the heat—maybe it was just the general excitement of the day, but some of the boys pulled off some unscheduled stunts that ought to go down in history, or somepin'. For instance, Bill Houck of the Republic Coal Co., at the fourth hole chipped high from the rough and the ball plunked into the cup without touching the green. He wore a dazed, happy grin the rest of the day. Harold Storms of the mail and express department had four birdies in the first five holes. Leonard Janke of the ticket auditors office, after a short drive at the third hole, decided to cut corners and shoot through the trees, with Farmer Herman, the club's "congenial" neighbor, an interested spectator. His first shot hit a tree and bounced back onto the fairway. Farmer Herman ducked. His second shot also bounced back onto the fairway. Nothing daunted, Janke again tried the shot. Evidently this time the ball knew what he wanted. It hit low,

Play-off

The cup play-off was held on the following Sunday afternoon and after a close battle right up to the 18th hole, Dierking won with a 77, one stroke under Joe White, who carded a 78. George Walling was leading by one stroke after the 11th hole had been played but his putter betrayed him on the 12th green and he was unable to



Mr. Dierking, medalist, with Mr. Storms and Mr. Walling.

recover. He finished with an 81. Harold Storms was completely off his game, scoring an 82.

Tennis

The Booster Club tennis tournament ended Sunday, Aug. 27, after two weeks of lobbing and volleying by forty-two participants. In the finals of the men's division, held at the Fullerton Tennis Club, H. Fulton, engineering department, Union Depot, defeated George Gustafson of Galewood by scores of 6-0, 6-3, 6-1. In the women's division Irma Lang of the general freight department won by absolutely dominating the field. Incidentally, Miss Lang is the star center fielder of the Down Drafts softball team which represented Chicago in the National Softball Tournament.

Softball

The four softball teams sponsored by the club just about completed the season. The General Freight Department team finished second in the Railroad League and is now in the midst of a three-game struggle with A. R. Barnes & Co. for first place in the 24-team South Loop League. The Division Street team is at present tied for first place in the Goose Island Industrial League. The Chippewas from Western Avenue, playing in the Humboldt Park Industrial League, and the Hiawathas of Fullerton Avenue, playing in the Hamlin Park Industrial League, have completed their schedules and finished in the lower brackets.

And so end the activities of another summer but with the prospect of bowling and basketball just ahead.

Service Plus

JUST in case anybody should have any doubt about the willingness of passenger conductor W. H. Wells of the H&D Division to get on top of any emergency and handle it to a finish, the following story is told.

It seems that while in charge of No. 15 over that division on Aug. 28 a lady passenger informed him that she had a very serious toothache, but that she was on an emergency trip and could not possibly delay it. She wondered if there was anything he could do. Mr. Wells got in touch with the chief dispatcher in Aberdeen, who notified a dentist that he was going to have a patient who wanted a tooth pulled in a hurry. A taxi was notified to stand by, and when the train arrived in Aberdeen the lady passenger was whisked to the dentist's office, the tooth extracted, and the lady was returned to the train and continued on her way very much relieved and appreciative of "Milwaukee Service." The train was delayed only two minutes.

HORATIO WAS AMONG 'EM

The reporter was sent to write up a charity ball. Next day the editor called him to his desk.

"Look here, what do you mean by this?" "Among the most beautiful girls was Horatio Lucian Dingley." "Why, you idiot! Old Dingley isn't a girl—and besides he's one of the principal stockholders."

"That's help that," returned the realistic reporter. "That's where he was."

The Railroads Meet the Challenge

The member lines of the Association of American Railroads, meeting in Washington today, approved the following statement:

There will be adequate railroad transportation in the United States for any increased business now in prospect. To insure that this will be the case, the railroads are agreed upon a policy of putting into repair their cars and engines which have not been needed to handle current business. In addition, as traffic and earnings may justify it, additional equipment will be ready to meet demands which may develop.

The railroads are putting themselves in readiness in advance of demand. They do this in spite of the fact that of late years traffic has not required, and earnings have not been sufficient to permit, them to keep all facilities in immediately serviceable shape. As they did in 1923, however, railroads have determined to spend money which they have not earned in order that they may meet a public need, on the faith that there will be hereafter a square deal in public transportation policies.

The railroads enter upon this program with full knowledge that there are fewer freight cars and engines in the United States than there were in past years. Present-day equipment, however, has more capacity and greater efficiency than the larger number of units in which the business was handled twenty years ago. As compared with 1918, for example, the average car has eight tons more carrying capacity, and the average locomotive has 43 per cent more pulling power. Freight trains move more than 60 per cent faster, on the average, than they did then, and the hourly output of transportation of each train averages more than twice as much as at that time.

When the United States government took over the operation of the railroads, at the end of the year 1917, there was much congestion and delay in the movement of freight. Naturally, this was referred to as "car shortage" and was ascribed to a supposed failure of railroads to move the tonnage. Actually, the failure was not in moving freight, but in unloading it. Cars were loaded for shipment to the North Atlantic seaboard when there was no place to unload them. As a result of this situation, largely beyond control of the railroads, yards and tracks for hundreds of miles back from the seaboard were choked with cars standing under loads.

War-time operations and the insufficient earnings of the 1921 depression produced a situation on the railroads not unlike that of today. In the spring of 1923, however, faced with the prospect of rising traffic, the railroads met, in much the same way in which they have met today, to consider ways and means of meeting, adequately, efficiently and economically, all anticipated demands of commerce.

From that day to this, as one result of the program inaugurated at the meeting in 1923, there has been no general shortage of railroad transportation capacity on this continent. In several years since then the movement of freight has exceeded that of the peak of the war year of 1918, and in every case it has been handled without car shortage, congestion or delay.

In 1929 the railroads handled 19 per cent more business than in 1918, with no increase in the number of cars. Further increases in operating efficiency make it possible now to handle a 1929 business with 350,000 fewer cars than were used in that year, or a 1918 tonnage with 600,000 fewer cars than were required then.

This is due in part to the tremendous investment which has been made since 1923 in better railroads—not only better cars and engines but, of equal or greater importance, better tracks, better bridges, better signals, better terminals, better shops, better facilities of all sorts. Approximately nine billion dollars has been spent for such purposes, resulting not only in better service but also in great gains in efficiency and economy.

The greater capacity of today's railroads is due also to improved methods of operation. In part these are made possible by better plant and equipment; in part by the new methods of controlling the flow of traffic which were developed out of experience and are made effective through the organized and active cooperation of shippers and railroads.

A distinct factor in the changed conditions of railroad operation is the thirteen regional Shippers' Advisory Boards. These boards were created in meeting the difficult transportation situation in 1923 and have continued their active work and are today thoroughly organized agencies of cooperation.

Terminals and tracks will be kept open, and cars and engines moving, should any tendency to congestion show itself. Through the nationwide permit system of the Association of American Railroads, inaugurated in 1920, this system will prevent the accumulation of freight beyond the ability of the receiver to unload promptly.

The railroads are and will continue to be ready to meet any increase in traffic.



Part of the crowd that stormed the Ski Bowl at Hyak on August 22nd, climbed upon the locomotive and posed for the above picture.

Ski Bowl Outing

THE popularity of railroad outings in the Pacific Northwest was conclusively demonstrated on August 22nd when 1,232 enthusiastic young people from Seattle's schools (with some older folk along, too) took the Cascade Mountains in the vicinity of the Milwaukee Ski Bowl by storm. A special 19-coach train was necessary to handle the big crowd.

Jointly sponsored by the Seattle Post-Intelligencer and the Seattle Parent-Teachers Association, the all-day outing in one of the beauty spots of the Cascades was jam-packed with interesting experiences. The two-hour ride up into the mountains from Seattle gave many of the young folks their first experience with the comforts and convenience of railroad service. On arrival at the Ski Bowl they were greeted by a rousing fanfare from the tiny members of the Cle Elum Legion Junior drum and bugle corps, and from there on the young folks discovered the Ski Bowl area and the surrounding mountains were theirs.

Many took advantage of the opportunity to meet the famed mountain climber Ome Daiber, who gave a short talk on some of the problems of mountain climbing, and then led a party on a demonstration hike up into the hills. Other groups were keenly interested in a demonstration of forest fire fighting put on by rangers of the Snoqualmie and Wenatchee National Forests. The electric locomotives which had handled the train up from Seattle were opened for inspection, and a tour of the sub-station at Hyak gave the huge party an opportunity to appreciate the numerous problems involved in providing power to handle modern day railroad trains. There was dancing in the Ski Lodge, too, with music provided by a 5-piece orchestra. All day the primeval quiet of the wooded mountains was broken by the clicking of cameras, as amateur photographers recorded some particularly beautiful scene which they might enter in the 16-prize contest sponsored by the Bartell Drug Company of Seattle.

The day's activities were recorded and film by two northwest camera men.

How Many Friends Have 3,000 People?

Milwaukee-Hiawatha Service Club Holds Monster Picnic

THIS article is titled deliberately. If you multiplied 3,000 Milwaukee people by the number of friends they have, just how many potential boosters for the Milwaukee Railroad and its service would you get? Would it be thirty thousand people? Or, even one hundred thousand?

The reason this question comes up is that a recent communication from Bob Harris, Publicity Chairman of the Milwaukee-Hiawatha Service Club (Milwaukee, Wisconsin) indicates that that recently formed club has approximately 3,000 members, and is going after more. Three thousand active club members is a big enough group to create quite a stir in any man-sized town—and the 3,000 at Milwaukee have already started in to do some stirring.

They started off on August 27 with probably the biggest picnic held in many a year—15,000 employes, their families and friends present—and held it in Pleasant Valley Park which is situated on the outskirts of Milwaukee. Old Man Weather started in from the very first minute to cooperate—you couldn't have asked for a nicer day. The day before, Gen'l Supt. A. J. Elder and Committee Chairman George Steuer had sat down with their pencils to do some figuring. They started in multiplying doughnuts by the cost of doughnuts per dozen, and when they had that all nicely set down on paper, they started in multiplying the cost of ice cream cones and hot dogs according to their estimates of the thousands of potential consumers they would have the next day. Confidentially, they announced to friends that if the weather was good, maybe there would be between six and seven thousand people at the picnic. As it turned out, however, there were that many people at the picnic grounds as early as eleven o'clock in the morning, and by afternoon the crowd, as above indicated, had reached the total of 15,000, and maybe there were some kids that were too small to be counted.

The folks then proceeded to have some fun. There were baseball games, guessing contests, speeches, dancing, catcalls and lots of eating. The kids found out that everybody had taken the day off to be nice to them, and toys, ice cream and pop were lavished upon them in plenty. Toward the middle of the afternoon a three-inning ball game



I. C. Urmanski

took place between the Operating and Mechanical Departments, A. J. Elder pitching for the so-called brains department of the railroad, and R. W. Anderson for the mechanicals. K. F. Nystrom umpired. J. A. Deppe stepped in as relief pitcher for the hard-pressed mechanicals, but for all his efforts the Operators took the game by a score of 8 to 2.

During the day entries for the best name for the newly formed service club had been taken, and a judging committee appointed to decide on the best name submitted. The lucky winner of the \$25.00 prize was I. C. Urmanski. His entry recommended that the club be called the "Milwaukee Hiawatha Service Club."

We come once more to the title of this article. Just how many friends have 3,000 people, particularly 3,000 Milwaukee employes banded together in a club for the purpose of securing additional business for our road? How many more friends can they make? Thousands of friends of these employes came out to their first picnic and partook of the goodwill and hospitality they provided. How many other thousands are there that remain to be contacted, whose goodwill we are anxious to get for our line, and who will be glad to cooperate with one of the vital industries of their community if they are given the chance? The activities of the new Milwaukee-Hiawatha Service Club ought to give some idea of the answer.

The Panorama below shows a very small part of the crowd of 15,000 people which attended the Milwaukee-Hiawatha Service Club picnic at Pleasant Valley Park on August 27. Many of the folks were either eating, playing games or busy playing games or trying to get in the picture.

Service Club News Missouri-Iowa Club Picnics

A truckload of watermelons and cantaloupes divided among 600 people makes just about enough watermelon for everybody, with maybe a little left over to think about the next day. Any way, when all the different units of the employes' service clubs on the Kansas City Division got together at Ottumwa, Iowa, on August 27th for a joint picnic, the watermelon was plentiful, and so was the goodwill. A special train left Kansas City at 6:30 a. m. arriving at Ottumwa at noon, and there the party was given free transportation to the picnic grounds at Leighton Park through the courtesy of the Ottumwa Service Club. After a huge picnic dinner at 1:30, some of the boys still had ambition enough to go in for a softball game between the Kansas City club and the Laredo, Mo., club, which the K. C. club won 3 to 2. Must have been some game.

Hettinger Puts One Across

With a fellow like Fred Hoesley presiding and a speaker like O. B. Tripp of Hettinger to do some spellbinding, and an inspiring paper by section foreman M. H. Child, the Nosokota Service Club at Hettinger, N. D., on September 11th really went places in putting across a fine meeting. The word was evidently well circulated among the boys along the line, for 19 members of the Cannonball Service Club from off the branch were down at Hettinger to see what they could do to help things along. That made around 60 present.

They corralled the division superintendent and had him get up and speak a few well-chosen words, and then turned on traveling freight agent Brisbane to see what he had brought along, and it turned out that he had the equipment for the voca-film "Let's Keep the Record Straight," so they all had a chance to view that.

Next meeting of this club takes place at Lemmon, S. D., on October 2nd.

Fargo Line Club Enters Second Year

It was just one year ago this October that the Fargo Line Service Club was formed. Summarizing the accomplishments during the first year, Secretary Wette concludes: "Every one knows one another on this line now, although before this club was organized there were a good many of us that were strangers to one another." We will also bet that the employes on this line are not strangers to the business men and shippers in their communities.

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tried the shot. Evidently this time the ball knew what he wanted. It hit low,



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

VOL. XXVII

OCTOBER, 1939

No. 7



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

CARPENTER KENDALL, *Editor*

A. G. DUPUIS, *Advertising Manager*

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

U. S. Postage on This Magazine Is Three Cents



C. H. Buford

Elected Vice-President Association American Railroads

THE Association of American Railroads, through J. J. Pelley, president, has announced the election, effective October 1, 1939, of C. H. Buford as vice-president in charge of the operations and maintenance department, with headquarters at Washington, D. C.

Mr. Buford for the past 12 years has been general manager of the western lines of this railroad with headquarters at Seattle, Wash. He entered the service of the Milwaukee in 1907 as a rodman, transferred to the Kansas City Division the latter part of 1907 as instrumentman, and was transferred to the Chicago general offices as draftsman in 1908. In 1913 he was appointed assistant engineer of the Chicago track elevation project. In 1916 he was promoted to the post of engineer of this project.

Beginning in 1917, when he was transferred to the operating department as trainmaster on the Sioux City Division, Mr. Buford rose rapidly. He successively held the positions of trainmaster on the LaCrosse Division, superintendent of the Wisconsin Valley division, the Superior division, the Sioux City division; and in 1921 was made superintendent of the Terre Haute and Southwestern Railroad, where he remained until 1924, when he was appointed general superintendent of the southern district, with headquarters in Chicago.

On November 15, 1926, he was promoted to assistant general manager of Lines East, and November 1, 1927, he

Eigh.

came general manager of Lines West.

Mr. Buford was born February 2, 1886, at Newport, Arkansas, and graduated from the University of Arkansas with a degree in Civil Engineering. His wide experience as employe and officer in the engineering and operating departments, his capacity for hard work, and the good judgment and fair-mindedness with which he executed the details of his work, have exceptionally fitted him for the duties of his new position. He will be furloughed from his present duties, so that he may accept his new assignment, and he carries with him to Washington the sincere wishes of the whole Milwaukee family for his continued success.



N. A. Ryan

Appointed General Manager Lines West

EFFECTIVE October 1, 1939, Mr. Norman A. Ryan, who has served the past seven years as assistant general manager of Lines East at Chicago, is appointed general manager of Lines West, with headquarters at Seattle.

Mr. Ryan succeeds Mr. C. H. Buford, whose election as vice-president of the Association of American Railroads in charge of operations and maintenance is announced above.

Mr. Ryan was born November 5, 1891, at Superior, Wis. In 1909 he entered railroad service, starting as a stenographer with C. & N. W. Railroad, later working for the Southern Pacific and L. & N. Railroads. His railroad career was interrupted by the World War, when he served successively as private, corporal, sergeant

and first lieutenant. In 1919 following his discharge from the army, Mr. Ryan entered the service of the Milwaukee Road. In 1920 he was appointed trainmaster of the Milwaukee Terminal. In 1921 he was transferred to the Terre Haute Division. In 1923 he was made assistant division superintendent, being advanced to division superintendent at Terre Haute in 1924. Three years later he was transferred to Milwaukee Terminals. On May 1, 1932, he was appointed assistant general manager at Chicago.

When discharged in 1919 from the Army, Mr. Ryan was commissioned Major, Engineering Corps, Reserve. The War Department has just recently announced his appointment as part of its preparedness measures as chief of transportation section, steam railroads, with the rank of colonel.

During his various assignments on this railroad, Mr. Ryan has accumulated a host of friends who wish the best of success in his new position.

A. J. Elder

Named Asst. General Manager

Announcement is made of the appointment of A. J. Elder as assistant general manager of the Milwaukee Road's eastern lines, with headquarters in Chicago.

The appointment is effective October 1st. Mr. Elder who has been General Superintendent of the Middle District at Milwaukee, Wis., succeeds Mr. N. A. Ryan, who has been named General Manager of Lines West.

Mr. Elder is a veteran Milwaukee employe. He was born at Pierson, Iowa, Jan. 8, 1887, and entered service as an operator on the Iowa Division in 1907, and has advanced successively to positions of patcher, chief dispatcher, trainmaster, assistant superintendent of the City Terminals, and superintendent of the S. C. & D., Terre Haute, Iowa, D. & I. Divisions. On September 1, 1938 he was named General Superintendent at Milwaukee.

He brings with him to his new position in Chicago the earnest good wishes of his many friends for his continued success.



A. J. Elder

W. E. Tyler

THE many Milwaukee Road friends of Mr. W. E. Tyler, Superintendent of the Pass Bureau in Chicago, were inexpressibly saddened by the news of his passing, which occurred at his home in Chicago on September 3rd, at the age of 86 years.

"Bill" Tyler, as he was affectionately known among his associates, entered the service of the Milwaukee Road as a telegraph operator and station agent at Republic, Mich., and successively held positions of traveling freight and passenger agent; division freight agent; superintendent of the Superior Division, with headquarters at Green Bay; assistant general freight agent, and since 1916 superintendent of the company's Pass Bureau. The countersignature of "W. E. Tyler" has been, for many years, a familiar feature of free transportation issued by The Milwaukee Road.

Mr. Tyler was born in Ohio, and he is survived by his widow and one son, Raymond, to whom the sympathy of the Milwaukee is extended.

Funeral services were held in Chicago on September 6th, with interment in Rosehill Cemetery.

Mr. Tyler had a wide acquaintance among shipping and railroad circles. He was almost a gazeteer of the "North Country," its business and its resources, and was held in high esteem by all the business interests of the iron and copper countries. Among his associates, which included his employers and all who came in contact with him in business and social relations, he was greatly beloved. He was loyal to his job and devoted to its service. His was a fine life, finely lived.

Frank J. Welch

THE many friends of Frank J. Welch, former chief carpenter on the Coast Division, were deeply grieved to learn of his death on August 25th, in Seattle.

Mr. Welch began his service with the Milwaukee Road in 1897 as Extra Gang Timekeeper on the I. & D. Division. In 1904 he was transferred to the B. & B. Department, where he was successively bridge carpenter, pile inspector and bridge inspector for Lines West Territory. In 1917 he was promoted to chief carpenter for the Coast Division at Tacoma, and remained there until 1929, when he was transferred to the position of chief carpenter for the Superior Division at Green Bay. In 1930 following the combination of chief carpenters' territories, Mr. Welch returned to the Coast Division as asst. chief carpenter. In November, 1937, he took advantage of the retirement act, after 40 years of service with the company.

Frank Rice

ON SEPTEMBER 4th at Winlock, Washington, in the home of his daughter where he was visiting, oc-

curred the death of Frederick Erving Rice, who retired on September 16, 1937, from the position of Assistant Engineer at Minneapolis.

Mr. Rice was born at Rutland, Vermont, on Dec. 21, 1857. He entered the service of the Milwaukee Road in April, 1882, in the engineering department and was employed on surveys for the location and construction of several lines of the railroad. From 1906 to 1908 he was resident engineer at Pontis, S. D. (now Moberg) in charge of the construction of the Missouri River Bridge. In 1908 he was appointed district carpenter of the Minneapolis district and in 1931 assistant engineer at Minneapolis.

Notice

The November issue of RAILROAD MAGAZINE, on sale September 29th, contains a complete illustrated new roster of motive power on the Milwaukee Road, with the new re-numbering. Advance proofs received indicate that this will be a very well illustrated and informative article.

Appointed Pass Bureau Head

EFFECTIVE September 15th, Mr. E. A. Witt, in addition to his other duties as Chief Clerk to Chief Operating Officer, is appointed Chief of the Pass Bureau.

All requests for passes, and correspondence in connection therewith, should be addressed to the Pass Bureau, Room 854 Union Station.

Congratulations!



The Cause and the Remedy

"So long as present inequalities in the treatment of our different forms of transportation exist, we shall continue to have a railroad problem. The railroads furnish our essential transportation service, and they do it efficiently and economically, but no amount of efficiency can successfully meet competition which is publicly subsidized and unequally regulated.

"There you have the true cause of the railroad problem. It is a problem which railroads by themselves cannot solve. It will be solved only by putting into effect a sound public policy applying to all forms of transportation alike—giving every sort of transportation equal treatment."

"Not until that is done will the public get from every agency of transportation the kind of service which each can do best at the lowest real cost. And not until it is done will our 'railroad problem' or our other transportation problems be solved."

J. J. PELLETIER, President, Association of American Railroads



Fire Chiefs' Special

Fire Department officials from eastern and southern cities assembled in Chicago September 14th and departed at midnight on a special Milwaukee Road train for Seattle, Wash, enroute to the annual meeting of the International Association of Fire Chiefs, which was held in San Francisco.

The train, which carried upwards of 100, was designated the "Corrigan Special" in honor of Fire Commissioner Michael Corrigan of Chicago, who accompanied the party.

The picture above, taken at Seattle, shows, left to right: Chief Walter F. Israel of Detroit; Michael J. Corrigan, Fire Commissioner of Chicago; Chief Wm. Fitzgerald of Seattle, and L. J. Benson, Asst. to Chief Operating Officer.

Teletype System Installed

TO more promptly aid shippers and consignees with information as to the exact location of cars in transit, this railroad has recently extended its teletype facilities to include a new circuit between Chicago, St. Paul and Minneapolis, via LaCrosse, Wis. New teletype machines, each capable of receiving and sending up to 60 words a minute were installed at LaCrosse, St. Paul and Minneapolis, while a machine previously in service on other circuits was connected in at Chicago. Only one office may transmit business at one time, but all of the other three offices, if desired, may receive the information being transmitted from the sending office.

Interesting Facts About the Railroads

For every mile of railroad in the United States there is, on the average, one highway grade crossing.

Class I railroads and the Pullman Company installed air-conditioning devices on 374 passenger cars in the first six months of 1939.

Railroad taxes in 1938 averaged \$650 per minute.

Class I railroads in the first half of 1939 had a net deficit of \$91,766,000 after fixed charges, compared with a deficit of \$180,021,600 in the same period last year.

Approximately three thousand cross ties are used for each mile of railroad track in this country.

"In Beautiful Wisconsin"

(Continued from Page 4)

An Old Log Cabin

Visitors to the octagon house will also want to stop at Milton, eight miles north of Janesville, to see the century-old log cabin, first building erected in the village and an important way-station on the "underground railroad" of civil-war days. The old cabin has just been restored as an historical shrine, along with the underground tunnel and the dungeon-like basement where slaves were hidden.

Near the cabin is another octagonal house, now closed, which the Milton Historical society plans to restore and open in the future.

Eagle Cave Near Muscoda, Wis.

THE valley of the Wisconsin River is a true treasure trove, as far as its natural wonders and beauties go. Over near the peaceful little town of Muscoda on the Madison Division, there is a wonderful cave, not known of men of this age so very many years; but old in its formation and existence far under the ground.

Wisconsin Conservation programs and enterprise are bringing, constantly, new evidences of the ancient formative ages when this land was in the making; and now we hear about a gem of a cavern under Wisconsin hills that sweep grandly around Wisconsin River Valley, and is reached from Muscoda.

The story of Eagle Cave, so far, runs like this: "Stalagmites said by experts to have been in the making for no less than three million years—and some of onyx so clear that they are translucent—are among the many odd and unusual sights of Eagle cave, five miles west of Muscoda, which is on the Wisconsin River some 65 miles west of Madison. This strange cave is pleasantly cool, too, with the temperature averaging 50 degrees. This subterranean palace goes half a mile into the hill side, with caverns large enough to hold several ordinary houses.

"Millions of tiny crystals sparkle on the ceiling—each a gem of pure travertine marble. Giant stalactites hang from the roof. Giant stalagmites rear their mineral temples from the floor. Marble footstools invite you to pause and sit. Cool, clear pools reflect the rainbow colors of the marble. Drapes of velvet stone cascade down the cavern walls. And you may see marble in the making—paper thin sheets of stone so thin they bend under your breath. Entombed in the solid rock are tiny sea animals turned to stone,—relics of the day uncounted ages past, when the whole land was covered deep with sea.

These old landmarks of Beautiful Wisconsin are easily visited by way of The Milwaukee Road's LaCrosse Division trains to Watertown and the Madison Division to Old Milton.

Autumn Vacations in Wisconsin

Just as thousands of travelers each year extend the warm-weather season by late winter and early spring vacations in the South, so are thousands of vacationists each year extending their enjoyment of the autumn season by late summer and early fall trips into Wisconsin.

Year after year, autumn travel into Wisconsin is increasing. As early as Labor Day, visitors to Wisconsin begin to discern the approaching autumn in cool, brisk nights and in the soft gauze of autumnal haze that casts a diaphanous aura of purple beauty over the distant landscape. Bright, warm days and cool nights make September and early October an ideal vacation time.



Winding Rock River in Southeastern Wisconsin

Wisconsin resort keepers who have been in the habit of remaining at their resorts until snow flies are finding more and more guests staying later—and arriving later—to enjoy the zestful climate and thrilling beauty of the autumn scene, when the forests reach their fullest magnificence and color flames and blazes across the hills.

One resort proprietor believes that the increasing army of color photographers is an important consideration in keeping Wisconsin's resort country busy longer in the fall. Turning leaves reflected in the blue and crystal waters of sandy-shored lakes offer challenging opportunities to the amateur color photographer to take excitingly beautiful pictures.

Fall fishing, too, is generally accounted excellent, and many angling enthusiasts have long held to the belief that cooler weather produces the best fishing of the year. One school of anglers asserts that "fish go on a feeding spree in the months just before the lake is locked in ice, and that this is the best time of the entire year to seek any trophies of larger than usual size."

To those who have enjoyed an autumn vacation in Wisconsin the memories of campfires on the beach, of drowsy hours by the fire place, of drifting along in the boat as the painted masted schooner, remain as unforgetable as the memories of Wisconsin's autumnal beauty.

Said to Be Humorous

Conductor: "How old is that boy?"
Mrs. Ginburg: "He'll be five in May."
"He looks older than that."
"Can I help it if he worries?"

Butcher: "Roundsteak, Madam?"
Mrs. Newlywed: "Well, the shape does not matter as long as it's tender."

Employee: "I would like an increase in salary, sir, as I am going to be married."
Employer: "And you would like to have a little bigger fund to draw on for household expenses?"

Employee: "No, it isn't that. My future wife knows exactly how much I get, and I would like a little extra for my own use that she doesn't know about."

Then there was the husband who asked "By whom?" when told that his wife was outspoken.

EDITORIAL GENIUS

The genius of a certain Arkansas editor showed itself recently when he printed the following item:

"Miss Beulah Blank, a Batesville belle of 20 summers, is visiting her twin brother, age 32."

TOO LATE

Office Boy—There's a salesman outside with a moustache.
Executive—Tell him I've got a moustache.

MAKING THE MOST IF IT

"How would you like an egg served, sir?"
"Is there any difference in price?"
"None whatsoever, sir."
"Then serve it on a thick slice of ham."

FIRST PERSON SINGULAR

The train halted for a moment at a small station. A traveler reached out of the window, called to a boy, and said:

"Here, son, is 50 cents; get me a 25-cent sandwich and one for yourself."

Just as the train started to pull out, the boy hurried up to the window and shouted: "Here's your quarter, mister, they only had one sandwich."

Housewife: "Why should a big strong man like you be out begging?"

Hobo: "Well, lady, it's the only profession I know in which a gentleman can address a beautiful woman like you without an introduction."

Stranger: "Your neighbor tells me you've got an unusually good cow. What will you take for her?"

Farmer (cautiously): "Wait a minute! Are you the new tax assessor, or has my cow been killed on the railroad?"

Looking around the drawing room, Mrs. Hostess realized that many of her guests' dresses were extremely revealing.

She turned to the clergyman on the settee beside her: "I am afraid," she said, "that some of the ladies' dresses are rather revealing."

"Oh, I don't mind a bit," was the reply. "You see, I've been 10 years in Africa—among the heathen, you know."

"A young man," said the ready-made philosopher, "should learn to say 'no.'"

"Yes," returned Farmer Corntossel, "I feel that my boy Josh ought to take at least that much trouble. When I ask him to fish around the place he simply gives me a haughty stare."

Salesman: "Boy, I want to see someone around here with a little authority."
"How about you?" "Well, I have about as little authority as you, what is it you want?"

ACCIDENT SAFETY FIRST PREVENTION

Safety First Items Pertaining to Freight House Operation

By Agent Snow, Sioux City, Iowa

Cooperation Among Employes Necessary In Prevention of Injury

EXPERIENCE has taught that the most important way to prevent injuries is cooperation among the men doing some certain job. Very often it is necessary to handle a heavy piece of freight of unusual size and dimension, requiring several men to do the job. This work should never be performed without sufficient men to properly and safely handle the shipment and each man should know what the other fellow is going to do as various moves are made in connection with the handling. (Rule 6.)

Blocking Removed From Merchandise Cars

There is always more or less accumulation of blocking around the freight house, removed from merchandise cars. The blocks often contain sharp pointed nails and if not watched closely, are strewn throughout the freight house and left in such locations where men handling freight may step upon them. Each employe should watch this and when he finds a piece of wood containing a nail, it should be turned over with the point down or removed and placed in a position where it cannot be stepped upon. (Rule 43.)

Heavy Bars and Rollers Used In Loading or Unloading Large Shipments on Dollies

It is often necessary at freight houses to use heavy bars and rollers for loading and unloading heavy shipments on dollies. Too often these bars or rollers are placed on end, leaning against the car walls, when not in use. When this is done they are apt to fall over, caused by rocking of the car in handling freight, and in falling, should they strike an employe, he is apt to be injured. It is suggested that in using heavy bars and rollers of this type, they should never be placed on end at any time but instead, laid flat on the floor of the car or building where they are being used. (Rule 23.)

Run Boards Should Be Securely Fastened

It is very important that run boards from freight house to car, and from car to car, be securely fastened so they will not become loosened due to freight being handled over them and fall down while men are passing over them. (Rule 42.)

Taxider

Rules Contained In Safety Rule Book Should Be Familiar to Every Employe

The Rule Book covering safety for men employed in the freight house, is very complete, and a book should be furnished each employe and they be instructed to familiarize themselves with the various rules in this book. If the rules contained therein are lived up to, it is utterly impossible for an employe to become injured.

SAFETY SHOES

Chicago Terminal

The tabulation below shows an increase of 24 per cent in the number of pairs of safety shoes sold to employes of the Chicago Terminals. This means that during the 8 months period of 1939, 165 more employes had their toes protected by safety shoes than was the case in the corresponding period of the previous year. Such increases are quite general at a great many points on the railroad, indicating that the employes are taking a keen interest in protecting their toes from injury.

Point	No. Pairs		1939 Increase
	1938	1939	
Western Ave. Rd.			
Hs. Store	340	384	44
Galewood Yard 1			
Store	124	186	62
Bensenville Rd.			
Hs. Store	218	277	59
Chicago Terminals	682	847	165

"Stop, Look and Listen"

By Neil H. Sullivan, Store Dept. Laborer, Tacoma, Wash.

"STOP, Look and Listen," the most widely-known expression of safety in the entire railroad industry. What child does not know the meaning of this familiar crossing sign. Yet, how many men ignore it only statistics will prove.

Safety placards and notices, safety meetings and lectures, all do a great deal of good toward bringing closer to the individual the extreme necessity of direct attention to these matters. However, the phrase, "Stop, Look and Listen," should make for more alertness and caution during the performance of the least likely dangerous jobs as well as those most hazardous.

Carelessness, thoughtlessness, and indiscretion are the usual causes of accidents. Careless in handling tools and the manner of doing the job. Thoughtless of the fellow-workman's safety and disregard for his own sightedness or hard of hearing. No one should be employed on the Government's work, as a result of the underlying work, as a result of the underlying work, as a result of the underlying work.

ing at a time when extreme care be exercised.

Young working men would do take home a lesson from the maver men with strained backs, fire hands, scalded limbs and glass results of accidents in most cases to lack of safety-rule knowledge cooperation from co-workers of rules.

When it takes so little time and such a harvest of benefit to be earned, the railroad workers' valve should always be, "STOP, AND LISTEN." . . .

SAFETY FIRST is a problem to be studied in order to practice SAFETY FIRST is the bread butter for the worker and his family, and the family should also have an interest in SAFETY FIRST.

Obey SAFETY rules; also proper understanding with working partners. Any new job comes up should be understood your partner and yourself before you start working. In this manner an accident will be avoided.

I remember years ago when I started using crane equipment, practically the first one to work it. If I recall correctly, the operator made a few unnecessary movements which could have caused me to be injured. I stopped and talked to the operator telling him that we would have to cooperate nicely and understand what we were going to do. We did that and an accident of any kind has occurred that's what I call perfect teamwork.

My suggestion to all Milwaukee employes is to practice cooperation and teamwork. In this manner accidents will be avoided and SAFETY FIRST.

Look out for yourself and your partner while you are working.

SAM LEO, Chauffeur
Store Department, Miles C

Good Suggestions

FREIGHT house foreman W. J. at Spokane offers the following suggestion: "Broken car seals should be wrapped around the handles of doors of cars where they are likely to gash the hand of anyone closing the door. A broken seal that should be discarded at once should be the door pin slot."

The following suggestion is offered by agent M. E. Britt of Chehalis, Wash. "Agent, or other station employe when closing a station at night, always see there is no truck or horse, or other obstructions left in the doorway used by trainmen or employes entering the station at night." "Carefulness is neither inborn nor inherent accompaniment of intelligence is a habit. Start that habit today." agent Melcher, Knowles, Wisconsin

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The announcement that the Milwaukee Road Women's Club reached the highest membership in its history this year has given much satisfaction in our official circles, and I take pleasure in transmitting to you the following letters received from our executives.

ISABELLE C. KENDALL,
President General.

"Dear Mrs. Kendall:

"I have been very much interested in examining the report which you sent me with your letter of August 31st. It is most gratifying to learn that the total membership has attained a new high, and I know that this has only been accomplished by a lot of hard work.

"With heartiest congratulations and all good wishes,

"Sincerely yours,
"H. A. SCANDRETT."

"Dear Mrs. Kendall:

"I was very much interested in reading the report you sent me with your letter of August 31st, and wish to congratulate you and the Club on the progress made.

"With best wishes, I remain

"Yours sincerely,
"W. W. K. SPARROW."

"Dear Mrs. Kendall:

"I was delighted to read your letter of August 31st and to know of the continued interest of our people in the membership of the Women's Club.

"It shows that the good work that is being done in the many localities is appreciated by the employes and I know it is a great satisfaction to you. as it is to me, to realize the nice impression that the Clubs have made by the good work they are doing.

"Yours very truly,
"J. T. GILLICK."

"Dear Mrs. Kendall:

"I am pleased to note the Club is enjoying the largest membership in its history and am happy to observe that practically all of the Lines West chapters have exceeded their 1938 membership.

"This is certainly a very favorable showing and one which must give a good deal of satisfaction to you and the host of your fellow-workers whose combined efforts have made this result possible. Congratulations and best wishes for your future success.

"I am sure all concerned on Lines West will be glad to continue their support of this very worth while program.

"With all good wishes, I remain,
"Sincerely yours,
"H. B. EARLING."

Beloit Chapter

Mrs. Wm. Steuch, Historian

THE June meeting was held on June 14 with 16 members present. The meeting was called to order as usual by the president, Mrs. McIntyre. The club motto was recited. Treasurer reported a balance of \$255.32. Welfare chairman reported 16 telephone calls. Sunshine chairman reported 15 personal and 24 telephone calls, 8 messages of good cheer and 1 plant sent; 47 families were reached. Ways and means reported \$10 membership prize. The potluck supper held on May 20 was well attended and a good time was had by all. Mrs. Tingley received the \$1 attendance prize. There being no further business to come before the club the meeting adjourned. The next meeting to be held in September. Refreshments were served and bingo was played.

Having recessed during July and August Beloit Chapter resumed its meetings on Sept. 13. A potluck supper was held at 6:30, with 18 members present. The supper was delightful and much enjoyed. At 8 o'clock the meeting was called to order as usual and the club motto recited. Treasurer reported a balance of \$260.53 on hand August 31st. Sunshine reported 6 personal and 10 telephone calls made during July and August; 3 plants and 5 sympathy cards sent. \$5.50 was spent for good cheer and sympathy. Welfare reported 6 personal and 24 telephone calls.

Ways and means were discussed and it was decided to have a series of 6 card parties during October and November. An afternoon card party is planned for soon.

On Sunday, August 20, a number of club members and families enjoyed a picnic supper at the home of Mr. Brasure, a retired railroad conductor living at Rockford. Croquet was played, followed by cards in the evening. Mrs. Wm. Steuch received the \$1 attendance prize. There being no further business the meeting adjourned and bingo was played.

Madison, S. D., Chapter

Mrs. Mike Perry, Historian

A RAILROAD picnic under the auspices of the chapter and the local service club was held in August, the committee in charge being Mrs. H. G. Gregorson, president of the chapter, and Mrs. Mike Perry, president of the local service club. More than five hundred attended. Contests and games were features of the day. Dinner was served in the club house at noon.

Among the visitors who came for the day were: Joe Henkin, president and manager of radio station KSOO in Sioux Falls, and Leo Girten, president of the Girten-Adams Company of that city, both of whom were former residents of Madison.

Another feature which furnished much enjoyment was the little German Band, led by Carl Odegard.

We now have a membership of 147--65 voting and 82 contributing members, winning the prize of \$20 offered by the General Governing Board.

Council Bluffs Chapter

Mrs. Ned S. Francis

SINCE the Council Bluffs column has been absent from the magazine for some time, we take this opportunity to review something of our activities since the first of July.

We started our month with a lovely luncheon affair, and business we had from our new officers. During the month we had a

money Mrs. Ed. Lee opened her home for a public card party.

During February there were not many activities, as our president and many of our members were absent due to illness. March was another cold month, so we decided to wait until it was warmer before planning any money making affair.

In April we had sun again, and spring with all her birds and flowers. It was nice to put the cold behind one, so we had a pot luck luncheon, and our club room was full of members, which made us all happy. Our Chapter had its annual Easter party for our Milwaukee children in the Railroad Y.M.C.A. on April 8th. Mrs. Earl Smith opened her home for a public card party April 25th.

During May we had bad luck. One of the roundhouse employes' home burned, completely destroying everything, and resulting in the fatality of his father. The men in his department very gallantly took up a collection of \$36.00 to be used in whatever way it would do the most good, and our chapter donated \$12.00. Thank you so much, roundhouse crew—you are very grand.

We had a weiner roast at the Roy Wicheal, Sr., home on May 27th, and, my, what a grand time. In June we had our picnic on the 14th, and also had another \$5.00 donation.

Well, September is here, and my, is it warm! Proving women can enjoy feasting as well as men, we had a pot luck luncheon. We were thrilled to receive the \$20 membership prize, and thank Mrs. Ed. Lee, Mrs. H. Rooney and Mrs. Colburn for their efforts which made it possible.

Council Bluffs is to have a Back to the Rails Week October 8th to 14th. Our local merchants and Junior Chamber of Commerce are spending lots of money to help put it over. Our chapter plans to make a float to enter in the parade.

Miles City Chapter

Mrs. Custer Greer, Historian

THE regular meeting of the Miles City chapter took place on Monday evening, Sept. 11, with Mrs. Dave Hagerty, president, presiding. About 35 members were present. Reports of the various committee chairmen were heard. An outstanding report was that of Mrs. Wm. James, sunshine chairman, who reported 197 personal calls and 25 telephone calls, making a total of 222 personal and telephone calls made for the month. This is a very fine report and Mrs. James and her committee are to be complimented on their splendid work.

A report of the picnic held August 13th was given by Mrs. A. W. Wickersham. There were about 300 members and families of the Milwaukee Railroad in attendance at this meeting. Members from Ingomar, Forsyth and Lavina were also present. Mr. Kolhase gave a short talk on co-operation of employes and company; Mr. Mellyar talked on getting business for the company. Several men from railroad organizations gave short talks. Various games were played and picnic lunch was served; the club furnished ice cream cups and coffee and the members brought their own picnic lunches. A very nice time was had by all and the hope was expressed that we have more of these very fine gatherings. Mrs. Hagerty reported on the district meeting held at Gallatin, Gateway and reported that 13 members were present from our Miles City Chapter. She also gave a resume of the meeting which was considered to be one of the best district meetings held for a number of years.

It was decided by the Miles City Chap-

Thirteen

MEMBERSHIP HONOR ROLL AS OF JULY, 1939

The General Governing Board takes pleasure in announcing that the chapters named below have increased their membership as shown over their membership for the year 1938:

Chapter	Voting Membership		Contributing Membership		Total Membership	
	July 31, 1939	over 1938	July 31, 1939	over 1938	July 31, 1939	over 1938
Aberdeen, S. D.	464	11	704	44	1,168	55
Alberton, Mont.	36	3	75	25	111	28
Austin, Minn.	114	..	183	18	297	4
Avery, Ida.	42	1	63	12	105	13
Beloit, Wis.	85	6	123	12	208	18
Bensenville, Ill.	79	5	172	64	251	69
Black Hills	82	1	112	4	194	5
Channing, Mich.	53	1	62	1	115	2
Chicago—Union Station	195	..	574	26	769	2
Council Bluffs, Ia.	45	1	65	..	110	1
Davenport, Ia.	56	..	142	12	198	6
Deer Lodge, Mont.	91	2	61	..	152	1
Des Moines, Ia.	35	1	45	3	80	4
Dubuque, Ia.	113	17
Green Bay, Wis.	140	13	287	22	427	35
Harlowton, Mont.	82	13	66	16	148	29
Iron Mountain, Mich.	37	1	42	9	79	10
Janesville, Wis.	155	21	156	35	311	56
Kansas City, Mo.	66	10	191	142	257	152
La Crosse, Wis.	128	23	173	10	301	33
Lewistown, Mont.	72	17	90	20	162	37
Madison, S. D.	65	7	82	10	147	17
Madison, Wis.	116	3	111	..	227	1
Malden, Wash.	63	5	47	6	110	11
Marion, Ia.	110	..	180	103	290	94
Marmarth, N. D.	37	4	53	9	90	13
Marquette, Ia.	98	53	42	30	140	83
Mason City, Ia.	184	14	259	..	443	7
Milbank, S. D.	47	11	81	13	128	24
Miles City, Mont.	226	4	272	15	498	19
Minneapolis, Minn.	170	22	755	..	925	19
Mitchell, S. D.	95	4	141	7	236	11
Mobridge, S. D.	93	13	52	8	145	21
Montevideo, Minn.	91	14	163	46	254	60
New Lisbon, Wis.	53	4	43	5	96	9
Othello, Wash.	47	3	123	..	170	1
Ottumwa, Ia.	132	..	301	43	433	17
Perry, Ia.	147	10	108	3	255	13
St. Maries, Ida.	35	8	36	7	71	15
St. Paul, Minn.	95	1	266	4	361	5
Sanborn, Ia.	84	11	85	1	169	12
Savanna, Ill.	175	39	382	79	557	118
Seattle, Wash.	82	14	201	21	283	35
Sioux City, Ia.	141	10	295	5	436	15
Spencer, Ia.	40	10	59	25	99	35
Spokane, Wash.	85	5	78	4	163	9
Tacoma, Wash.	123	4	227	58	350	62
Three Forks, Mont.	33	2	65	50	98	52
Tomah, Wis.	158	3	171	29	329	32

Comparative Report of Membership, by Years, Since Organization

Organized July 27, 1924—Original membership, 27 voting members.

Year	Voting Membership	Contributing Membership	Total Membership	Number of Chapters
1925	5,057	37
1926	5,361	1,019	6,380	44
1927	5,767	3,414	9,181	50
1928	6,028	5,164	11,192	50
1929	6,773	6,758	13,531	49
1930	6,321	6,533	12,854	50
1931	5,265	6,503	11,768	52
1932	4,798	6,443	11,241	53
1933	4,243	6,074	10,317	53
1934	4,906	7,777	12,683	54
1935	5,241	8,322	14,163	57
1936	5,671	9,750	15,427	56
1937	5,911	8,750	14,661	56
1938	5,924	9,256	15,180	57
*1939-July 31	6,122	9,897	16,019	58

*Close of year December 31.

ter to hold a dinner at the club house at our November meeting, at which time the contributing members are to be our guests. Committee in charge of this dinner are Mrs. Winnie Walters, Mrs. Grace Moss, Mrs. Milloy, Mrs. Nellie Cain, Mrs. O'Brien and Mrs. N. A. Helm.

A blue program was given as follows:

Fourteen

Lorraine Earl played "God Bless America" on her accordion, which was well received. A guest of the club was Mr. Dave Hagerty, for 15 years a member of the Milwaukee Women's Club but the first time to attend a meeting and we were very glad to welcome Mr. Hagerty to our meeting. Delicious refreshments were served by a committee consisting of Mrs. R. H. Jensen, Mrs. Cecil Tarbox and Mrs. George Flynn.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

WAUSAU chapter held the first meeting of the fall at the club house Tuesday afternoon, Sept. 12. The members are entering the fall season with "wim, wigor and vitality," under the excellent leadership of Mrs. Arthur Yates, the president. During the meeting there was discussion about a new gas range for the club house kitchen. Favors at the four tables of five hundred were won by Mrs. Walter Freeburn and Mrs. Henry Rege, while Mrs. Felix Slomske merited the prize in bridge. The out-of-town women present were Mrs. William Fredricks and Mrs. H. S. Dunnum, Minocqua, Mrs. Dan Shea of Marathon, who was a guest at the home of her brother, N. A. Obey, and Mrs. S. H. Miller, of Hollywood, who has been a guest of Mrs. W. R. Billington and other Wausau friends. Mrs. Miller was formerly Mrs. A. H. Munger of Wausau, and is again married to a "railroad man."

The club had a pleasant outing at Merrill August 8, and at Marathon park July 11. Both were entirely of a social nature, and were much enjoyed.

Mrs. Geneva Lathrop leaves Friday, Sept. 15, for Columbus, Ohio, where she will attend the national convention of contest writers, at the Neil House. Thousands of persons all over the United States indulge in this ever-fascinating pastime, some lucratively, others deriving little else besides satisfaction therefrom. Among the features of the convention are a tea at the governor's mansion, a visit to a national broadcasting station and important round-table discussions of the CONTESTARS.

Mrs. W. R. Billington is leaving Sept. 13 for Minneapolis for a visit, accompanying Mrs. S. W. Miller of Hollywood thus far on her trip home. Mrs. Miller has been her guest.

Rapid Valley News

Thos. Hickson

RECENTLY engineer Rodgers and fireman Mallett, coming up the valley on the streamliner, rounded a curve to find a herd of cattle drowsing peacefully on the track between the train and a bridge. The train was brought to a stop. The whistle was sounded and cylinder cocks opened, but the stock refused to move. The engine crew attempted to drive the stock from the track and found it necessary to move them off by hand by twisting their fly swatters to clear the way.

Several days later a rancher from down the valley came to the roundhouse and inquired for Rodgers. He was given the home address and called there where he thanked him for saving his cattle.

The rancher had heard the train coming, and looking towards the track saw his cattle had gotten out of the pasture and were on the track. He started for the track, but before he arrived the cattle had been moved and the train was on its way to Rapid City.

He presented Mr. Rodgers with three dressed spring chickens, one bushel of Golden Bloom South Dakota apples, five dozen fresh eggs and one gallon of sweet cream, and informed the writer that a railroad that employed men who would exercise the watchfulness and care that he had observed that day could have ever pound of freight that he had to move.

Service Club News

(Continued from Page 7)

Mitchell Club Summarizes Year's Activities

On the occasion of a picnic-lunch meeting held in Hitchcock Park picnic grounds at Mitchell, S. D., on August 23rd, Chairman L. C. Cliffl took occasion to make a review of the past year's activities of the club, with a comprehensive report of just what the club's activities had meant in the way of increased business to the Milwaukee Road during that period.

An excellent idea. Probably if other clubs would keep a systematic record of their activities and review them at stated intervals it would help a lot in keeping the old battle spirit alive. In a year's time a lot of good results can be piled up.

Occasion was taken to elect officers of the club for the coming year. Lewis Ihliff was reelected president, Francis Schonauer, vice-president, and Harold Watkins, secretary.

Mississippi Valley Club Runs Special Train

As an example of what can be done when club officers and membership get behind and push a club activity, the Mississippi Valley Service Club on August 29th was instrumental in having run a special train from Winona to St. Paul to view a night baseball game between the St. Paul and Toledo league teams. Junior Chambers of Commerce at Winona and Red Wing, Minn., sponsored the train. At Wabasha, Weaver, Kellogg, Durand and Hastings all promoting for the trip was done by the club members. Regular news releases were run in the local papers regarding the special train and the game, and the club obtained a great deal of publicity.

The special train left Winona at 5:12 p. m. and made stops at Wabasha, Lake City, Red Wing and Hastings, arriving St. Paul at 7:20 p. m. Street cars, which had been arranged for in advance were waiting at the depot to take the crowd to the ball park. At the ball park, gifts which had been donated for the occasion were presented to the officials and team members of each team. An official welcome was extended to the visitors by the city officials of St. Paul.

Building up goodwill of this kind means a lot to the railroad.

Savanna Club Cooperates with Civic Organizations

The Mississippi Palisades (Savanna) Club is actively progressing their program of cooperating in civic activities with other organizations in their cities, such as the Lions and Rotary Clubs, with the view of increasing understanding and developing a unified and community-like spirit. Considerable support was given to Savanna's "Community Service Day" on September 8th, and the railroad service club was an active factor in making it such a success.

Luncheon of Four Lakes Club at Madison

With the idea of acquainting the club members and traffic solicitors of the Madison, Wis., territory with the work of the Car Department in keeping the rolling equipment functioning smoothly, the Four Lakes Service Club on Aug. 21st was given an address by Car Foreman H. R. Jones, following a very pleasant noon luncheon at the Lorraine Hotel. The Service Club orchestra consisting of George Salerno, accordion; J. H. Vanderhie, violin; Orville Roberts, trumpet; Earl Hohenadle, banjo; and Norman Zemke, coronet, kept everything "in the groove." Club secretary Liegois reports this orchestra is just about ready for the big leagues.

"Record" Makes Good Record

A statement just prepared indicates that up to the last of August, the sound-film "Let's Keep the Record Straight" has played to a total of 20,549 people, 11,462 men and 9,087 women. The movie has been playing to a wide variety of selected groups, such as Rotary and Kiwanis Clubs, Farmers' Cooperatives, Business Men's Associations, as well as before the Service Clubs.

Platte-Stickney Lines Meet

With the section men and agents from off the Platte-Stickney Lines out 100 per cent, the town of Wagner, S. D., on Aug. 18th was host to the monthly service club meeting. This is the kind of interest that brings results. What other clubs are showing 100 per cent attendance?

The Retirement List

Name	Location
John Olsen Blanness	Montevideo, Minn.
John Edward Peterson	Eagle Butte, S. D.
Charles Franklin Lewis	Ferguson, Iowa
Andrew Henry Kotlarz	Green Bay, Wis.
Theodore Marcus Bay	Ortonville, Minn.
Reuben Astor Fowler	Fargo, N. D.
Theo. A. Lundberg	Minneapolis, Minn.
Louis Wolf, Sr.	Itasca, Ill.
Einar Johnson	Hastings, Minn.
Olaf Larson Stensgard	Preston, Minn.
Alfred Henry McCoy	Tacoma, Wash.
Wm. Charles Smith	Minneapolis, Minn.
George Brewer Foote	Minneapolis, Minn.
Joseph Elmer Bowen	Chillicothe, Mo.
Charles Henry Bacon	Madison, S. D.
Robert Morris Hayes	Van Horn, Iowa
Thos. Edward Wheatley	Granville, Ill.
Frederic G. Hart	Metaline Falls, Wash.
Louis Sidney Barkley	Seattle, Wash.
Frank Edward Lieske	Markesan, Wis.
Herman F. J. Janz	Dancy, Wis.
Martin John Coughlin	Horicon, Wis.
Christian Goodman	Eastis, Mont.
James Winchester Edwards	Perry, Iowa
Melville Fred Rolias	Hobbsbridge, S. D.
Louis Dammeler	Wooddale, Ill.
Wm. Tilden Lockhart	Sumner, Wash.
Martin Kornfehl	Milwaukee, Wis.
Wynn William McCamant	Chicago, Ill.
Fred A. C. Steinkamp	Green Bay, Wis.
Edward White	Seattle, Wash.
Frank H. Van Buren	Terre Haute, Ind.
Walter Theo. ...	Green Bay, Wis.
Fred Zenos ...	Milwaukee, Wis.
Wm. Henry ...	Waukesha, Minn.
Charles Imwieg ...	Bansenville, Ill.
Homer Wells ...	Perry, Ia.
Christ William ...	Chicago, Ill.
John Evan ...	Waukesha, Wis.
Edward W. ...	Waukesha, Wis.
John Eliason ...	Waukesha, Wis.
Frank Paulaski ...	Waukesha, Wis.

The "Record" Gets a Crowd

THE business of "Keeping the Record Straight" grew just a bit confused some nights ago, when there were thirty seats all ready in the Town Hall at Hosmer, S. D., for some of the citizenry to view the A.A.R. sound-film, and when over a hundred people showed up. It all goes to prove that if you've got something good it doesn't hurt to advertise it. Even if you have to advertise it by accident.

It seems that when Operator W. O. Wallschlaeger showed up at the Hosmer Town Hall to set up his movie equipment everything was in darkness, and in fumbling around among the various switches he pulled what he thought was the light switch, when to his consternation a loud and mournful shriek poured from the roof of the building. Recovering from the shock, Wallschlaeger realized he had pulled the fire-alarm switch. A second later the residents of Hosmer began pouring out of their homes to find out where the fire was, but when the matter was explained to them they all took it good-naturedly and came into the hall to find out what the movie was about. So, instead of an anticipated thirty people, Wallschlaeger played to a crowd of over 100.

There's a rumor going around that the Public Relations Department is seriously considering instructing all its representatives on the road from now on to ring the firm alarm systems in the various towns where they exhibit the "Let's Keep the Record Straight" film.

William John Gajofsky	Green Bay, Wis.
John Francis Broderick	Mason City, Iowa
Charles Homer Arnold	Montevideo, Minn.
Geo. Oliver Keenan	Mason City, Ia.
Alex Peterson	Tacoma, Wash.
James Sharpe Morton	Seattle, Wash.
DeWitt C. Fenstermaker	Chicago, Ill.
Joseph William Harvatt	Chicago, Ill.
Robert Joseph Frederick	Milwaukee, Wis.
Charles Alfred Thompson	Green Bay, Wis.
Valentine Kujawa	Milwaukee, Wis.
Lawrence Joseph Murphy	Chicago, Ill.
George W. Hays	Richland Center, Wis.
John Lawrence Conly	Green Bay, Wis.
August F. Adams	Tomahawk, Wis.
Charles W. Danglemeyer	Dubuque, Ia.
Julius C. Zimmerman	Milwaukee, Wis.
Ingebrigt M. Emerson	Tacoma, Wash.
Thomas John Smith	Tacoma, Wash.
Joseph Howard Chestnut	Odon, Ind.
Thomas O'Brien	Chicago, Ill.
William Sheridan Cozad	La Crosse, Wis.
Peter S. Hollingshead	Portage, Wis.
Jerry Chester Howard	Rubio, Ia.
William Frederick Bauer	Portage, Wis.
Thomas Ervin Bressie	Tacoma, Wash.
Marius A. Anderson	Nora Springs, Ia.
August Wierstle	Milwaukee, Wis.
John Joseph Troy	Marion, Ia.
Geo. Alex. Merckel	Milwaukee, Wis.
Edgar Leroy Cleveland	Tacoma, Wash.
Thomas Robert Kelley	Dubuque, Ia.
August Wilhelm Lewin	Dubuque, Ia.
George Kistler	Dubuque, Ia.
Fred John Wolfe	Dubuque, Ia.
Irving Leonard Buehler	Madison, Wis.
Robert Allen Pamerter	Judith Gap, Mont.
Hans William Harder	Tacoma, Wash.
Fred A. Griffing	Chicago, Ill.
John Moser	La Crosse, Wis.
August John Flagell	Milwaukee, Wis.
Everett Ibram Decker	Elgin, Ill.
John Francis Deppan	Dubuque, Ia.
John Joseph Lunkley	Minneapolis, Minn.
Henry H. Hoge	Waukesha, Wis.

SPECIAL COMMENDATION



Name and Division	Citation and Date	Cited by
Allen Rothmund, Rate Clerk, St. Paul.....	Discovered defective brake rod, and informed engine-men, Mar. 5th.....	D. T. Bagnell, Superintendent
G. E. Hennessey, Conductor, and G. E. Simpson, Brakeman, C&M Division.....	Discovered and reported badly broken rail east of Deerfield, May 23rd.....	J. H. Valentine, Superintendent
H. J. Anderson, Agent, Hilbert, Wis.....	Reported broken rail and stopped No. 64 Mar. 12th.....	F. T. Buechler, Superintendent
Geo. Penrod, Section Foreman, Bradshaw, Ind.	Discovered flange and reported evidence of broken wheel resulting in locating defective car, Dec. 1st.....	W. J. Whalen, Superintendent
R. D. Armstrong, Fireman, Terre Haute Division	Discovered broken rail near Hooper Chute Mar. 31st.....	W. J. Whalen, Superintendent
C. M. Oleson, Operator, T. M. Division.....	Noticed brake rigging dragging, car Extra 229 East, Dec. 10th	A. C. Kohlhase, Superintendent
A. P. Hilger, Operator, Weaver, Minn.....	Reported brakes sticking train No. 101, Jan. 30th.....	L. F. Donald, Superintendent
John VanGonten, Eng. Watchman, Racine, Wis.	Discovered broken wheel under MC 85117 Jan. 19th at Racine	J. H. Valentine, Superintendent
John Murcek, Carman, Chicago Terminals.....	Discovered and reported broken rail at Austin Ave. April 29th	A. T. Berg, Supt. Terminal
D. P. Ryan, Brakeman, H&D Division.....	Discovered Mil 308101 in train 263 with sandboard down, May 13th	H. M. Gillick, Superintendent
Roy Bent, Sec. Laborer, Oshkosh, Wis.....	Discovered and reported broken wheel under UP 180228 at Oshkosh Jan. 7th.....	J. H. Valentine, Superintendent
C. E. VanBoven, Agent, Stiles Jct., Wis.....	Noticed and reported shifted load of timbers, Train 74, Stiles Jct., June 30th.....	F. T. Buechler, Superintendent
E. Marburger, Sec. Forman, Port Byron, Ill.....	Discovered and reported broken casting on car in Ex. 378 East at Port Byron, July 24th.....	W. C. Givens, Superintendent
Pat Cully, Brakeman, H&D Division.....	Discovered bent axle car URT 92643, Train 103, at Mitchell, Feb. 4th.....	H. M. Gillick, Superintendent
M. Gikas, Sec. Laborer, Faithorn, Ill.....	Discovered and reported broken flange resulting in discovery of broken wheel in car of train Ex. 310 N., Nov. 12th.....	W. J. Whalen, Superintendent
A. F. Eberling, Conductor, Savanna, Ill.....	Discovered and reported broken wheel on car in his train, Mar. 16th	W. C. Givens, Superintendent
P. L. Beeler, Yd. Foreman, Western Ave. Coach Yard	Discovered and reported car in train 131 on fire. Fire put out. No damage. May 2nd.....	A. T. Berg, Supt. Terminals
Wm. Tobin, Ex. Gang Laborer.....	Discovered cracked drive wheel on motor car and averted accident, June 3rd	F. T. Buechler, Superintendent
William Kugler, Operator, Chestnut Street, Minneapolis	Discovered and reported bad order wheel, train 15, June 15th	D. T. Bagnell, Superintendent
Leo Smith, Switchman, Minneapolis.....	Discovered and reported bent axle, car in train 263, July 25th	D. T. Bagnell, Superintendent
Andrew Stefan, Section Laborer, Chicago.....	While off duty discovered and reported washed out track near Hermosa depot night of June 21st.....	A. T. Berg, Supt. Terminals

Drafts from the Drafting Room

H. J. Montgomery

THE Milwaukee Road Hiawatha's second entry into fast company found them again meeting the Luick Ice Creams and again putting up a splendid battle. Ted Taanin's home run in first inning was only run for five innings and then with brakes against them, the rail boys went down 3 to 1. The Luicks went on to win the tourney. Fendrick fielded beautifully and Billy Bell allowed only 4 hits. Those that were gracious are thanked for their support in sponsoring this entry.

On Sept. 11 the Milwaukee Road Bowling League opened its 1939-40 season. H. C. Johnson, president; W. J. Cary, vice-president, and C. McAbee, treasurer and secretary, all 1938-39 officers, were re-elected unanimously and again look for a big season for their league. This year 19 teams are battling each other and a bigger and better league is expected. Among the first nighters—Joe Keller 204 and 210 for 576, Schwab 572 and Marsh 570; oh, yes! Jack Armstrong 121, 132, 136—389. Phew! The Sloux started out like they were out all summer practicing—four of their men getting over 500—Marsh 570, Zunker 515, Jim Robinson 513, C. Phannerstill 527, and Kozurek 466 for 2593 and 934 single high.

With handicap the Tomahawks got 1030 high single and 2790 second high three. The Southwest Ltd., with Mau getting 567, took high three with handicap with 2796. The Sloux took all three to lead the new league (for now).

Golfing is now over and we find as the Milwaukee Road Golf League champion none other than Ike Ketchpaw, who came up from behind and swept past Harry Johnson in a close finish, 297 to 296, and with point average per game of 11.88 to 11.84. Ike's average for the season was 50 and best score was a 42. Harry's season average was 42. His best score being a par 35. George Pipp also came in strong to grab third with 332 points, an average of 11.23 per game. Pipp's average was 50 and best score was 29. Zunker was fourth, Bob Noot was fifth, Bob Engelke sixth, John Fedler ninth, Art Schultiz 19th, Joe Haas 20th, and V. Green 14th. Where was one-club Cecil McAbee?

Mr. and Mrs. Leonard E. Lentz became the proud parents of a daughter, Linda Lee, born September 11th. The mother and daughter are being very nicely as is the father who put in the night walking the hospital corridor. Congratulations are extended and best wishes for many more (cigars).

The Milwaukee Road Hiawathas traveled to Cedarburg and beat their best in a twin-bill 5 to 4 and 11 to 3.

I & S M West

E. L. W.

R. E. GILBERTSON, of Erwin, S. Dak. is relieving J. C. Whalan, agent at Fulda, for a period of 4 weeks while Mr. and Mrs. Whalan are taking the World's Fair at New York.

Floyd Barr of Colman, S. Dak., accompanied by his wife, are spending three weeks vacationing in points in Michigan. Mr. Barr is relieved by W. C. Belling of Chandler, Minn.

J. A. Larkoski, roadmaster east end made a business trip over the division Sept. 12th.

R. Spencer of Austin, Minn., is relieving Mr. F. R. McDaniels, agent at Hatfield, Minn., while Mr. McDaniels was appointed side table operator at AX office at Austin, Minn.

R. E. Gilbertson relieved E. F. Lucas, agent at Edgerton, Minn., while Mr. Lucas and family took a ten day vacation visiting relatives at Jackson and Howard, S. Dak.

H. C. Munson, accompanied by W. R. Tritchler and Frank Kaloviski, roadmaster at Madison, S. Dak., made a business trip over the SM west on Sept. 14th. They returned to Austin Sept. 15th.

I am very proud to state that the smelter station at Wirock, Minn., loaded 105 car of grain during the month of August. This makes pretty nice business, boys.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....Care Chief Dispatcher, Perry, Iowa
 John T. Raymond.....Care Superintendent, Marion, Iowa
 Miss E. L. Sacks.....Care Asst. Superintendent, Dubuque, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 C. W. Dubaven.....Care Yardmaster, Mason City, Iowa
 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.....Care Superintendent, Austin, Minn.
 J. B. Phillips.....Care Superintendent, Green Bay, Wis.
 Miss C. Hammond.....Care Superintendent, Terre Haute, Ind.
 Miss F. A. McCauly.....Care Local Freight Office, Minneapolis

Lucille Millar.....Care Store Department, Dubuque, Iowa
 Mrs. Dora M. Anderson.....Care Local Agent, Moberge, S. D.
 P. B. Griller.....Care Ticket Office, Sioux Falls, 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, Iowa
 C. R. Taylor.....Care General Agent, Cedar Rapids, Iowa
 C. D. Wangness.....Care Dispatcher, Mitchell, S. D.
 Leonard Jabunk.....Fullerton Ave, Chicago
 Raymond F. Huger.....Care Superintendent, Aberdeen, S. D.
 Gil Garrison.....Care Car Department, Seattle, Wash.

West End TM Division

P. R. H.

JOE BODENBERGER, general road foreman of engines, and Dale Sheffield, asst. to supt. motive power, Milwaukee, were on the Trans-Missouri Division for several days the latter part of August.

Ora Bethke, wife and daughter, spent their vacation the last half of August attending the World's Fair in New York City and visiting Mr. Bethke's brother and family.

D. E. Rossiter, train rules examiner, was a caller in Miles City September 6th and 7th.

L. A. Borden, general chairman of the trainmen, was a business caller in Miles City September 4th and 5th.

R. W. Anderson, supt. motive power of Milwaukee, made a business trip over the Trans-Missouri Division September 7th and 8th.

W. E. Davies, agent, Roundup, left September 7th to attend the convention of the Spanish American War Veterans to be held at Atlantic City.

G. A. Robinson, general chairman of the conductors, was a business caller in Miles City September 7th.

Mrs. M. A. Walsh, wife of asst. roundhouse foreman, Miles City, is visiting with her brothers and sisters in New York. Mrs. Walsh expects to be gone about two months.

Virgil Glosup and family spent their two weeks' vacation attending the World's Fair in New York and visiting other points of interest in the east.

V. N. Pyle and family of Miles City made a trip through Yellowstone Park over the Labor Day week-end.

Swan Nelson and wife spent a couple weeks' vacation in Chicago and other points in the east the latter part of August. Ben Hill was relief yardmaster during Mr. Nelson's absence.

H. E. Riccius and F. L. Denson attended the meeting of the board of trustees of the Milwaukee Hospital Assn. at Seattle August 24th and 25th.

R. A. Middleton, asst. trainmaster, returned September 7th to Miles City from Chicago, where he spent Labor Day week-end visiting his parents.

G. H. Pederson, general chairman of the machinists, was a business caller in Miles City the latter part of August.

The sugar beet crop from this territory is very good this year. It is expected we will move about 750 cars.

The grain is starting to move more rapidly with accelerated prices, and expect the crop to produce between 3,100 and 3,500 cars.

Jas. Corbett and family spent their vacation the latter part of August in Springfield, Ill., visiting relatives.

J. McIlyar of Miles City has gone to the coast after Mrs. McIlyar and daughter, who have been spending the past several weeks in that locality.

Mr. and Mrs. Norman Anderson spent

the Labor Day week-end visiting relatives in Moberge.

Miss Betty Lou McCoy, clerk in Engineering Department at Miles City, left September 11th for Des Moines, Ia., where she will enter her second year in Drake University.

P. J. Farley, engineer, Miles City, who was injured in an auto wreck in Michigan a few weeks ago, has returned to his home and we are glad to report that he is recovering rapidly and his many friends hope he will soon be able to resume work.

Mrs. B. M. McGee and daughter, Dorothy, left August 29th for New York to visit friends and attend the World's Fair. They will also visit with Mrs. McGee's sister, Mrs. M. W. Foard, of Calcutta, India, on the Rex, which sails September 23rd.

Mr. and Mrs. H. C. Brisbane, Miles City, returned the latter part of August from a week's trip to Lake Couer D'Alene and Spokane.

Mrs. Clara Savage of Rockford, Ill., visited in the M. H. Morgan home the latter part of August.

At the home of her sister, Mrs. P. R. Nelson, in Billings, August 31st, Miss Montana Nimbar, daughter of Mr. and Mrs. L. P. Nimbar of Miles City, was united in marriage to James Saldin, Jr., son of Mr. and Mrs. James Saldin of Missoula, Montana. This young couple will make their home in Missoula and the Milwaukee family wish them many years of happiness.

Word has been received in Miles City of the marriage of Miss Lavern Knowles, daughter of Mr. and Mrs. Geo. Knowles of Minneapolis, to Edward F. Williams of that city, August 26th. Mr. and Mrs. Knowles and Lavern are former residents of Miles City and are well known here. Lavern's many friends wish her many years of happiness.

A new venture, feeding lambs and cattle for market, will be pioneered in the Thurlow-Carterville area this fall, turning beet tops into a profitable return for the growers in that district. We are all interested in watching the development of this new program.

HALLOWE'EN

THAT dire day, recalling witches and hobgoblins and all kinds of strange and eerie happenings will be with us again on October 31st, and it is suggested that the Trans-Missouri Division officers take their usual extraordinary precautions to maintain the reliability of the station appendage at Brisbane, N. D.

Wisconsin Valley Division

Notes

MRS. NEPTUNE LATHROP and Mrs. Adie Lathrop, who were visitors at the home of Mrs. I. Lathrop, have returned to their home in Bonlach, Wis.

Miss Mary Ellen and Miss Brown have returned home from a week's vacation in California and other western states.

Mrs. Robert Larson, mother of Oscar Larson, passed away at her home on August 13th after an illness of four months. Burial in Pine Grove cemetery followed services on Tuesday afternoon, August 15th, at home and at the Immanuel Lutheran church.

Mr. and Mrs. H. L. Vachreau and daughters, Kathleen and Jane, have returned from a visit in Bay City, Grand Rapids, Saginaw and White Cloud, Michigan. Miss Kathleen Vachreau will leave shortly for Green Bay, Wis., where she will teach school this year.

Mr. and Mrs. William Hayes and son William Jr., attended the wedding of Donald George Halverson and Miss Benita Mae Diver, which took place August 30th at Wisconsin Rapids. William, Jr., served as best man.

Mr. and Mrs. Eric Gehrke and children, Lorraine and Joan, attended the funeral of Mrs. Gehrke's father, E. J. Rifleman, who passed away Wednesday, August 30th. Funeral services were held at Mosinee Saturday, Sept. 2nd, with burial at Wausau in Pine Grove Cemetery.

Ronald Obey, second year cadet at U. S. Naval Academy at Annapolis, is home for a month's visit with his parents, Mr. and Mrs. Nick Obey. Ronald recently took part in a three months' practice cruise on the Atlantic coast.

Mr. and Mrs. N. P. Thurber, Beloit, visited at the home of Mr. and Mrs. M. M. Harrington during the latter part of August. Mrs. A. W. Warner entertained at a luncheon and bridge in honor of Mrs. Thurber during her visit here.

Mr. and Mrs. Frank Mathies and daughter, Leota, are spending some time at the World's Fair, New York, and visiting other cities in the east before returning home.

Gust Reese and J. Horn left for a visit at the World's Fair, New York.

Mr. and Mrs. Harold Reinhold and children, from Madison, Wisconsin, were visiting at the home of Mrs. E. J. Reinhold during the week-end of Labor Day.

Miss Donna Mae Schultz, daughter of Mr. and Mrs. John Schultz, left recently to assume the position of librarian in St. Mary's college, Holy Cross, Ind.

Fullerton Avenue Building

L. G. J.

THE single men are repeatedly becoming more alarmed by the rapid influx of marriages even at this late stage of the year. Rightly so, too—four more this last month, you know.

Dorothy Benson was one of the guilty parties going to the altar with Mr. J. E. McGinty on August 29 at St. Philomena's Church. The freight claim office loses another single gal.

On September 16th Virginia Kasper of the computing bureau was wedded to Mr. C. Harold Johnson at St. Agelas Church. This one, as well as the aforementioned, was both beautiful and charming.

Also, on the 16th, Laurine Wald of the abstract bureau was married to Mr. Carl Matrona at St. Edwards. Dick Kane and Evelyn Nastali were members of the bridal party. Carl, the new bridegroom, has many friends at the building and they all wish Mr. and Mrs. Matrona lots of luck in their future together.

Then, of course, the event of the season was held on August 29th when Carl Jensen took Virginia Preihs for his one and only. The ceremony took place at St. Peter Canisius Church and was really a scintillating affair. Elenore Rommel, Ruth Dale, Marion Preihs, and Bob Rinaldi, all from our offices, were in the wedding party.

Because of both being employed in the building, Carl and Virginia naturally had a host of friends and therefore were presented with a beautiful RCA console model radio as wedding gift. The week before the wedding was rather arduous for Carl—what with his fellow schemers thinking up crazy ways to heckle him and sometimes succeeding. Seriously, we all wish them the best of everything.

SPORTS—The bowling league for the 39-40 season went into full swing on the 12th with the fourteen teams heaving the sphere down the polished boards. A successful year seems in store for the boys at Lakeview Alleys.

Baseball has faded into oblivion and the fellows have hung up their shoes and laid their cudgels (bats, to you) away for another year. Record in Hamlin Park League: Six won and nine lost. No championship this time, but there's always tomorrow.

The Tennis Club has just concluded the Milwaukee Road tournament. A record number of entries drawn from Western Avenue, Galewood, and Union Depot, in addition to our place, was on hand to compete for the trophies. Bill Rysick, F. LaRue and H. Fulton battled down to the finish, with Fulton emerging finally as the winner.

Next month we shall be almost exclusively a sporting summary of the activities during the past seasons and the prospects for the coming months. We hope we shall have coaxed out every possible or conceivable kind of sporting activity in order to interest all of you—men, women, and the younger railroaders.

IDLE CHATTER THAT REALLY DOESN'T MATTER—Al Gerke is all enthusiasm again over his bowling team, but come next December and he will probably be singing the blues. Mebbe not, though . . . Bab Zahnen wants to know when his name will appear in this piece. Here it is, Bob: "BOB ZAHNEN" . . . Four fellows whose names I wouldn't dare mention but whose initials are M. Murphy, M. Lundgren, G. G. Smith, and Scotty Milton, were seen in St. Paul on Labor Day with four little de-icers. What about it, boys? . . . Ray "Wagon Wheels" of the mail room caddied along with Winston Lundquist for the foursome in which we played in the golf tournament. They did this free and gratis but from now on we understand they claim union rates from anyone wanting golf clubs lugged around. Feet, you know. . . . We could eulogize for hours on the excellent taste shown by some of our gals (Miss Greter in particular) in the exquisitely beautiful desk decorations and arrangements for the gals that were married. The flowers were always appropriate and matching. "A credit to Burbank himself," say we. . . . While strolling through the lobby of the Stevens Hotel on Labor Day, Yours Truly, along with Fran Burke, Bob Kroll and Will Hettinger were approached by a press agent from the Jane Addams Hull House to pose for pictures in their anti-war campaign. An interesting afternoon was spent watching Messrs. Burke and Kroll pose for pictures along with a Gold Star Mother—they symbolizing the future cannon fodder. Incidentally, our guests from Minneapolis and even Yours Truly chiseled into a few of the photos. Who knows but what Messrs. Burke, Kroll, Hettinger, et al., will be famous ere many

days pass. . . . Evidently Frank Zintarski is suffering from hallucinations—what with signing vacation cards with the title of the Polish senator. Another Zioncheck? . . . And, speaking of vacation cards—Bill Rysick and Dearest Jackie certainly have a unique way of swelling the postage fund for Uncle Sam. . . . Rosemary L. Fortier calls attention to the Women's Club Dance, which none of us should miss. . . . We hear the Florence Nelligan-Evelyn Gunnell Seeing the Boys Off Committee functioned perfectly at the Littwin-Rysick, et cetera, en-training for Seattle. . . . Thanks to Brother Reinhart for filling in while we were gone and sure hope his trip to Seattle with Bill, Johnny and Jack was just never a dull moment. . . . Adios.

Kansas City Division

K. M. G.

SUPERINTENDENT R. C. Dodds and family spent a vacation at Lake Howard during the first two weeks of August. En route to the lake they visited superintendent F. T. Buechler and S. Einarson, traveling engineer, at Green Bay, Wis. They were joined at Lake Howard by roundhouse foreman L. H. Rabun and family, who were also on vacation. Young Tom Rabun, son of roundhouse foreman, visited at Lake Winneposoha, Georgia, also in Chicago, while his parents were at the lake.



The above picture, recently taken, shows something of the magnificent rose garden blooming on the Milwaukee Railroad station grounds at Gault, Missouri. In the background is Mrs. E. A. Roberts, wife of our agent at that point. Mr. and Mrs. Roberts have devoted many years to bringing this garden to its present impressive beauty.

H. L. Henson was another vacationist in early August and immediately following his return to the office Chas. H. Baker departed for a two weeks' leave, during which time he and Mrs. Baker will visit in Lansing, Mich., and Chicago.

Mrs. W. G. Dingeman returned to Ottumwa on August 5th from a seven weeks' visit with his son Royce and wife in Detroit.

During August Mrs. H. O. Hoover and sons, Joe and James, visited Mrs. Roger Hullett and family in Columbia, Missouri. Mrs. Hullett is a daughter of Mrs. Hoover.

Brakeman A. E. Cooper and wife left Cedar Rapids on August 1st, en route by way of Seattle and Portland to San Francisco to attend the Fair. En route to Los Angeles to be guests of Mrs. West Cooper, brother of brakeman West Cooper, from there to San Antonio to visit his daughter and son-in-law. En route home via Kansas City stopped at Ft. Worth to visit the sister of A. E. Cooper.

O. R. Taylor, retired conductor, and wife of Perry spent a week in the home of their son and daughter-in-law, Mr. and Mrs. Merwin Taylor, Ottumwa; on September 9th the four departed for Hot Springs, Ark., for a vacation.

Brakeman Joe Reard and family went to Sioux City on August 23rd to spend ten days with relatives.

One week's vacation in Denver and Colorado Springs was enjoyed by conductor John D. Green, wife and little daughter, Billy, during the middle of August.

Dispatcher M. L. Fromm, wife, together with Mr. and Mrs. P. J. Greever of Ottumwa, left overland for International Falls, Ft. Francis, Ont., and various other Canadian points in late July, where they spent a vacation fishing.

Dispatcher J. A. Sanford spent his vacation with relatives and friends in Newtown, Missouri, during August. His family later joined him to spend a part of his vacation with him.

James Neylon, retired yard conductor, was confined to the hospital in Ottumwa for a number of weeks, ill with pneumonia. He is now at his home and is gradually improving. It is hoped he will soon be fully recovered.

News of the serious illness of the daughter of conductor and Mrs. M. Reynolds was received on July 29th and Mrs. Reynolds left immediately for Los Angeles, where her daughter was a patient in the hospital. She is reported to be improving.

The sons of several Milwaukee employes went with the American Legion baseball team to Waukesha, Wis., on July 10, among them being Max Peters, son of engineer E. F. Peters; Charles Leonard, son of engineer Chas. Leonard, Sr. Young Peters plays centerfield and Charles Leonard, Jr., is third baseman on the team. The American Legion team had won the state championship and had hopes of winning the Regional championship, which would have put them in line to go to Ohio to try for the sectional championship.

Iowa (East Division)

J. T. Raymond

MRS. W. K. LOTHIAN and daughter Janet of Marion were in Rochester, Minn., the middle of August, where Mrs. Lothian visited the Mayo clinic.

Mr. and Mrs. Arthur E. Fairhurst and granddaughter, Joyce Bintz, of Marion left August 13th to visit Mr. Fairhurst's sister in Seattle, Wash. En route they visited Mr. Fairhurst's brother at Three Forks, Mont.

Clarence A. Tolbert passed away at the home of his daughter in Beavertown, Ore., August 8th. He was formerly a brakeman and conductor on the eastern division and was for ten years yard clerk at Marion, leaving there in 1931. Many old friends will regret to hear of his death.

Mr. and Mrs. Lester Cleveland of Chicago, who have been living in Marion for several months, have returned to Chicago where Mr. Cleveland is employed with the Milwaukee railroad at Fullerton Avenue. He had been doing some special work for the company at Marion on the Iowa Division.

Mr. and Mrs. George E. Engstrom, daughter Helen and son John of Chicago, visited relatives at Marion Labor Day week-end.

Agent T. J. Allen of Teeds Grove was away in August for several weeks' fishing trip in Minnesota. C. R. Wink was acting agent.

A. F. Mullan, relief operator at Clinton, while E. D. Blake was acting operator at Marion.

Chief operator R. L. Merrill of Marion, accompanied by Mrs. Merrill, left August 19th for a trip through the east, including a visit with relatives in Canton, Ohio.

Ed Mullaley acted as chief operator and E. L. Blake on second trick.

Robert Cessford, 75 years, retired locomotive engineer of Marion, passed away at his home Tuesday, August 15th. Previous to his retirement he had been an

engineer for the Milwaukee Road for 47 years. He was a member of the Congregational Church, various Masonic Societies, Eastern Star, White Shrine and the Milwaukee Veterans' Employees Association.

Funeral services were held at Marion Friday p. m. August 17th, the remains being taken to Maquoketa for interment. Knight Templars escort acted as pall bearers—all railroad men—who accompanied the remains to Maquoketa, were W. R. Barber, G. W. McElwain, Charles T. Rowe, W. G. Buck, Ralph C. Seager, and J. B. Fosdick.

L. A. Kell has been appointed as first trick leverman operator at Sabula draw bridge and B. F. Haffner second trick at Sabula bridge.

L. C. Low of Marion left the latter part of August to spend two weeks at Excelsior Springs, Missouri.

Agent M. F. Emerson and wife of Martelle, accompanied by their son, who is second trick operator at Atkins, left Sunday, August 27th to spend several weeks in the North Country.

Acting agent at Martelle, R. L. Emerson; acting second operator at Atkins, J. O. Cox.

Mr. and Mrs. B. C. Burrows of Marion, accompanied by their daughter, Mrs. Marian Dye, and their grandson, Larry Burrows, returned Saturday, August 19th, from an extended trip west, including a visit with relatives at Harlowton, Mont., and sightseeing in Yellowstone Park and the Black Hills, S. Dak.

Frank H. Keyser of Cedar Rapids, widely known by railroad men, retired as Railway Express agent at Cedar Rapids September 10th on account of ill health. Mr. Keyser was express agent at Marion and his father, now deceased, was for a long time passenger conductor on the K. C. Division.

Locomotive engineer Leo Goss, baggageman Arthur Hutchins, baggageman William Haggie, express messenger Clifford Seaman and mail clerks W. H. Buffum and F. A. Holley were injured in an accident at Marion Friday morning, September 8th. It is expected that none of their injuries will prove serious.

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

R. R. T.

WE regret having to chronicle the death of Frank J. Welch, formerly chief carpenter of the B&B Department on the Coast, who died August 25th, aged 57. He had retired in November, 1937, and had since spent quite a little time in St. Joseph's hospital at Tacoma. He had left the hospital and was getting along nicely when he suffered a relapse. He leaves a wife and one daughter.

It is our sad duty to record the death of Albert A. Hall, aged 66, a conductor on this line for 27 years, at Jacksonville, Fla. On account of ill health, Mr. Hall had not worked since March, 1934. He is survived by his wife, a son and two daughters and several grandchildren.

Frank Buchanan, aged 67, has retired after 51 years of service with the Milwaukee road, and was given a farewell banquet at the Hotel Winthrop, 35 of his old associates being present. J. Frank Hickey presided as toastmaster, and Mr. Buchanan was presented with a beautiful wrist watch. He went to work as fireman when he was 16, and became an engineer when he was 21. For 23 years he has been traveling engineer, not to mention years of service as "Snow King" up in the Cascade winters. At one time he was Master Mechanic. He came to Lines West in 1908. He served as Major in the World War and was held a prisoner by the Red Army in Siberia for three months. All his associates wish him a long and pleasant retirement. He will make his home in Seattle.

Tom Veale of the Enumclaw Line, has been appointed Traveling Engineer in his place.

Conductor W. A. Reimers, who has been at St. Joseph's Hospital, Tacoma, for some little time has been discharged. We hope soon to have the pleasure to report his return to work.

Edgar E. James, brakeman, retired August 1st. He has not been able to work for a year past. We hope it will not prevent him from enjoying his well-earned vacation.

James J. Nolan, train baggageman between Tacoma and Spokane, has also retired, effective August 1st. We offer congratulations and best wishes.

On Sept. 1st Ralph U. Bement, chief yard clerk at Tacoma, retired from active duty after many years of railroading. He began with the Milwaukee Lines in 1907 at Chicago. In 1908 he went to Miles City, and in 1911 he came to Tacoma, where he has been ever since, most of the time as assistant agent, and of recent years as chief yard clerk. We wish him a peaceful and long-continued retirement.

And now for a piece of real news—something that will make you sit up and take notice. You will hardly believe it, but it's true. Lester Prescott, yard clerk at Ta-



When Tacoma had its Golden Jubilee a couple of months ago, Agent F. J. Alleman put on a top hat and went out among 'em. The automobile in the picture merely illustrates what a comfortable life an agent can lead out on Puget Sound.

coma, has gone and COMMITTED MATRIMONY on August 27th!! We do not know the name of the bride as yet, as Lester kept it a profound secret, but we tender our very best wishes to the newlyweds. Lester, as his friends know, was a most confirmed bachelor and had resisted all attempts to his single blessedness for, lo, these many years. He is from Massachusetts, and what they would say down there is: "Well, I'll be teetotally cow-kicked!"

W. S. Burroughs and wife went to San Francisco to see the fair, and then went to Los Angeles to see their son living there and to inspect the newest grandchild. We trust that they found everything satisfactory and returned to the depot ticket agency with peace in their minds. Ray Fink served in Mr. Burroughs' place during his absence, while Carl Tveter relieved Ray Fink, and also Lester Prescott. After that, Carl Tveter and wife went to San Francisco to see the Fair.

There has been a general rearrangement of jobs in district accountant J. R. Clarke's office. Albert Janosky has been made assistant bureau head; Harry Anderson bid in the material clerk's job; R. T. Brewster has bid in the same; J. B. Kearnes has landed the bill clerk's desk; B. Bame, C. H. Snyder, Ivar Berven and F. C. Mason have bid in jobs as assistant A. F. R. clerks, and F. J. [unclear] is new assistant general clerk. How do you like that?

Al Roesch, the clerk in Mr. Devlin's office, with his wife and son, took a motor trip to his home town in Colorado, the latter part of the week.

Conductor Harley J. [unclear] who is slowly recovering from a serious injury, took occasion the other day to visit the yard office just to keep acquainted. We hope he will soon be able to resume duty.

The shops had high visitors recently. Messrs. K. F. Nystrom, assistant to Mr. Gillick; R. W. Anderson, Superintendent of motive power; J. A. Deppe, general car foreman; J. T. Kelly, general storekeeper; and G. H. Walder, purchasing agent, visited the shops for an inspection. We trust that they found everything in apple-pie order; at least one would infer it from the smiling countenances of all concerned.

Louis D. Shaffer, machinist, went to New York to see the Fair. He met his wife there and they returned together about September 1st.

Conductor F. S. Andrews and wife have gone east to visit friends in Indiana.

Brakeman Carruthers of the Idaho Division is at St. Joseph's hospital getting over an attack of pneumonia. We learn, however, that he is improving fast and expects to leave before long.

Mr. Lawrence Wylie, the new assistant superintendent of the Coast Division, is moving his household goods and family over from Miles City. He has bought a home in Tacoma, and we trust he will occupy it for a long time.

Bob Shipley, warehouse foreman at the local office, with Mrs. Shipley, left on a vacation trip to New York to visit the World's Fair September 9th and visited friends and relatives in Wisconsin and Pennsylvania during their vacation.

Tyler P. Coplen has been appointed weighmaster at Spokane. Let's hope he never misses a weight.

News from the West I&D

Clarence D. Wangness

ALARGE number of railway employes attended the Railway Retirement meeting last week, and Mr. Marlett of Bismarck, N. Dak., gave a very interesting and illustrative talk on the retirement act.

Mr. M. E. Helgerson, manager of the National Benefit Insurance Co. of this city, chartered a special sleeper from Mitchell to San Francisco, where about twenty of his employes will spend a two weeks' vacation as a result of their winning this trip in a contest sponsored for increase in business for the insurance company. H. B. Peterson, local agent, accompanied the group.

Francis Schonauer is now ticket clerk at the local station and Paul Hasslinger is steno clerk at the freight house, due to recent vacancies.

Mr. and Mrs. Will Carrick are again residents of this city, moving here from Canton. We are all glad to see them return to our midst.

Mr. and Mrs. D. O. Burke of Canton are the proud parents of a baby boy which was born to them the latter part of August. Dell informs us that he is positive that he shall follow in his dad's footsteps and become one of the state's best golfers.

The dispatcher's office has been the scene of several changes of faces lately, owing to vacation time. Everything is back to normal again now and rarin' to go for another season.

Dell Burke returned to his position at Canton after relieving here the past few months. Operator Drury returned to Spencer after several weeks' side table work here.

Dispatcher Kearney has purchased a new Mercury car and dispatcher Higgins a new Ford.

Phil McMahon and wife spent their vacation on the west coast visiting with relatives.

Chief dispatcher Platt and his family spent a week's outing in the Black Hills.

Three of our railroad families have left our city where they have been transferred to different cities. Paul Ewert family moving to Bensonville, the Harry Black family to Calmar and the Derry Berry family moving to Mason City. We all wish them the best of success in their new places.

Art Erdman of the local express office has been relieving agents at Madison and Huron the past several weeks.

Seattle Terminals

Gil Garrison

Car Department and Yard Office

THE Seattle Post-Intelligencer told of a fire at the Pacific States Trading Company plant Sunday, August 20, doing \$2,500.00 damages, and fire alarm turned in by an unidentified youth. This youth happens to be our very alert Jimmy Frazzini. Jimmy was cleaning our mail car on rip track about 11:00 a. m. and noticed a flame shoot from the top of this oily plant which is adjacent to our rip track. Like clock work, Jimmy ran to the yard office and had yard clerk Jack Webb call the fire department, then ran about a mile to the nearest switch engine and crew, reporting fire, who in turn hurried and pulled many of our new box cars from the blazing plant. Without this timely alarm this could have been Seattle's worst fire of the year. Hats off to you, Jimmy.

Oley Smith and wife returned from a trip to Port Angeles, Neah Bay, and Ocean Beach. They left August 29th, returning home September 6th, and report a very enjoyable trip.

On August 18th, our jovial roundhouse foreman, R. W. (Red) Janes, and wife and niece motored to Sunrise side of Mt. Rainier and on to Missoula, Butte and Glacier National Park. Red enjoyed several days of good fishing at Flathead Lake in northern Montana. They returned August 31st, reporting an enjoyable two weeks.

Wesley Martin, our popular night roundhouse man, surrendered himself and recited the "I Do's" Friday, September 8th. Wesley and his bride, the former Miss Etta Murray, at present are enjoying their wedding trip to The Dalles, Oregon. A host of Milwaukee Road friends wish Wesley and the bride lots of happiness in their wedded life.

Ed Moore, former locomotive engineer at Seattle, now on KRA pension, is at present writing in the Providence Hospital in a very serious condition. We are all holding out for the best.

The General Offices

Art Brett, the tall, dark and handsome division clerk in the general freight department, and our most eligible bachelor, has finally given up and taken the vows; he and his bride, the former Miss Manon Fullerton, are at present on a wedding trip to California, and our best good wishes follow them.

Mrs. Lillian Harris, of the general passenger department, has just returned from a vacation trip to the middle west.



Two-year-old Robert Lincoln Morgan, son of Asst. Electrical Engineer Harry Morgan at Seattle, takes an icy dip in Puget Sound, and grins for the benefit of the camera.

Mr. Edward Notske, with heroic calm, bade goodbye to his friends in the traffic department last month and took his vacation in the hospital, in a final bout with appendicitis. He emerged the victor this week, and his bright smile and seasonal quips are again a feature of the daily grind hereabouts.

Mr. and Mrs. E. F. Quigley returned from a trip to California, and were wedded

among those who, while enjoying a look-around in other localities, think there's no place like home in the Puget Sound country.

One of the most beautiful weddings of the summer in Seattle was that of Miss Barbara Barkley, daughter of Mr. and Mrs. A. H. Barkley, who was married on July 26 to Mr. Robert Dana Colburn. The Barkley home and garden were lovely with summer flowers which made a radiant pictorial background for the wedding party and guests. The Milwaukee family in Seattle was well represented, and many out of town guests attended, among whom were Mrs. E. W. Soergel, of Chicago. Mr. and Mrs. Colburn are making their new home in Oakland, Calif.

Miss Mary Arnold, of Chicago, is spending a few days with her father, Mr. Harry Arnold, of the General Manager's office.

The sympathy of the general offices is extended to Mr. E. D. Kennedy on the death of his mother in Portland, Sept. 8. Mr. Kennedy accompanied the funeral party to the old family home in Graceville, Minn.

One fine old gentleman, whom we see occasionally, but not often enough, is W. C. Ennis, who retired some months ago from the position of assistant general manager in charge of schedule matters at Seattle. "Bill" probably still remembers his send-off, when over 100 of his fellow officers and employes joined in tendering him a farewell banquet at the Washington Athletic Club. You're still in Seattle, Bill, so why don't you come up and see us more often?

Local Freight Office

Mr. and Mrs. Herb King and daughter left August 29th for New York Fair and other eastern points. They expect to be gone for a few weeks. Mrs. King is an employe of the local freight offices, Seattle.

Mrs. Alma Carpenter, cashier of the oriental department, left September 2nd, on the Olympian for Minneapolis and points in Wisconsin. She will meet her sister and other relatives in Minneapolis.

Miss Willa Lindsey returned September 5th, from a vacation trip to La Grande, Ore. Willa looks like a million and reports a fine vacation.

Fred W. Rasmusson, asst. chief clerk, local freight offices, and wife spent the Labor Day holidays in Portland and Salem, Ore.

I. & S. M. Division East

H. J. S.

ENGINEER FRED PECK, wife and grandson spent the last two weeks of August vacationing on the Pacific Coast and report a fine trip.

Car foreman M. R. Johnson and wife left Sept. 5th for an extended visit in California.

Labor Day held a special meaning for cond. Wm. Smith this year. Bill and a couple of the boys from Calmar were fishing at Kabetogama, and, although he wouldn't say who caught it, Bill brought back one of the finest wall-eyed pike I've seen—it weighed 9 lbs., and if it was half as good as the one I had out of the same mess, it was a "honey." That's one fish story I couldn't help but believe; he had the evidence to prove it.

A division claim prevention meeting was held in the women's club room at Austin, Sept. 12th, with about 50 in attendance. Mr. Ennis was here from Chicago and gave the boys a lot of good pointers on how to prevent claims.

The Milwaukee Employees' Casino credit union has a small surplus on hand at present, and this would be a good time to lay in your winter's supply of coal or make alterations in your home in preparation for winter.

Speaking of fish stories, Cr. Dubbe of Pipestone sent in the Bronshot of Clerk Vernon Peterson's daughter, 1b. Northern pike which he caught, Mr. de Pomme Tare. Vern says he is on route for 25 minutes before and after. Workmen also have a picture of a pike.

La Crosse—River Division

First District

Scoop

WE are sorry to announce the passing of Mrs. Wm. Jessup, wife of engineer Wm. Jessup, at a Milwaukee hospital, where she had been under medical care for some time. She was well known in Portage, having resided here when Mr. Jessup was employed on the west end between Portage and La Crosse. She will be greatly missed by her bereaved family and her many friends.

Retired La Crosse yard engineer John Moser, known to his friends as "Choppy," passed away at La Crosse. He was one of our veteran engineers and had just recently retired after a long record of faithful service.



Recently three veteran engineers whose total years of service together on the I. & D. Division amounted to 162 years, visited LaCrosse Yard, where the above photograph was taken. Left to right: Yardmaster Nick Weber; Engineer Ennis Schaffer, service 56 years; Engineer Joe Chouloupka, service 55 years, and Engineer Andy Graham, service 51 years. On the right is Engineer John Winn, of the Hiawatha.

The sympathy of our division is extended to these bereaved families.

Ben Swang, our agent at Tomah, has a brand new Ford equipped with all the trimmings, radio, knee action, four-wheel brakes and what have you? All he is looking for is some one to help him drive it around.

Engineer Pat Mulcahy, and wife, visited the World's Fair at New York and other points in the east. They reported a wonderful trip.

Conductor Art Levens and wife also visited the Fair at New York and other eastern points. Art came home talking like a Yankee, so he must have been looking up Paul Revere and other Revolutionary heroes.

Conductor Otto Miller is taking a two weeks' vacation at the New York Fair, also.

From Denver, Colo., we hear that retired engineer George Ginder is visiting his friend Erick Liepelt and wife. While there he of course regaled them with the beauties of Silver Lake back in Portage where he played host when they visited him here. They expressed regret not to have seen the fish with a spear in its back which got away from George when he was a young feller and has been seen now and then but no one has been able to catch it since. Speaking of yarns, Elmer Vaught, our agent at Hubbellton, tells about the feller who was bragging about the big muskie he caught six feet long in a Northern lake and some one chimed in and said "Yep, that must have been the lake my grandpa fished in 1873, because he threw a lighted lantern in it and I was up there the other day and hooked the lantern and it was still lit. Now if you take a couple feet off that muskie I'll blow the light out."

Did you ever attend a real Irish shindig and chicken supper? Well, they had one at Lyndon station recently. Among those present were several natives of Portage, namely Mike Keaveny and Spot McMahon, and Jerry Anglim of La Crosse was there. Of course, Johnny Cassidy and his sidekick Joe Doyle from Milwaukee shops helped out. Jerry Anglim won all the prizes, mostly big baby dolls, playing bingo.

First National Bank

OF

Everett, Washington

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Spot McMahon and Johnny Cassidy put on a floor show at the doings, and Wicky Lueck was there with a handful of fishing flies and some night crawlers for sale.

They loaded Mike Keaveny on 58 because he ate so much chicken—even had one in his pocket. Because of Herman Ambros' absence they were four helpings to the good. The dinner was voted a big success by everyone attending.

September sure turned out to be a hot month, the mercury reaching nearly a hundred for several days.

I want to thank our editor and the printer who so kindly printed the picture of the fish. Jim Tearney sure looks like a banker. I hardly knew him, and P. K. Mahoney sure had a big one. You could see that the expression on Daniel Boone Tracy's face was an anticipation of the fish on his plate.

We understand that towerman Barney Larson of Grand Crossing can diagnose any ailment common to us humans, inasmuch as he has been reading up the doctrines of medicine in a book the size of Noah Webster's standard. Barney is undecided whether to take up surgery or just doctor of medicine. George Leske says he don't care just so Barney don't practice on him.

Our new coalshed at Portage is in operation and this eliminates stopping at the old shed on the hill for coal, which means minutes saved for the streamliners.

Better get that coal pile built up, by the way, as the blackbirds are ganging up together. A sure sign of old man Winter.

Iowa (Middle and West)

Division

Ruby Eckman

TRAIN dispatcher C. C. Marchant of the Wausau, Wis., office force, and his wife entertained some of their Perry friends during the Elks convention. Conductor Ray Hickey, wife and daughter, Verla Jean, and retired engineer, W. B. Howe, all of Perry, made the trip to Wausau for the convention.

Yard clerk, Marlow Stotts, who has served as bugler for the G. A. R. at Perry for a long time, went to Pittsburgh, Pa., to attend the National Convention. Marlow's father and Robert Rownd, Commander-in-Chief of the G. A. R., were personal friends and served together during the early days of the Civil War. Commander Rownd and Marlow have enjoyed a correspondence for many years and the Perry yard clerk had a personal invitation to attend the National Encampment.

Howard Lee, agent at Fostoria, who everyone thought was a confirmed bachelor, deserted the ranks in August and was married at Okabena, Minn., to Carol Overocker of Milford. A wedding trip into Wisconsin and Illinois followed the ceremony. They will be at home at Spencer, Iowa, as there are no houses available at Fostoria at the present time.

The remains of engineer John Ahern, who died at the home of his daughter in Havana, Cuba, in August, 1937, were brought to Perry for interment Sept. 14th. Cuban legal regulations were such that the body could not be removed from there for two years after death. A daughter, Mrs. Grace McGovern, with her husband and two children came to Perry for the interment rites. Engineer Ahern was for many years the senior engineer on the Iowa division list. He went to Cuba to make his home with his daughter, following the death of his wife in 1924.

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Joe Little of the roundhouse force was off duty the forepart of September on account of the death of his wife's father, which occurred at Des Moines.

Boilermaker Charles Bradley was off duty for several weeks on account of sickness but was able to resume work the middle of September.

Miss Mary Cline, daughter of engineer Bert Cline, entered the Mercy Hospital in Des Moines in September to start a course in nurse's training. Mary has known for a long time that she wanted to be a nurse. She graduated from St. Patrick's high school in Perry in May.

Engineer F. L. Hanner has been confined to his home for some time on account of illness.

Miss Henrietta Cushman, daughter of Paul Cushman of the car department force, was married September 1st to Vincent Weyer at the Baptist parsonage. The young people will make their home in Perry.

Dr. Hugo Hullerman, son of engineer E. C. Hullerman, was appointed assistant chief doctor in the epidemiologist division of the State Department of Health in Illinois Sept. 1st. He will live in Springfield, Ill.

Mr. and Mrs. George Lewis who moved to Bensenville, where Mr. Lewis is employed, were guests of honor at a farewell party planned by some of their friends and neighbors in Perry, a few days before their departure to their new home.

For the second consecutive year, one of the ladies of the Milwaukee family at Perry, has won the title of city champion at the Perry Golf and Country Club. When the final matches in the tournament were played Sept. 13th, the honor went to Mrs. A. A. Lewis, wife of the night foreman at Perryville, Ill. Last year the Perry coroner seriously injured Mrs. Brown to go to the hospital, which she won.

Ernest Swanson, chief of Machinists Levi and Elmer's duties at the Perry

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shops force, died in Chicago the middle of August following a few weeks' illness. Ernest's father was also a machinist on the Perry shops force for a long time. The remains were brought to Perry for burial.

Agent C. H. Tanner and wife of Tama and conductor Everett Buckley and wife of Perry were among the New York World's Fast visitors in August. G. W. Munns was the relief agent at Tama during Mr. Tanner's absence.

Mr. and Mrs. Lloyd Peel are the parents of a son born on August 20th. Lloyd is a brakeman on the list at Perry.

Walter Lindquist and family came down from Minneapolis to spend their vacation with the A. W. Nicholson family at Perry. Walt, who is perishable freight inspector in Minneapolis, held a similar position at Perry a few years ago.

Delbert Cross has been working as relief section foreman at Darling on account of the illness of Dony Ewanoff, the regular

Tuesday



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man. Dony has been sick for some time. His friends all hope to see him back on the job soon.

Twin City Terminals

F. A. M.

MISS RUTH JACKSON of the traffic dept., thoroughly enjoyed the Hiawatha Tour to the New York world's fair. One of the most thrilling events of the trip was a bus ride in New York, when she bumped elbows with Mrs. Franklin D. Roosevelt, who was a passenger on the same bus.

Paul Gehrig, special coal agent, and family traveled westward, stopping at Seattle, where they visited the McEwens, thence to Portland, San Francisco and Los Angeles.

Mr. and Mrs. Roy Wenzel shopped around Winnipeg and Chicago on their vacation.

The C. P. Cassidys drove through Itasca State Park, then went to La Fayette, Ind., formerly Mr. Cassidy's home.

Gus Reuland had a most exciting time on his vacation. He was taken sick the day his vacation started and recovered in time to get back to the office as per schedule.

The George Larsons drove to Denver, Colo., stopping en route at the Black Hills.

Mr. and Mrs. S. J. Oberhauser and son Pete spent their vacation in Seattle and saw the beauties of Mt. Rainier.

Mr. and Mrs. Marvin Edwards spent the Labor day week-end in Aberdeen, S. D.

Mr. F. E. Rice, retired employe in the engineering dept., passed away Sept. 4th, after a short illness at Rock, Wash. Burial services were held in Minneapolis on Schell Avenue's Park. Alon is extended the Merry-Go-Round broke down, and almost burned up. The family spent lucky to get out without going to San Francisco. After hitch-hiking a ride, the natives in Los rived here, and had to take a "enjoy" the liable train when they were

Chicago Terminals

Sparky

WE extend our sympathy to asst. master mechanic Brossard, whose mother passed away during August at Farmington, Minn. And also to Joe Jorgensen, whose mother passed away at Butte Mont., during the summer.

Nick Nummer, retired carman, spent some of the summer visiting his son, "Hap" Nummer, and renewing old friendships with his former fellow workers and neighbors around Bensenville. Nick now is a citizen of Miami, Fla., and the climate sure agrees with him.

Bill Jepson of the West Ave. R. H., and Johnny Baxman, car dept. foreman at Galewood, spent part of August fishing in Wisconsin.

John R. Harding, swm., who has been on the sick list for about eighteen months, recently returned to work.

Lyle Sampson, swm., has been on the sick list for quite awhile. We understand he should be all right by the time you read this.

Bert Aberdeen, switchman, has been laid up in the hospital for some time. His condition at the present writing is regarded as fair.

Martin Gertin, having weathered three operations, four draining hoses, one stomach pump and numerous other things, is now on the mend.

J. B. Graves, engr., took a vacation, and on his return learned he won \$50 at the Bartlett Fire Dept. picnic.

Wesley (Prof.) Youngs took time off from his piano and railroad activities long enough to pull out some fish in Wisconsin.

Thomas Blanch and Norman Wright of the West Ave. coach yard, have been spending all of their leisure time during the summer at Fox Lake. While there they did considerable fishing of a sort. The story has it they chased the fish around the lake so many times that when they did get one, you could feel its ribs.

Wm. Bennett, Ben. car dept. foreman, and family were visitors in Omaha, Sioux City and Fox Lake.

Mr. Tom Moss, pilot, and wife were visitors in Minneapolis during August. Tom returned with a Swedish accent.

YDM Bill Rands has a new trailer and he didn't get it to run around Bensenville with, either. It has been suggested that Bill park it near Bishop's office and put on the doughnuts and coffee for the afternoon crews. Next month we'll give the low-down on what he is going to do with it.

Pat Carey of the Ben. R. H., has been terribly worried about the deplorable economic conditions prevailing around these parts. It seems as though the stenographers and other women workers have been going around with their toes sticking out of their shoes, and sometimes even their heels. Now Pat being of a philanthropic frame of mind, has not only thought about this, but has done something of a more tangible nature. He started a fund to remedy this condition, but nobody knows where the fund is—and the girls are very much interested.

Mr. and Mrs. Dutch Eckhart announce the arrival of a daughter born Sept. 6th, name Shirley Ann. Mother and father doing fine. Look for cigars.

Davies Yard News

By J. J. S.

JACK KENNEDY, storekeeper at the Davies Yard, has been transferred to the coach yard. Fred Schiebel has replaced Jack at the Davies Yard. We wish both men the best of luck in their new departments.

Mr. and Mrs. Tom Cervero have just returned from St. Louis, Mo., where they visited friends. Tom reported having had fine time.

Ignatz Bushnig is the proud owner of a summer home at Pewaukee Lake, Wis., which has an unusually large lawn, and when the first robin of spring appears

gie and his family move out to the lake for the summer.

Now, while Iggie is an ambitious one, he rebels at pushing a lawn mower around, so while most of us wish summer would linger on, Iggie rejoices that fall is on its way. Iggie has voiced his opinion of grass cutting in few but strong words, but we are wondering what he thinks of shoveling snow.

Mr. and Mrs. Fred Ramer spent two weeks touring the south and west, and Fred reports having seen very many interesting places in his travels.

Miss Anderson, Stanley Stawicki's heart-throb, has announced that wedding bells will peal for them the early part of next summer. Congratulations, Stan, to both of you. May you find every happiness.

Miss Catherine McConville has just returned from a tour of New Mexico, and reports that the tamales are as hot as ever.

Roman Waszak has been going around with a most pleased expression on his face for some time and we have just found the reason for his happiness. He can be seen night clubbing every Saturday night with a very pretty girl. Nice going, Roman!

Andy Schilhansel and family spent three days at Hayward, Wis. Though he didn't catch the prize muskie, he found fishing was as good as could be expected and found the muskie family willing to be caught.

Ray Stark runner-up in the State Tennis Tournament, won three trophies, and we are quite positive that he will be the state champion of 1940. We have heard that he will obtain the services of Ambrose Ermish to coach him for the coming event, and Ray is confident that with the good advice Ambrose will give him, the championship is a "cinch."

Mr. and Mrs. Louis Buschman spent the Labor Day week-end at Chicago. While there they attended a wedding and Louis had three dances with the bride.

H & D Division

Bill

DUE to the absence of the NEWS from the H&D Division for the past two issues we will try and catch up with ourselves and the present time and put you readers wise to what is doing in this part of the country.

Mr. E. L. Feddern, freight agent at Aberdeen, returned from fishing in a spot where he should know all the fish by name. He came back with the tale that he didn't catch any fish. That is a new angle on fishing. He was fishing at his old stamping grounds, Reeds Landing, Minn. He was asked if he had caught any catfish and he explained that they weren't fish. They would have been better than no fish at all, Mr. Feddern.

Mr. A. H. Adams, chief dispatcher at Aberdeen, with his wife and son Robert, recently returned from a trip that took them to the San Francisco exposition and other points of interest in the western section of the country. Mr. Adams stated that a good time was had by all.

Leo Dewalt, bill clerk at the local freight house, came back with some useful information regarding rules and regulations of Oregon and Washington that might be interesting to somebody intending to visit the west coast. He was accompanied on his vacation by his wife.

Fred Eagleson, freight house employe at Aberdeen, enjoyed a nice vacation up in the Dominion of Canada. We received numerous post cards from him while on his tour telling us of the points of interest and the beautiful scenery. They were very much appreciated, Fred, and thanks again.

While this column has been absent from print a new railroad member has slipped in unannounced. We feel it is our duty to make her feel at home here on the H&D. She is Miss Ruth Holm and is employed in the legal department at Aberdeen. She is a very pleasant girl to know. Why not go in and meet her for yourself?

Mr. W. H. Berg, chief clerk to freight

agent at Aberdeen, was a bachelor while his wife and daughter Marilyn vacationed along the west coast taking in the California World's Fair and other points along the west coast. Mr. Berg is still in the same shape. The girls stated that they had a very enjoyable time.

Charley Brookshire, former agent at Summit, has applied for and received the pension and is taking life easy. Jesse Lowe had been temporary agent at Summit for over a year. J. S. Nilan of Norwood tower has received Summit and should be pretty well settled there by now.

Jimmie Brown, middle division conductor, is in the Montevideo Hospital with pneumonia. We are sure that he would appreciate a card or a note from some of his friends.

Mrs. A. E. Jerde and daughter Barbara returned from a trip east which extended through Detroit, Flint, Montreal, Portland, Maine, the New York World's Fair and Washington, D. C. There is no question as to whether they had a good time. It's understood.

Olaf Iverson, pump repairer on the West H&D, returned from a visit to the old country where he saw his mother. Olaf had a nice time but was glad to get back on the H&D.

Jerry Nentl is looking for a trailer house. Does anyone have one handy? Say, Jerry, we hope you are not planning on getting hitched, are you?

Arthur Schulz, formerly of Eureka, is now regular agent at Hillsview. The former agent, Mr. Gillson, having moved to Monango.

This column extends its heartfelt sympathy to Jap Wik and family in their recent loss of Mrs. Jap Wik, whose death occurred at Montevideo on Sept. 12 after a lingering illness.

Boy Scout uniforms are getting to be quite the thing for baggage men these days.

Miss Ruth Holm, to the pleasure department of the H&D, has a certain dream, and we may say was bound to meet, climbed all those stairs gratulator came out again. By this time returned free tunnel is expected to be Northern that tiresome climb will be and the Twin home folks are waiting grand cave will be part



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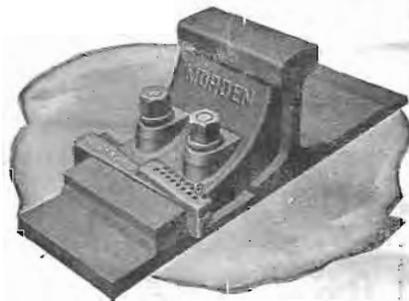
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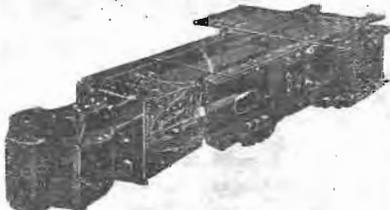
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I&D News

C. W. D.

DARRYL RALPH BERRY has accepted the position of stenographer in the office of C. C. Smola, division storekeeper at Mason City, taking up his new duties August 28th. Mr. Berry comes from Mitchell, S. D., where he worked in the Store Dept. for two years. Mr. Berry, wife and son, Gary, reside at 317 N. Georgia Ave.

The Western Union line crew of ten men, camp cars and cook, are located here at Mason City for a few days while doing repair work on the lines east and west of here.

Howard Erickson has accepted the position of stenographer in the local freight office here, and we believe with a few weeks of railroading he will make a good railroad man.

Mr. G. Witwer, wife and baby Juanita, of Chicago, visited the Wm. Blackmarrs for a few days. Mrs. Witwer is Engineer Blackmarr's daughter.

Mrs. Blackmarr, mother of engineer Blackmarr, has returned home from the hospital after being confined there for a few weeks account of a broken arm and bruises resulting from a fall down some steps. We all hope she soon recovers and will be able to be out again.

Miss Ruby Potter, chief clerk in the master mechanic's office, visited her sister, Mrs. E. J. Sullivan, in Milwaukee for a few days the first of September.

Jesse Stewart, fireknocker at local roundhouse, had the misfortune to break a bone in his ankle and will be laid up for a few weeks. We all hope he will get along O. K.

Arthur Nelson, brother of George and Jack Nelson, car men, here, died Sept. 10th after a short illness. Funeral services were held at Crystal Lake, Ia., Sept. 12th. We all extend our sympathy to the Nelson families in their hour of sorrow.

D. C. Bolton, perishable freight inspector, and family, have moved to Othello, Wash. Mr. Bolton has accepted the position of inspector there. Mrs. Bolton, who has had a lot of experience picking cherries, has accepted a position with the Othello Cherry Pickers' Association, as instructor in cherry picking. We sure will miss the Boltons and we wish them lots of good luck in their new home.

Mr. Bert Brandt and wife, of Othello, have moved to Mason City. Mr. Brandt has taken over the duties of Perishable freight inspector, here. We welcome the Brandts to Mason City and hope they like our prairie country around here.

Mr. and Mrs. Earl Knudson are moving back to the city after having spent a fine summer at Clear Lake. Mr. Knudson is checker in local freight house. "Red" has caught and eaten so many fish this summer that he has started to grow fins and scales.

Mr. Orville Spencer, local chairman of the railway clerks, has returned from his summer home at Clear Lake to spend the winter in his apartment here in town. Spence says the snow gets too deep around the lake in winter and that he has a longing for the bright lights and gay night life here in the winter months.

Herman Quandahl, interchange clerk, made his fall visit to his wife's folks on the farm to lay in a winter's supply of eats. Cows, pigs and chickens run and hide when he shows up. They don't know who will be next. Herman says that fresh farm products are fine eating in the wintertime. Pretty soft to be able to lay in a supply for winter, like that.

Otto Secory, cashier at Mitchell, former ticket clerk here, tried to visit friends here over Labor Day. Otto and Frank Howard, carpenter foreman, took off from Mitchell in Otto's Ford sedan, on the way to the Merry-Go-Round broke down, caught fire, and almost burst up. The boys were lucky to get out without getting hurt. After hitch-hiking a ride, they finally arrived here, and had to take the Old Reliable train when they went back home.

Splinters from the Wooden Shoe

J. B. Phillips

ABOUT the best news on the Superior Division is the good passenger business we are enjoying on the Chippewa. During the labor holiday period, which covers a seven-day period, we handled 3,500 passengers on the Chippewa alone as compared with 3,300 passengers handled during the same seven-day period in 1938.



The Chippewa comes into Coleman, Wis., and the crowd is lined up to meet it. Coleman has done a fine passenger business since the inauguration of the Chippewa service, due to the fact that many people drive to that point from Marinette and Menominee and other points to ride this famous train. There is now regular bus connection with the Chippewa for Marinette, Wis., and Menominee, Mich., and this bus also stops at Pound, Wis., which is not a regular stop for the Chippewa.



The above family group, comprising three generations, shows veteran Switch Tender Fred Jansen of Bridge U-222 at Green Bay. With him is his son, Martin Jansen, who is night ticket clerk at Green Bay, and his young grandson.



The midnight switch crew working in Green Bay, Wis. Yards finds enough daylight around to have their picture taken. Left to right: Switch Foreman Ole Petersen, Switchmen Clifford Lande and Manuel Falk; Engineer Barney Buntin and Fireman Herman Karsten.

The feather duster which was reported lost from the station at Forest Junction while agent Bronoel was attending the Fair at San Francisco, was located by Lieut. of Police E. J. McMahon and returned to agent Bronoel on August 21st. Instruc-

tions to try and locate same can now be canceled. Agent Bronoel says duster seems to be a little shorter than it was when it disappeared, but she still does the trick and he is busy giving his station a good dusting, which it had been in need of ever since the disappearance of his bunch of turkey feathers.

Mrs. Buechler and other members of her family just returned from a twelve-day cruise on the Great Lakes on one of the G. Reiss coal steamers—the Otto Reiss. They had an enjoyable trip, having visited Cleveland, Ohio; Buffalo and Niagara Falls, N. Y.; Ashtabula, Ohio; Duluth, Minn.; and many other points, ending their trip at Sheboygan, Wis., nor did they have to shovel any coal.

Our sympathy is extended to switchman John Landry and family in the recent loss of his wife.

The Oakland Ave. station at Green Bay is getting more modern daily. A new water system is being installed which is nearly completed, and the contractor is now started laying pavement into the station grounds and around the station, providing a first-class driveway. They have also completed another roadway to the station, which can now be reached from either Oakland Ave. or Chestnut Ave., which greatly facilitates the handling of the heavy traffic, especially during the holiday periods.

Bert Ellis, former pile driver foreman, who is now enjoying his pension, is a daily caller at the station, and is again feeling fine. Everybody is glad to see him.

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

DURING August so many things happened that when I took a look at my notes and considered I was also on my vacation, or thought I was, I just put on my hat and got in the car with the dog and the driver and started places. Why try to write the Rocky Mountain correspondence when there was so much of it. Any, any way, thinks I, every one knows everything that has happened, and knew it before I did, anyway. Still, I did feel a bit guilty now and then, en route to Cooke City and return, and around the lake in Yellowstone, and here and there where I traveled, which was not very far from home. During August last year, I made plans to go to Grasshopper Glacier, with some friends. This has been postponed until August of next year and when I start out next summer I hope to leave home as soon after I start vacation as it is possible to do so. Had I done that this summer I would have gone more places and seen more things than I did.

During August operator Mark Hite, second, Deer Lodge, and Mrs. Magadale Meehan of that city were married in Anaconda. Mrs. Hite has been manager of a popular grocery in Deer Lodge for several years, and is well and popularly known, and Mr. Hite is working at the Milwaukee station there, where he has been one of the best liked employes of the division for a long time. We extend to them our very best wishes.

Brakeman A. J. Greer, who for many years worked on this end of the Rocky Mountain Division, has retired on pension and will no doubt, with Mrs. Greer, make their home in Spokane, Wash. We all wish them many years of happiness.

Traveling engineer L. S. Cunningham and the Mrs. are again grandparents, a son having arrived at the home of their daughter during August. Now LSC is having an awful time trying to decide which is his favorite, the small granddaughter who is a few months old or the brand new grandson. Well, the men usually stick together, we know that much.

During August Joe McDonald, eldest son of condr. McDonald, was taken to the



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LANTERN BATTERIES

Bozeman hospital, where he was quite ill, but having much improved is back home again, we trust to soon be up and out once more.

Condr. McHale and Mrs. McHale have gone to the New York World's Fair and will stop off to visit friends and relatives at St. Paul and in Chicago.

During August, E. N. Knutson, for many years signal maintainer on this division at Maudlow, passed away at Deer Lodge after several months' illness. He is survived by his wife and we extend to her our sincere sympathy. Mr. Knutson was well known and among the most popular men in that department.

The Gallatin Gateway Inn reports a very successful season, and closing the 12th of September, as far as the regular park business is concerned. The entire force, including Mr. Moll, with the lovely Mrs. Moll and their young son, have returned to Chicago. The dude ranches will continue entertaining hunting and other parties, and since our fall storm is now over (ten inches of snow on the beautiful Cooke City highway the 19th of August, which was my birthday, but am not saying too much about that, either), from now on the grand and glorious season, which is Indian summer, will be with us for six weeks, and if ever there was a good season to travel out this way, it has now arrived.

Time was when the styles the tourists brought in set our styles for the season, but now the tourists all dress in slacks, or blue overalls and shirts, or whatever they pick up first. . . . life is like that.

Morrison cave is open to the public, and Sunday, Sept. 10th, over a thousand visitors entered the cave, and we may as well tell the rest, climbed all those stairs back up and came out again. By this time next year the tunnel is expected to be finished and that tiresome climb will be eliminated. Us home folks are waiting until then. This grand cave will be part

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of a round trip tour our railroad expects to make next season.

Fireman McGrath and his wheat made some business for us this season, and he had a good crop; is putting in about 1,500 acres of winter wheat for next year now.

In Deer Lodge the first week in September occurred the death of engineer Charles F. Horning, followed a few days later by the death of Mrs. Horning. Mr. and Mrs. Horning have lived in Deer Lodge for many years and were among the most popular of Milwaukee people, Mr. Horning working west out of Deer Lodge. Miss Betty Horning, a daughter, survives them, and to this young girl we extend our deepest sympathy in her great loss.

Also Sept. 12th engineer N. H. Mayo, who for many years was passenger engineer working between Deer Lodge and Harlowton, and the past two years had retired on pension, passed away suddenly at his home in Deer Lodge. We regret the passing of a well liked and kindly man from our ranks, and offer the family our most sincere sympathy in this loss. His wife, two sons, a daughter, four brothers and three sisters survive him.

During August we picked out a good looking saddle horse up at Cooke City to ride the seven miles to Grasshopper Glacier. One thing has been a source of worry—since said pony was selected for August of this year, and not used by yours truly, one can't help but wonder, considering the high altitude, poor feed, wild animals, and if the truth must be told the general well worn condition of the horse himself . . . will he be there by next August? He had a bad look in his eye, which did not worry us much, but the bad look of his hip bones did . . . anyway, the Glacier will be there and we hope we will.

Madison Division

HARRY CAMERON and wife have returned after visiting in the west and taking in the Fair at San Francisco.

Word has reached the correspondent through the grapevine that Paul Siebert, engineer, Janesville, has or will be married. Congratulations, Paul.

J. D. Shea, trainmaster, en route Janesville via auto had fan belt trouble at Oregon and stopped for repairs. Being somewhat delayed and anxious to get to Janesville, he bore down too hard on the gas and was shoved to the curb by the traffic officer. The penalty was \$5.00.

John Conlin spent his vacation in the north woods away from hay fever.

Hugh Jones has been a busy person of late. Made a speech before the Optimist Club in Madison on the function of the Car Department, and his daughter married Sept. 10th and Hugh found it necessary to take to the Black Hills to rest up.

The LaFarge Line has the semblance of an air raid or artillery fire, with bridges out and tracks coming up. Mallas is taking up tracks and is working south, and Harry Noe is in charge of the work train.

Geo. McCloskey who for years and years worked on the LaFarge Line is now flagging on 22 and 33 between Marquette and Madison. George looks like a real passenger man.

Jess Gray and Jim Shea initiated Tony McMahon in the game of golf. Tony of course had broadest the art of golf and he was taken into camp. He borrowed a set of clubs which were 6 inches too short. However, with some preliminary instructions he managed to make a takeoff. Anyway, it developed that Tony had never been on a golf course in his whole life.

R. D. Matulis has been promoted to position of train dispatcher at Madison, S. D. It is with regret that we announce the passing of Jesse Ray, a foreman at Avoca, following a serious operation in the Madison hospital.

Carl Danke was in Madison on business and while there had an attack of appendicitis and was operated on at Methodist hospital. He is getting along well and liable to get out in a short time.

Lois Olson, who has blonde hair and works in the freight office at Madison has a diamond. She tells us the boy is from Marquette, Mich.

Milwaukee bankers were on the Division and George Barry was conductor in charge. Mike Ford was in line for the job but George wouldn't loan him his uniform, so George got the job.

Sorry to hear of the accident to Herbert Moe, yardmaster at Janesville, who was injured in an auto accident. He will be laid up for a while.

"The New Hub of the I&D"

F. B. G.

FLASH—operator Frederick Lloyd Harvey at Charter Oak left the ranks of the east end bachelors Sunday, September 10th. The happy couple left on a two weeks' trip presumably to Niagara Falls, and presumably in a Ford V8. Congratulations.

The wild ducks have started south heralding the coming of an early winter. On the Platte Line they whistle for town and then whistle through, so apparently hunting will be confined to pheasants this season. The pheasant crop, however, is more than ample.

All rumors to the contrary, Mr. T. Hon-eychile Graves is not going to spend the coming winter in Miami, Florida. Mr. Graves has grown an extra heavy mustach, purchased two suits of red flannels, and so, like a boy scout, is prepared.



On August 18th, the Hudson, S. Dak., firemen held their annual Celebration Day. Not to be outdone, agent Roy Goodell (also secretary of the Sioux Valley Service Club) got busy and dressed his car all up to the tune of a "float" and entered the parade. The float was decorated with streamers on each side and on the rear displayed "Milwaukee Road" emblems, "Travel and Ship by Rail," etc. Mr. Goodell is to be commended for his untiring efforts in boosting for the best railroad in the country and his entry in the parade with the Milwaukee Road float was outstanding. A picture of the float is shown above.

Mrs. Mary Welcher, mother of trainman Roy Welcher, passed away at her home in Sioux City during August and we wish to extend our sympathy to the bereaved.

Miss Laura Sievert of the Sioux City freight office reports a very enjoyable vacation, some of which was spent at the Minnesota State Fair.

Conductor Raymond J. Curry, 58, of Sioux City, died in a hospital at Sioux City on August 19th, following a ten-day illness resulting from a paralytic stroke. Mr. Curry was born in Sioux City May 4, 1881, and for a period worked out of Yankton, but later returned to Sioux City, where he lived for the past five years. He applied for retirement last fall, and was not in active service at the time of his death. Funeral services were held at Yankton, Tuesday, August 22nd.

Trainman Harry Kelly and wife vacationed in Chicago and while there witnessed the Chicago White Sox and Cleveland Indians with Bobbie Feller on the mound doing his stuff.

Cashier W. W. Hunt, Yankton, predicts a mild winter as the Missouri mud cats are not digging in the mud as deep as other

years at this time. Wayne knows, as he is an old-time river fisherman.

Our friend Dutch Diede at Harrisburg says the vacation was OK but glad to get back to work. It's funny—nice to go on a vacation, but a lot nicer to get back and rest up.

Mr. Chris Olson, former section foreman at Hawarden, Iowa, but now on pension, is confined to his home with illness. We hope you can soon be out, Chris.

Effective with September 1st, Mr. Harry W. Preston was appointed general yardmaster at Sioux City, vice Mr. E. O. Eckert, promoted. Also effective the same date Mr. Clair S. Bushnell was appointed yardmaster at Sioux City, filling position left vacant by Mr. Preston.

The Milwaukee Road bowling teams Arrow and SFSX at Sioux Falls, will again be represented in the city leagues this year, starting about the middle of September. The feud between the two teams is on again, but the end of the season will tell the tale.

Wife of conductor Earl Murphy, accompanied by daughter Virginia, left Sioux City August 20th for Tuscon, Ariz., where she was called by the sudden illness of her brother.

Wife of operator T. P. Cavanaugh, Sioux Falls, was rushed to hospital for appendectomy operation and at this writing is recovering very nicely.

One of the highlights of the season was the first showing of the new Sioux Empire Fair at Sioux Falls, with one of the best outdoor stage shows presented in this city for a number of years. Incidentally, this show troupe of more than sixty people traveled via our line.

Milwaukee Terminals

G. W. E.

CHIEF DISPATCHER (Oklahoma Bill) and Mrs. Wm. R. Roberts attended the 21st annual convention of the Wisconsin department of the American Legion at Oshkosh, Wis., August 12th to 15th.

Engineer John E. Bockhop was at the Soldiers' Home hospital for an operation August 11th, and was discharged August 28th. He is now back on the job feeling just fine.

General foreman Alex (Shorty) Robinson and family were on their vacation August 14th to August 28th and attended a reunion of the Robinson family at Vancouver, Canada. It took three men to fill Mr. Robinson's position while he was away (Flex Lewis, Lovey Sanders and Eli White) and we were all glad to see him home.

Roundhouse foreman, Edward A. Ryan, and family visited the Fair at San Francisco during his vacation August 18th to 28th. They were all pleased with the fair and had a nice trip.

Illinois division engineer, Thomas H. Owen, died at Rockford, Ill., August 28th, after a long illness. He was a mighty fine man and had been an employe of the Milwaukee Road 57 years. His wife survives. Funeral from Becker & Sons funeral home, Milwaukee, August 31st, under auspices of Independence lodge No. 80, F. & A. M. Interment Forest Home cemetery.

Boilermaker William Berry died August 30th at St. Joseph's hospital, where he had been confined with illness for two weeks. He had been employed by the Milwaukee Road fifty years and had the respect of every officer and employe with whom he worked and was a fine man. He is survived by his wife, four daughters and a son. Funeral at 8:00 a. m., September 2, at St. Rose's church. Interment Holy Cross cemetery. He was a member of the Knights of Wisconsin, Woodmen of the World, Boilermakers' union and Veteran Employes Association.

The picnic of the Milwaukee Employes Hiawatha Service Club at Pleasant Valley park Sunday, August 27, was a grand success and was enjoyed by employes from every department. In the wrestling match boiler washer helper, Julius P. Bergerman, was too fast for carpenter Albert E. Bugs. The Morrissey Brothers, with William

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Coleman and Patrick McGill, entertained with several songs, the last being "The Watch on the Rhine." They were accompanied by yardman Charles (Rip Van Winkle) Tiefensee with an accordion. The ball game was fine as was the dance. The committee deserve great credit for the fine entertainment.

Mrs. Elizabeth (Marr) Duer, wife of engineer William F. Duer, died at her home on September 9th, after an illness of two months. She is survived by her husband and two sisters. Funeral services at Borgwardt funeral home, September 13th. Interment Forest Home cemetery.

Engineer Edward C. Owens visited the New York Fair for a week and Niagara Falls for two days the last two weeks in August and enjoyed both.

Yardman Peter B. Gilmore led the Labor Day parade September 4th, at Stevens Point, Wis., and is now visiting relatives and friends at Minneapolis, Minn.

Yardman Roy R. Lewis, Commander Wisconsin Department, Sons of Union Veterans of the Civil War, attended the 73rd encampment of the Grand Army of the Republic at Pittsburgh, Pa., August 27 to September 1.

Blacksmith John W. Stoddard of Minneapolis, Minn., is visiting his nephew, carpenter John M. Scales, for two weeks. He is 85 years of age and retired after 45 years' loyal service with the Milwaukee Road. He can turn hand springs like a kid, read without glasses and lick his weight in wildcats, so he says.

Engineer Arthur Nevell arrived home August 30, after visiting six weeks in almost all of the countries in Europe. He had a nice trip, but was glad to get home to nice old Milwaukee.

General foreman (Capt.) and Mrs. F. L. King were on an auto trip when on vacation August 14, to August 25, fishing in the northern lakes and seeing some of the finest scenery on earth in Northern Wisconsin and Michigan. They returned in

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time for the Milwaukee Hiawatha Service Club picnic. Capt. King found a large bouquet of flowers on his desk to welcome him home.

Roundhouse office chief clerk Martin Kruger was on vacation the last half of August, and with his family visited all of the places of interest in Milwaukee.

Yardmaster William (Be Alive) Cahill has been substituting at the cut-off since September 5, for A. J. Reise, who is visiting the San Francisco Fair.

Spokane and Inland Empire

By El Jay Kay

HARRY RYDER, section foreman, Lost Creek, is now running a surfacing gang on the west coast out of Tacoma.

John Shaner, brakeman 292, laid off a few days in August to look after his belongings at Spirit Lake, account of the threatening forest fire around that place.

The Milwaukee has entered a bowling team in the Railroad league in Spokane for the 1939-40 season. The personnel of the team is: Howard Jensen, Sylvan Lang and Andy Fischer of the car department; C. L. Mitchel, clerk, and F. J. Kratschmer (Capt.) of the store department. The season got off to a flying start on September 6. As soon as the boys begin to bend their backs a little more, there will not be so many gutter balls. The team shoots every Wednesday night at 7:00 o'clock at the recreation alleys, and rooters are welcome.

"Wrong Way" Hazel has been receiving quite a bit of fan mail since the article which appeared in a recent issue of the Magazine.

We understand that Al Strand, car foreman, St. Maries, has switched to a new brand of snooze. He must have been playing the "ponies" lately.

C. H. Copeland, agent, St. Maries, took off ten days early in September, and journeyed through Idaho.

The Milwaukee has been enjoying a nice business in the Inland Empire during the past few months. Heavy shipments of grain, cement, match blocks, lumber, fruit and miscellaneous have increased business to such an extent that the third shift switch engine was put on at Spokane the latter part of August.

The joint Milwaukee-Union Pacific city ticket office at No. 1 Post street in Spokane was quite extensively remodeled after the Union Pacific moved to other quarters. The Milwaukee TF&PA office in the Union Station building, Spokane, was closed about the middle of September, and Mr. Reagan and his force moved to the new quarters made at No. 1 Post.

W. E. Cummins, pass cond., 15 and 16, came very close to being a champion during the American Legion convention which was held in Spokane, August 16-19. Bill was runner-up in the golf tournament staged by the Legion. The only reason he wasn't first, Bill says, was that another fellow was a little better than he.

H. R. Stephens, agent Spirit Lake, has returned to work after a few months' absence owing to the illness of his wife. We are pleased to report the wife is again feeling like herself.

Fire sometimes performs some mysterious pranks. On August 12th, a forest fire at Spirit Lake destroyed nearly all the Milwaukee buildings at that point. The Section oil house was destroyed, but two barrels of gasoline which were in this building remained intact with the paper tags still on them, although the building was burned to the ground. The roundhouse was completely destroyed, although a small frame building just fifteen feet away, in which oil and waste were stored by the Panhandle Lumber Co., remained untouched. The LeBarge Box Factory, which is not far from the roundhouse, and was in the path of the fire, was saved by very good work on the part of the fire fighters. On Sept. 6th, while in operation, this factory accidentally caught fire, and the entire plant was destroyed.

Elmer Brunett, carman from Deer Lodge, has joined the Spokane car dept. force, taking the place vacated by W. T. Morris, who took the pension on Sept. 1st.

Jim Holmes, electrician, Spokane car dept., has had some trouble with a gland in his neck for some time. Early in September, Jim had his tonsils taken out, and we hope this will clear up the matter.

Dayton Doyle, Othello, has taken charge of Spokane yard section during the leave of absence granted to Guy Chimentil. Dayton has moved his family here.

Here is a very good advertisement for the slogan "Ship by Rail." During the recent forest fire which threatened Spirit Lake, many of the residents began moving their household goods out by truck. George Dolan, eng. watchman, Post Falls, joined the rush. On account of the great hurry to get out, George's truck was loaded kinda caddy-wampus, and the apple cart was spilled in the center of the town. For a while it looked as though someone was moving out into the center of the main street. It was such a prize picture that the Spokane Chronicle saw fit to run it in the next day's issue.

Former Roadmaster O. Bakke still has a tender spot in his heart for the old haunts, as we see him quite frequently visiting the various offices. Ole is looking fine, and his retirement seems to agree with him.

Section foreman Roy Stevenson, Dalkena, bid in the brush gang on the Everett line, but after being there two weeks returned to his old section. Roy has purchased the old depot at Dalkena, and is tearing it down. He is shipping all usable lumber to Neppel.

Section foreman A. T. Bankoff, Newport, and wife spent two weeks vacationing at Soap Lake. Andy was relieved by extra foreman W. A. Huffman of Gibbs.

Section foreman O. P. Tuttle and wife of Gibbs are spending three weeks visiting with relatives in Iowa and Missouri. W. A. Huffman is relieving him.

Harry Hook, cond. POR line, and wife took their annual trip to "Old Missou" last month. They spent two weeks visiting at their old home in Moberly.

Cond. Ed Bell of the POR line is recovering nicely from an operation performed on his foot in a Spokane hospital. Hope to see you back soon, Ed.

Joe Reynolds, section foreman at Spirit Lake, lost quite a few of his own personal tools in the fire which destroyed the section house at that point.

The job of night yard clerk, weighmaster, etc., at Spokane, changes hands so often that we hesitate to make any more guesses. At the present writing, we think it is being held down by Tyler Copeland of St. Maries.

The increase in business on the East Coast Division is very noticeable on the Spokane Roundhouse E&F boards. All firemen on the reserve list have been called back, and there are a few cases of firemen being set up to engineers. Thad Rosenberger and Earl Miller, helpers in the roundhouse, are now firing. Their places have been filled by Jack Farrell and Donald Allen.

When the reporter called on P. L. Hays, chief dispatcher, Spokane, for some news items, he said he didn't have much. Then we had to find out through another source that P. L. spent his vacation this summer in California.

Terre Haute Division

C. H.

NOT having a column in the last issue of the Magazine, apology is made for the lateness of some of our news items.

At this late date, we want to extend our sympathy to our superintendent, Mr. Whalen, on account of the death of his father, Martin F. Whalen, which occurred on July 23rd at La Crosse. Mr. Whalen, Sr., whose home was in Lansing, Iowa, was a retired Milwaukee employe, having served 69 years with the Milwaukee Road and his passing is deeply felt by his family and friends.

A number of pleasure tours have taken place during the past two months, and among those who have taken trips through the west are Mrs. John Nelson, wife of conductor Nelson; Mrs. Hubbard Inman, wife of engineer Inman; fireman and Mrs. Dewey Armstrong and family; section foreman Tom Goucher and wife; Miss Cleo Ferguson, daughter of conductor Harry Ferguson, and her cousin, Jo Ann Ferguson, daughter of conductor Warren Ferguson, and conductor Herman Kutch.

Guy Kelly, GYM at West Clinton, returned to work August 18th after a pleasant vacation of two weeks, during which time he and his family made a tour through the south and the Great Smoky mountains.

Car foreman Cecil Patton and family vacationed at Chetek, Wis., greatly enjoying the fishing and the stimulating Wisconsin climate.

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Herschel Austin, chief clerk of the car department, and Mrs. Austin spent their vacation with friends at Lake Manistee and Wellston, Mich.

Several of the Rea Building gang have returned from brief respites of varied nature, reporting an enjoyable time had by all. Eddie Hollis of the D.F.&P.A.'s office recommends the fishing in the vicinity of the old home town for a restful vacation. Ralph Fallowfield, also of the D.F.&P.A.'s office, motored to Indianapolis and Richmond, Ind., with his family. Chief clerk Fred Pearce and family visited relatives in St. Louis and Farmington, Mo., enjoying a trip through the beautiful Ozarks. Chief carpenter Frank Galvin and Mrs. Galvin spent their vacation with friends in Dubuque and Savanna. Tim Colwell, of the superintendent's office, and Mrs. Colwell visited the New York World's Fair.

Conductor Thomas Means and Mrs. Means recently returned from a ten-day visit in Duluth, Minn.

Agent Dwight Milljour of Webster, Ill., has returned to work after an illness of about two months.

Operator Tires Mitchell returned to work at Humrick on Sept. 8th after an absence of thirty days, following an operation for the removal of a goiter.

Mrs. Frank Nolan and family wish to express through this column their sincere thanks for the many contributions and appreciations of sympathy in the recent death of their father and husband, Frank, a former employe of the West Clinton roundhouse.

Miss Spaulding, who is a nurse in Houston, Tex., and the daughter of conductor Spaulding of Terre Haute, was a guest of her parents and Mr. and Mrs. Frank Ernhart of West Clinton in August.

Engineers Reed and George McGinnis, accompanied by their wives, motored to Bedford, Ind., on July 30th, and attended the McGinnis family reunion held at the nearby Spring Mill State Park.

John Nelson, son of Conductor Nelson, returned home on August 14th after a stay in New York and a visit to the World's Fair.

William Smith, carman at West Clinton, died on July 28th after returning home a second time from the hospital. We wish to extend our sympathy to his relatives and friends in his death.

The new tower at West Dana, recently completed, is reported to be quite an improvement over the old structure. The West Dana force should have no further trouble combating the cold winds and penetrating rains known to have heckled them in the past.

Effective September 1st, Clyde Dawson, who has been wrecking foreman on this division for a considerable number of years, was transferred to Galewood Shops as assistant foreman, and L. E. Callahan has taken the position of wrecker foreman vacated by Mr. Dawson.

La Crosse—River Division Second District

Ira G. Wallace

P. J. MYERS, who was first trick operator for many years at Hastings, has been assigned as agent at Stillwater, replacing Mr. Deschneau, now agent at Red

Wing. Harry Holland is now on the first trick, and A. P. Hilger, formerly agent at Weaver, is on second trick at the Hastings station.

From the far end of our division at Eau Claire comes word that operator F. Arndt is proudly passing out the cigars celebrating the birth of a husky baby boy.

During the past few years great progress has been made in beautifying the depot surroundings with flower gardens, which are a source of pleasure not only to our patrons, but to our employes as well. Hastings, Red Wing, Lake City, Wabasha and Winona all have beautiful foliage beds, and we should compliment the employes who gave their time and efforts to produce these results. Bill Hanson of Wabasha has really worked wonders with the sand lots that formerly surrounded the railroad property, and today long beds of blooming flowers and large grass lawns makes this a most desirable station.

Mr. and Mrs. W. G. Hanson of Lake City are enjoying a vacation trip through the east. They plan on a short stop at the World's Fair at New York, and visits with their sons at Philadelphia. During Mr. Hanson's absence, operator King has been assigned as temporary agent.

Carl Ellingson of the roadmaster's office has an unusual hobby that really keeps him busy the greater part of the year. Carl is president of the Hager City Hatchery, and has at this writing over 2,000 turkeys which will be ready for the Thanksgiving market. By specializing in blooded stock, and following careful breeding formulas his turkeys are now regarded by poultry breeding experts to be the finest in the state.

Mr. and Mrs. Erick Leipter of Denver, Colo., were recent guests at the home of engineer Norman Boyd. The visitors agree that Mr. Boyd put forth entertainment that would please the most discriminating, and a visit to the Colorado mountains is Mr. Boyd's idea for next year's vacation.

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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—1/2 horse power Century Induction Motor and 1 1/4" mandrill—16" circular saw 2 1/2" belt. Price \$30.00. Also Lyon & Healy Silver Plated Sliding Trombone and case—Price \$20.00. Call Newcastle 5130, Chicago—After 5 P. M.

SWAP PRINTING FOR ????—Advise what you need and have to offer in exchange. Vincent Rundgren, 2147 W. Belle Plaine Ave., Chicago, Ill. Phone Lake View 5038, evenings.

FOR SALE: Cocker Spaniel pups. 3 months old. Black. Price \$10.00 each. Joseph R. Sirovy, Section Laborer, Jackson, Minn.

WANTED: one good used "Bug" that will carry well on all circuits. Must be reasonably priced. T. E. Melcher, Agent, Knowles, Wis.

FOR SALE: Two-wheel trailer. Cheap. Must be seen to be appreciated. Wm. Selk, 2730 N. Marshfield Ave., Chicago.

FULL BLOODED German Police pups for sale. Write for pictures and prices. Ben. Johnson, 6533 Cedar Ave., Mpls., Minn.

FOR SALE: Advertisement cards of the early 1880's. Collecting these an interesting and growing hobby. Price 10 each. No less than 10 different ones to a customer. Also some early (about 1889-92) R. R. P. O., flag and odd post-mark covers, 3 for 10c. Limited number. E. A. Ashley, Canton, S. D.

FOR SALE: '37 Plymouth Tudor Sedan, trunk, built-in Radio, Hot water heater, 4 new tires. 17 plate battery. A-1 condition \$325 cash. D. Sandell Opr. Pacific Jct. 2326 N. Spaulding Ave., Phone Albany 1849, Chicago.

FOR SALE: Violin having original finish like new including bow and case, \$15.00; Lyon & Healy B flat sliding trombone, satin silver finish, burnished gold bell, \$20.00. Prices represent a fraction of original cost and both instruments are in good condition. Owner may be reached during day by inquiring at office of Auditor of Overcharge Claims, or phone Briargate 5332, evenings—Chicago.

FOR SALE—Canaries—Deep golden cinnamon choppers, that sing all day. Also yellow Hartz mountains, guaranteed singers, \$3.00. Female, 75c. Yellow Yorkshires at higher prices. Also Golden Seabright bantams, male or female, \$1.00. Earl A. Dagel, Sanborn, Iowa.

FOR SALE: Two Adams Type 2-A motor cars in good condition. Will sell for \$10 each. These were the property of the late George W. Thomas. Address Mrs. G. W. Thomas, 602 W. Bridge St., Austin, Minn.

FOR SALE—A bird bath made from natural stone quarried here. Will not only decorate your lawn or flower garden but will bring many interesting bird visitors. Prices range from \$10.00 and up for turned Indiana Limestone Bird Baths. Send for illustrations. Ralph Holley, Bedford, Ind.

IF YOU have any stamps or United States coins to sell or exchange, get in touch with H. L. Lawrence, % Asst. Supt. Terminals, Bensenville, Ill.

WANTED: Five or six room house to rent within the Chicago area situated on the Milwaukee Road at reasonable rent. Answer to Box A, % Milw. Magazine.

CAMERA FOR SALE—Foth Derby, half vest pocket, F 3.5 anastigmat lens in helical mount permitting accurate focusing; focal plane shutter, 1/25 to 1/500 second, and delayed action. Oil silk pouch, 4X green filter, Carl Zeiss 2X yellow filter, flexible lens shade, home-made enlarger using camera lens. All for \$18.00. Chas. S. Kramer, 3735 Milwaukee Ave., Chicago, Ill.

FOR SALE—Natural stone seats, made from Indiana Limestone are beautiful, enduring, useful, ornament for the cemetery, park, lawn or porch, splendid gifts, fine school class memorials; prices \$7.50 to \$20.00 and up. Send for illustrations. Ralph Holley, Bedford, Ind.

BOARDER WANTED—Just south of Bensenville, Room, Board, Washing, Garage. Private Family—Reasonable. Address—Frank J. Schmidt, George St. near York, Bensenville, Ill.

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

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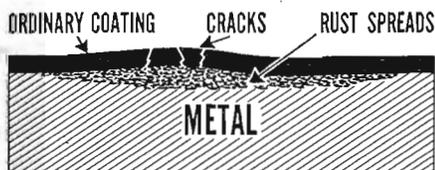
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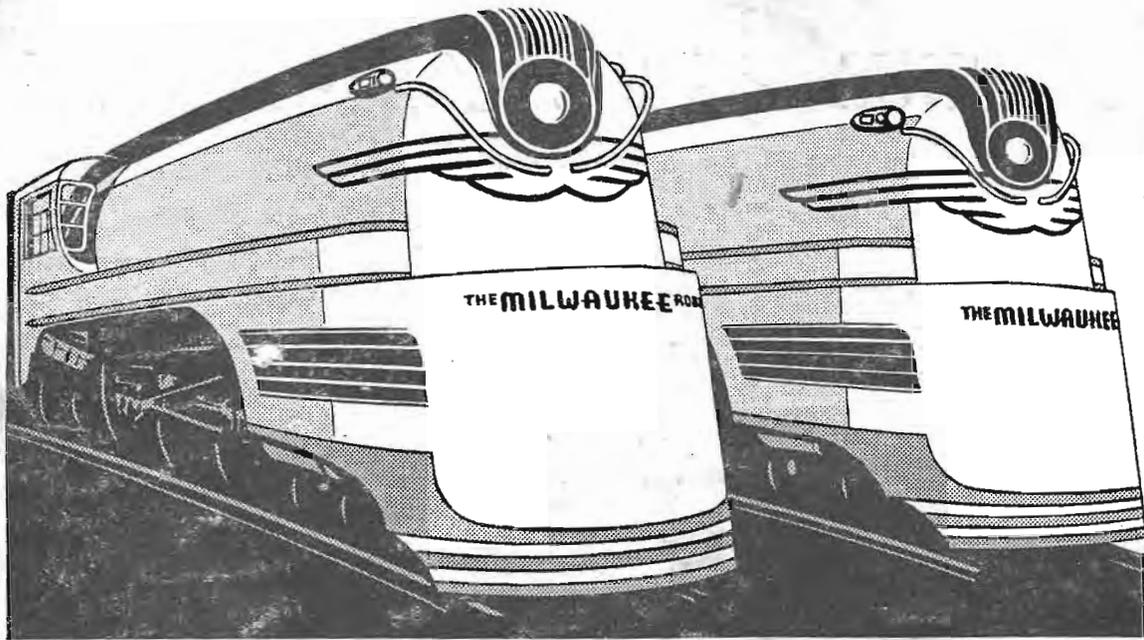
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