



*The
Milwaukee
Magazine*

**AUGUST
1940**

Among Other Things

In This Issue



He doesn't have to be shoved, either. It's his own idea. This streamlined elk taking a high dive into a tank of water is but one of the things which cause curious visitors at Big Elk Ranch to shake their heads and say, "I would never have believed it!" Story on page 7.



Engineer Pat Morrissey (in cab) and Conductor Charles Parker with the "helper" locomotive that coaxes No. 264 over the Cascade Mountains in one of railroading's most romantic operations. See page 6.

The eternal triumvirate
A boy and a dog—



—and a bicycle

If you're interested in knowing how the bicycle figures in, see page 4.

The Madison (Wis.) Service Club made hundreds of dollars on this party, but they gave it away—and for a good cause. Story on page 14.



Treatment of People Makes Our Public Relations Policy

WHAT do you do when an eager-faced lad comes down to the station to see the trains? Help him to find out what his curiosity has impelled him to seek?

By all means!

That lad represents an unblemished friendship enjoyed by our railroad. The boy who wants to see our train and to know what makes the railroad go has an honest curiosity, and your treatment of him and all that he represents will exemplify our public relations policy.

When such a lad comes to you with simple questions about our industry, tell him honestly and sincerely what you know about it.

A prominent director of public relations in one of our great industries tells a story about a man in Chicago who has a little boy about ten years old. One Sunday the lad asked his father to take him down to one of the big bus depots to see the buses come and go. Father and son went to the bus depot and, seeing one of the large buses standing empty, entered it and began looking at the instrument board and some of the mechanical parts near the driver's seat. They had little more than entered the bus when a watchman came running up and yelled.

"Hey, get out of there! Don't you know you can't get on a bus without a ticket? What are you doing here anyway? Now get out before I throw you out!"

The father and the son left very dejectedly. Small sons aren't used to seeing their fathers treated like that, and fathers don't like to be humiliated before their small sons.

The father and son might visit us some day to see the Hiawatha or the Olympian or one of our other famous trains. The magnitude and romance of railroading make a mighty appeal to the boy. It is beyond his fondest hope that the great conductor of the great train may let him see the train at close range—but if, when he is found peering eagerly through the gate for a better look at the train, he is invited, with his father, to come in and see it, the boy's delight will know no bounds. To top it off, if the conductor himself starts them on their inspection tour and explains some of the important parts, they will want to see—well, the decision is yours—have we made a friend?

It is worth a wager that the father will not forget us and that the boy will grow up with a tremendous respect for railroads and railroad men.

The structure upon which our relationship with the public has been erected is as simple as that. Public relations is not a magic term nor a mysterious process. There are, however, two kinds of public relations—

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Editor

A. G. DUPUIS,
Manager

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good and bad. Poor treatment of our neighbors and our customers constitutes bad public relations. Friendly, courteous, and considerate attention to our neighbors, our prospects, our customers, and our friends makes good public relations.

Hindsight and Foresight on Waterway Tonnage

THE record of U. S. Army engineers would indicate that they are far from expert in estimating the traffic that would be transported on most of the inland waterways, improvement of which they have recommended.

For example, in justification of their recommendation of federal spending on the Illinois Waterway (Chicago to Grafton, Ill.) the Army engineers predicted annual traffic amounting to 8,330,000 tons. The actual tonnage on this waterway for the last full year for which figures are available was 4,446,493 tons, or 53 percent of the estimate.

Their record is even worse with respect to the lower Missouri. In recommendation of federal spending to provide a six foot channel on the lower Missouri, the Army engineers predicted annual traffic of 3,729,437 tons. The last reports show actual annual tonnage of 497,901 tons, or 13 per cent of the predicted tonnage.

On the Upper Mississippi the Army

Calfpuncher

That guy on the cover, the little cowpuncher visible between the saddle and the hat, is Monty Montana, Jr., the two-and-a-half year old son of Miles City's own Monty Montana, lariat expert of rodeo and motion picture fame.

engineers predicted an annual tonnage of 5,980,000 tons. The actual tonnage in the peak year has been less than 80 per cent of this prediction.

While the tonnage actually transported on these waterways has uniformly run far under the advance estimates of the Army engineers, the reverse has been true as to their construction and maintenance costs. In every instance, the government has spent more money on them than the engineers first estimated they would cost. However, the overrun in cost has not been as great as the underrun in tonnage. In any case, the experts have not been as accurate as experts ought to be.

Nebraska Finding Out What Trucks Cost Citizens Generally

NEBRASKA is arriving at an understanding of the sad facts regarding what commercial truck use of its highways is costing the state generally, as Missouri, Illinois, and various other states have done. Nebraska highways cost \$17,188,383 in 1938, excluding the expenditures of cities and villages. Commercial trucks constitute 36 per cent of all traffic on Nebraska highways. Yet commercial trucks, through payment of all registration fees and gasoline taxes, contributed only \$2,896,643 toward the more than \$17,000,000 spent on Nebraska highways in that year. Thus trucks making 36 per cent of the total use of highways contributed less than 17 per cent of their cost.

Property taxpayers contributed almost 15 per cent, or \$2,527,120, and private automobiles, farm and local trucks furnished the balance. It also is interesting to note that commercial trucks in Nebraska in 1938 paid a total of \$81,244 in property taxes for the support of schools, while the railroads in the same year paid \$1,480,302 in property taxes for school purposes alone. The railroads therefore paid more than \$15 for support of Nebraska schools to each dollar paid by the commercial trucks.

Air Ports and Land Grant Aid

Much has been said by competitors of the railroads about land grant aid to encourage their construction. As has been pointed out repeatedly, expenditure of public money in the last ten or so years for development and improvement of other transportation facilities, now competitive with the railroads, has amounted to many times more than the total value of all land grant aid ever extended to railroads. To illustrate the extent of the use of public funds, furnished by the taxpayers, in development of other transportation, the record with respect to airports is interesting. No one has estimated the total of

(Continued on page 16)



Lieutenant E. J. McMahon making presentation of cash prizes and automatic pencils to the winners of the essay and poster contest. From left to right the recipients are: Robert Toltzman, Green Bay; Marigene Snyder, Marinette; Donna Griesbach, Menasha; Shirley Gasall, Abrams; James Hart, Askeaton; Gladys Schutte, Plymouth; Raymond Joachim, Green Bay; Robert DeLano, Abrams; Frances Bein, Plymouth; Richard Mikulsky, Green Bay; and Ellen Jahnke, Abrams.

GREEN BAY CHILDREN STOP, LOOK AND LISTEN

THE first phase of an admirable crusade came to a climax in Green Bay, Wis., on the 11th of June. The 26,000 pupils in 103 schools between Plymouth and Marinette, Wis., had written their anti-trespassing essays and made their posters, the winners had been determined, and the first sizeable gesture on the part of the railroad to interest children in the anti-trespassing movement had reached the point where stock could be taken, credit given and prizes awarded. In short, the Green Bay Chapter of the Milwaukee Road Women's Club was hosting a banquet and there were 368 people glad of it.

There were guests of honor, too—11 of them, the winners in the essay and poster contest. But before getting down to the eating and the speech-making, it would be well to go back to the beginning of the school year last Fall and lock step with Lieutenant of Police E. J. McMahon of Green Bay.

Safety Department, Women's Club, and Schools Establish a Precedent with Anti-Trespassing Essay and Poster Contest

Early in the school year Mr. McMahon was requested to make safety addresses to the children in the schools in his territory and that is precisely what he did. Thanks either to the speaker's magnetism or the romantic nature of railroading itself, the youngsters not only stopped and looked—they listened. They listened and they heard about the dangers awaiting boys and girls in railroad yards, along sidings and at out-of-the-way, unguarded crossings.

Shortly after the movement started, the Women's Club, with Mrs. McMahon acting as chairman of the Safety Committee, saw the wisdom of the idea and

lent its complete support, offering prizes for essays and posters by the children. By the time the contest closed 2,000 essays and 500 posters had been submitted. They were judged by a committee composed of A. D. Murphy, secretary of the Green Bay Association of Commerce; B. J. McClosky, personnel director of the Hoberg Paper Company, Green Bay; J. A. Long, superintendent of the Bay West Paper Company, Green Bay; Mrs. F. T. Buechler, wife of Superintendent Buechler, Green Bay, and Mrs. E. J. McMahon, the latter two representing the Women's Club.

The total amount of the awards was \$79.00, of which amount \$55.00 had been contributed by the Women's Club, the balance having been supplied by Superintendent Buechler; by Messrs. Marquardt, Hiltel and Lalk of the Freight Traffic Department; Mr. Toll of the Passenger Traffic Department; Mr. Craemer, agent at Plymouth, Wis.; and Mr. Knutson, agent at Abrams, Wis.

In addition to the cash awards, each prize winner was presented with an automatic pencil, the gift of J. J. Hennessy, trainmaster at Green Bay.

Upon arrival of the winners and their parents late in the afternoon of June 11 the group was escorted through the roundhouse and shops at Green Bay, through one of the old style and one of the new style coaches which had been placed on a track adjacent to the passenger station, and when the Chippewa arrived, the entire assemblage was taken through the train. On this tour Lieutenant McMahon led the way, assisted by five other uniformed Milwaukee Road police officers.

Among the 368 people who attended the banquet were representatives of the Safety Department, including L. J. Benson, who delivered a stirring address that must have convinced the youngsters (and the parents) all over again that they were on the side of safety.

After the presentation of awards, an orchestra took over and the hosts, hostesses and guests danced until midnight.

Sweepstakes Winner Buys Bicycle

James Hart, a 14 year old boy who lives with his grandmother about 15 miles out in the country from Green Bay, not only won first prize in the junior high school group (\$10.00), but won the \$15.00 sweepstakes prize as well. James took his \$25.00 and lost no time getting the beautiful red, streamlined bicycle that he had been casting sidelong but rather hopeless glances at for months.

The bicycle was, probably, the first thing that popped into his mind when it was announced at the banquet that he was winner of both prizes, for a man who was seated near him said that James' eyes got as big as dollars and under his breath he exclaimed, "Oh, boy!"

Here is the essay James Hart wrote:

"Safe and Sane Use of Railroad Property"

"Every year many boys and girls become cripples on account of loitering on railroad property. All property except railroad stations and railroad crossings is restricted property. If a boy says, 'Let's go down on the railroad tracks,' you should have the courage to say 'No.'

"If you live near the tracks, never play on them. If you are caught you can be arrested and sent to prison. When you are let out of prison and go to find work you will have a blot on your name and no one will want to hire you.

"Many boys enjoy hanging on a moving train. This is very dangerous and many children lose their lives doing this. If you live near the railroad yard, never play around the cars because you never know when they will

start to move. It is much safer to play on playgrounds.

"Do not throw stones at trains because every passenger train carries people. When a stone strikes the window it seldom misses someone. It is a pitiful sight to see anyone blind because of the carelessness of the boy who threw a stone.

"It is dangerous to throw stones at freight trains. Often there are men in the caboose whom you might injure or there might be explosives in the cars which will explode when struck with a stone.

"Bus drivers should always stop at crossings. If they don't, we should tell them to stop. Many lives have been lost because of such careless drivers.

"Some boys think it is fun to cut bond wires. This may cause the death of many people when the signal for an on-coming train can't be heard.

"Never play on a trestle because there is just room for a train to cross, so you will be either killed or fall in the river. There is little chance to save your life. Never play under the trestle because some object may fall from the train and we would get killed.

"Never place any object on the track; you might throw a hand car off the track and even wreck a train.

"Playing around oil cars with matches may cause an explosion and kill you and burn other cars.

"I have memorized 10 rules to keep myself safe, help others and aid the railroad company:

"1. Keep off all railroad property except crossings and stations.

"2. Walk around rather than over a trestle.

"3. Never cut bond wires.

"4. Play on playgrounds instead of railroads.

"5. Avoid climbing over or under standing cars or hanging on moving trains.

"6. Stop before all railroad crossings.

"7. Never throw stones at any trains.

"8. Follow the highway instead of the railroad track.

"9. I will learn to say 'No' at the right time.

"10. Help keep others from being killed."

Story with Moral

Another essay that caught the fancy of the judges was that of Richard Mikulsky, 10 years old, Green Bay, who won first prize in the intermediate grade group. He concluded his essay thusly:

"Once I heard a story of how a little insect saved a train from a wreck. A speeding passenger train was in a very bad storm. It was foggy and they could not see very far ahead. The engineer was very worried. Suddenly the lookout said to stop the train. They stopped it right away and asked what was the matter. The lookout said it was an angel flying ahead. The engineer suggested that they should go on because they were late already. But the lookout walked ahead a little way and found that a bridge was washed out. When he came back he found out an insect had gotten through the grating and was on the headlight. This looked like an angel. If an insect can save a train and lives, boys and girls should be able to save lives by thinking safety."

James Hart with his new bicycle, purchased with his prize money. His essay won the sweepstakes award, as well as first place in the junior high school group.





No. 264 rolls its tremendous weight around the side of a mountain in the Cascades. Engineer Pat Morrissey is shown at the controls of his helper locomotive.

Number 264 Makes the Grade

COAST DIVISION "HELPER" PUTS
IN A DAY'S WORK

Several weeks ago Paul O'Neil, of the Seattle Daily Times staff, wrote a story about the new life which the war had shot into the veins of railroads in the Northwest generally and some of the Milwaukee Road's operations particularly. His story was used as a full page feature in that newspaper's Magazine Department and is especially noteworthy because it was the Milwaukee's freight operations through the Cascade Mountains that seemed to fit best into the scheme of a feature story depicting the romance of mountain railroading.

Mr. O'Neil's ability as a writer and his on-the-scene observations could hardly be improved upon; for that reason, this story is essentially Mr. O'Neil's. The pictures are used through the courtesy of the Seattle Daily Times.

FAR in the distance, down the main line at Cedar Falls, an electric block signal suddenly shows an amber glow.

Engineer Pat Morrissey, who has been riding locomotive cabs over the Cascades since the days when the Milwaukee Road laid the rails across the hills years ago, settles his straw hat at a more rakish angle.

"Well," he says, "he's in the block," and saunters off toward the huge, three-unit electric helper motor which lies waiting on a siding.

A few minutes later the amber light turns red. A bit later the second section of No. 264 comes grinding down the tracks. It is a huge freight train; out behind the electric locomotive there are 80 freight cars loaded with 4,000 tons of lumber, pulp and flour.

"Look at those box cars," Pat Morrissey says, grinning. "Prettiest things on wheels."

Morrissey and his conductor, Charlie Parker, and the knot of section hands at the station, and other railroad men all over the mountain divisions of the Pacific Northwest, had reason to grin. They are witnessing these days the biggest boom in railroad freight traffic since 1928. Day after day, running in sections where last Fall only one train was operated, long freight trains are being snaked over the mountains, up the Milwaukee's "big hill" from Cedar Falls to Rockdale and through the tunnel to Hyak.

The War Did It

It is about the same on all the roads. When the European war began, pulp

and timber industries in the Pacific Northwest felt a pickup in business. But at the same time, steamship operators began taking vessels out of the inter-coastal trade for sale or charter to those clamoring for bottoms as the result of the war boom, or for operation elsewhere.

Lumber, pulp, and flour began pouring into railroad freight yards. On the Milwaukee Road No. 264 began to grow longer every day. In a few weeks there was a section leaving Seattle and a section leaving Tacoma every morning.

Trains of 4,500 tons started coming into Cedar Falls and Morrissey began using a three-unit locomotive instead of a two-unit motor for the helper.

Within an hour after coming to a stop, No. 264 has been reassembled. The helper locomotive, which was on the siding, is part of the train now, two-thirds of the way behind the head-end in position to handle its share of the load if an emergency should make it necessary to split the train.

Up in front, Engineer C. A. Johnson begins taking out the slack, feeding 3,000 volts from the electric overhead line into his motors. Morrissey, charged now with responsibility in an infinitely delicate piece of teamwork, waits, hand on the main controller of the helper motor, his eyes on the dials, listening to the coupling impacts rushing toward him down the long train. Ten second, 20 seconds . . . the brute force of an electric motor will tear a train into pieces if an engineer's hand makes a false move. Thirty seconds . . . Morrissey's hand pulls the controller lever back a notch, another notch. The sound of the banging couplings fades rhythmically away behind him and his locomotive begins to move, begins to battle the inertia in the passive tons of freight to the rear.

Operate by "Feel"

The train is moving, slowly gaining speed as the wheels go clicking across the switches and the two engineers, half a mile apart, "feel" what the other man is doing.

Up the hill goes No. 264, under the crag of McClellan's Butte, sending the echoes of its passing muttering off the hills, its interminable length of cars winding around the turns and through the snowsheds. After a while, like an enormous, leisurely serpent crawling into a hole, it enters the mouth of the tunnel and finally disappears. At Hyak, on the other side, it stops again, Morrissey pulls his helper motor out, and heads back down the hill to Cedar Falls as the train goes on eastward, gaining speed, and gaining freight, too.

Twenty-four hours later, after Pat has pulled two more No. 264's up the hill, the earlier two sections of the train are lying in Avery, Idaho, their freight swelled to 11,000 tons, getting ready to be lifted up through the Bitter Root Mountains.

"We're really hauling freight," Morrissey says. "Look at those box cars. Prettiest things on wheels."

AMONG the many interesting and unusual businesses served by the Milwaukee Road, that of Mr. Courtland Du Rand is unique. He is owner and manager of the Big Elk Ranch, located about seventeen miles from our line at Martinsdale, Mont.

Mr. Du Rand comes of pioneer Montana stock, and at one time his 5,000-acre ranch, situated in beautiful and fertile rolling hill country, was devoted exclusively to the raising of cattle. Some years ago Mr. Du Rand became interested in the plight of the elk herds in Yellowstone National Park, who were dying by the thousands every year. Believing that the elk, threatened with extinction, could be saved by applying scientific methods of herd management, he applied to the U. S. Government for permission to capture some of the young elk and buffalo roaming wild in the park, and remove them to his ranch for the purpose of experimenting to prove the correctness of his theories.

Came then the much more difficult task of securing the cooperation of the animals themselves. With the obstinacy of confirmed sinners stubbornly refusing salvation, they fled from Mr. Du Rand's most coaxing efforts to conserve them.

But with tireless patience, and the knowledge gained from years of handling his half-wild cattle, Mr. Du Rand finally managed to corral a hundred yearling elk, and twenty young buffalo. This was accomplished with the loss of only one elk, which is considered practically miraculous by anyone who has ever tried to herd elk and knows the unpredictable whimsies of the temperamental beasts. Mr. Du Rand holds his method of trapping live elk a closely guarded secret, lest practically everyone get the idea he would like to have an elk herd for his backyard. And this would do no good

Mr. Du Rand (holding reins) treats some of his guests to a ride that is slightly different.



You'd Never Believe It

ON BIG ELK RANCH
SEEING IS BELIEVING

By E. H. Bowers,
Public Relations Representative,
Seattle, Washington

whatever for what has now become Mr. Du Rand's principal business, although it was just a hobby to begin with.

It Couldn't Be Done, But He Did It

Mr. Du Rand conceived the idea of taming the young elk and buffalo and teaching them cute tricks. It is altogether possible that Mr. Du Rand undertook the job in the first place mostly because everyone said it couldn't be

done, for that's just the kind of job Mr. Du Rand likes best.

Anyway, he now has full grown elk and buffalo that willingly do for him almost anything except rock the baby to sleep, and Mr. Du Rand never got around to teaching them that because Mr. Du Rand is a bachelor.

But he does have elk that he trained to pull wagons and plows, and when Mr. Du Rand goes deer hunting he uses them for pack animals. He insists they are much superior to horses for this purpose; they are more sure footed, have greater endurance and can subsist on much less.

Mr. Du Rand has an elk and a one-ton buffalo that walk out on specially constructed platforms 35 feet above a tank of water and dive off. Moreover, they like it so well, Mr. Du Rand says, that sometimes they sneak out and take a dive or two when no one has paid to see them, just for the fun of it.

Mr. Du Rand discourages this sort of thing as a prodigal waste of talent.

Animals Have Been Getting Around

The diving elk and buffalo have performed for appreciative crowds at fairs and rodeos all over the country. The beasts appeared at Madison Square Garden, and absolutely laid them in the aisles when they sashayed around at Atlantic City's Million Dollar Pier.

Mr. Du Rand offered to exhibit his diving buffalo at Billy Rose's Aquacade at the New York World's Fair, but Billy Rose said, "No thanks, he wasn't interested," and Mr. Du Rand was not only aghast, but downright hurt. He asked, "Why not?"

Mr. Rose said, "Good act, but no sex appeal."

This year, when the one-ton buffalo dives 35 feet into a tank of water, on his back will be a very eye-pleasing (and ever so intrepid) young damosel

(Continued on page 29)



AIR CONDITIONING of PASSENGER CARS

PRIOR to 1934 the attempts to cool railway passenger cars were unsatisfactory and extremely costly. The continued efforts of engineers and other scientific men, however, have developed what is now known as "air conditioning." In 1934 our railroad installed 30 units and has steadily increased this number until there are at present 386 passenger cars fully air conditioned.



Air Circulation

The term "air conditioning," used in regard to passenger cars, involves the proper circulation of air, this air being scientifically cleaned and cooled or heated, depending on the season. The circulation of air is accomplished by a fan located in the ceiling of the car. This fan draws about 30 percent of its air from the outside and about 70 percent from the inside of the car. There is a damper arrangement whereby the operator can change these percentages of air mixture as the outside temperature, or other factors, may require. Air from the two sources mixes and is drawn through metal filters which remove the greater part of the atmosphere's ever-present dust and lint. These filters are treated with a sticky substance that causes the dust and lint particles to adhere as the air passes through them.

The fan then pushes the air across a series of thin copper pipes which remove from or add to the air the required amount of heat; from there the conditioned air passes into ducts and is evenly distributed throughout the car. Some of the air is then ejected from the car by exhaust fans and some of it returns to the main circulating fan. This is one of the important parts of the system because the car always receives the same percentage of fresh air as is exhausted from the car.

By H. N. Griffin
Traveling Electrician

The Cooling Process

The removal of heat from the air is accomplished by circulating cold water, or some other refrigerant, through the thin copper pipes that the air passes over. The Milwaukee Road has 335 steam-ejector type cooling units which use cold water and 51 mechanical type units that use gas as the refrigerant.

The steam ejector type, which is adjusted to the under side of car, is based on the principle that water in a vacuum boils at a lower temperature than water under atmospheric pressure. Part of the refrigerating unit is a small pump that circulates the cold water. As the cold water passes through the thin copper pipes, it absorbs heat from the air. The heat laden water drops from the coils above the ceiling into a large metal well in the refrigerating unit below. Here the warmer water rises to the top where there is an opening that is connected to a long heavy pipe called the ejector casting. Inside the ejector cast-



ing is a nozzle which emits steam at a very high speed. The high speed of this steam ejects or entrains the heat from the water in the well. The steam from the ejector nozzle and the heat from the cold water system then passes into a series of small pipes called a condenser. The condenser pipes are cooled off by a water spray and a large volume of air forced over the outside of the coils. The combination of air and water over the condenser coils removes the heat from the steam and discharges it to the outside. It is a process of picking up heat from the air inside of the car and discharging the same heat to the atmosphere beneath the car.

The mechanical units work the same

way only a gas is used instead of water as the heat transferring agent. The gas absorbs the heat in the cooling coils and is drawn to the unit under the car, where it is compressed under high pressure and forced into condensers. In the condensers the gas discharges its heat and becomes a liquid, which is stored until it makes another trip around the circuit in its job of transferring the heat from the inside to the outside.

When Winter Comes

Under each car is one or more vapor regulators, sometimes called steam traps. These regulators reduce the steam pressure of the heating system to a very low pressure which is a very desirable safety factor.

These regulators also have a heat expanding diaphragm which allows the condensed steam to be discharged to the ground, thus preventing it from entering the heating pipes. As the low pressure steam, called vapor, passes from the regulator, it goes to an electrically operated steam valve. When the valve opens, it fills the piping with vapor which causes the heat to be radiated in the car. The heating coils along the wall inside the car do the major job of heating. The overhead heating coils, that are in the stream of circulated air, are just large enough to heat the cold fresh air that enters the car.

Temperature Control

The temperature of the car is controlled automatically and continuously by thermostats. Either heating or cooling may be effected by merely operating a small control switch. The changing of positions of the switch electrically connects a thermostat tube which actually does the work of controlling the temperature of the car. Each thermostat tube is a mercury thermometer which has electrical contacts at predetermined points in the tube. The changes in the air temperature around the mercury tube expands or contracts the mercury in the tube until it makes or breaks the electrical circuit at the contacts. The changing of these contacts shuts off or turns on the heating or cooling system.

When a train arrives at a terminal yard the air conditioning equipment is inspected and tested by trained men. When the train is backed into a depot



the trainmen turn on the ventilating fan and set the temperature selector switch about 30 minutes before receiving time. This renders the cars comfortable before the passengers enter. Under normal conditions there is nothing else to do with the air conditioning equipment. There may be times when changes in the outside temperature require a change in the inside temperature setting. The trainmen consult the passengers about their comfort and make any needed changes accordingly. When temperature changes are required, the trainmen simply change the setting of the temperature control switch.

In the rare cases when something goes wrong with the air conditioning system the trainmen wire the next point ahead, giving full information to the electrician or mechanic so he will be prepared to make the repairs without delaying the train or prolonging the interruption.

Air conditioning is the leading factor of modern railway passenger comfort and is high among the reasons for the railroads holding their place as the leaders of modern transportation.

ARMY MANEUVERS AT CAMP McCoy

ALTHOUGH the peak demand for cars and locomotives to handle summer travel will come at approximately the same time as the mobilization of the Second Army of the United States at Camp McCoy, Wis., August 11 to 31, officials of the Milwaukee Road, on which the camp is situated, have perfected plans for the job of moving the troop trains.

For the rail movement 27 major lines are concerned and have cooperated with the Second Army transportation officers in preparing troop movement tables. All movements will be carefully coordinated and strict adherence to time schedules enforced in order to avoid traffic jams.

In addition to about 65,000 regular army men and national guardsmen from Illinois, Michigan, Wisconsin, Indiana, Ohio, Kentucky, and West Virginia, an estimated 1,200 tons of national guard equipment will be hauled. From Fort Knox, Ky., 179 combat cars, prime movers for 75 mm. howitzers, and half track ambulances will be transported by rail. Tank companies in the four national guard divisions participating also will be moved by rail. From 312 separate stations some 78 regular or special trains will be formed at rail centers. Field kitchens will be set up in a number of baggage cars and national guard cooks and mess sergeants will gain considerable experience in preparing and serving meals while en route. No stops will be made for this purpose.

During an eight hour period in a single day, August 12, the Milwaukee

Rail oddities



RAILROAD DINING CAR PATRONS CONSUME, EACH YEAR, ABOUT 24 MILLION EGGS, 9 MILLION POUNDS OF POTATOES, 2 MILLION POUNDS OF BUTTER, 1/2 MILLION ORANGES, 15 THOUSAND BARRELS OF APPLES, 3 1/2 MILLION QUARTS OF MILK AND CREAM, A MILLION LOAVES OF BREAD AND ABOUT 30 MILLION ROLLS.

TAXES TAKE ALMOST NINE CENTS OUT OF EVERY DOLLAR THE RAILROADS TAKE IN.



RAILROADS BUY AND USE MORE THAN 70,000 DIFFERENT COMMODITIES, RANGING FROM TOOTHPICKS TO BRIDGE TIMBERS; FROM STRAWBERRIES TO STEEL RAILS; FROM PINS TO LOCOMOTIVES.



(2) ASSOCIATION OF AMERICAN RAILROADS

Road will operate 15 trains into the Camp McCoy area, necessitating rapid switching of cars for the unloading of men and equipment. Twelve of the 15 trains will pass through Chicago between midnight and 11 a. m. A fleet of nine specials will leave Chicago over the Milwaukee a day earlier. A train of 101 cars, consisting of 90 flat cars loaded with tanks, one box car, three baggage cars and seven coaches, carrying regular army troops from Fort Knox, Ky., will leave the road's Bensenville yards August 6. The same day a 17 car train of Fort Benj. Harrison, Ind., troops will leave from the Western Avenue yards. An Illinois and Michigan national guard special will leave Chicago August 9. Other special trains will pick up troops along the route.

The 7th Cavalry Brigade Mechanized, less track vehicles on trains, will move by motor from Fort Knox with more than 1,000 vehicles in the column, which will be approximately 60 miles long.

Gigantic as the undertaking is, it is not expected to interrupt regular train service in the least.

Facts

Railroad passenger rates are now the lowest in the history of the United States.

Since 1921, the average revenue received by the railroads for transporting a ton of freight one mile has decreased 23.6 per cent and the average revenue for carrying a passenger one mile has decreased 40.4 per cent.

Of the total number of persons who lost their lives while trespassing on railroad property in 1939, twenty-two per cent were hoboes or tramps, and 65 per cent were adults, who for the most part were taking "short cuts" across railroad right-of-way.

Sufficient liquid soap is bought annually by the Pullman Company to fill a swimming pool 40 feet long, 30 feet wide and 8 feet deep.

Of the total casualties in 1939 to trespassers on railway property, 53 per cent were fatal.

All Aboard — Veteran Employees Reunion — Last Call

The Reunion of the Veteran Employees Association of the Milwaukee Road in Chicago, August 14 and 15, promises to be the biggest meeting that the organization has held in its 25 years of experience. Reservations for hotel rooms are pouring in. Every mail brings indications there will be a huge attendance.

Those who have not yet sent in reservation cards are urged to do so immediately. Be sure to show the names of all who will accompany you and be sure to indicate the type and price rooms you want.

Members residing in the Chicago area, who will not require hotel accommodations but who will attend the banquet must make advance reservation for banquet tickets.

As previously announced, the Chicago Reunion Headquarters will be at the Hotel Sherman. The business session will be held there the afternoon of Wednesday, August 14, and the banquet will be served there. An all day outing that will be delightfully unusual has been arranged for Thursday, August 15, and members will arrive back in Chicago by 6 p. m. that day in order that they may leave on evening trains, if they so desire.

The Reception committee will be in attendance at the Chicago Union Station and at the Hotel Sherman to assist you on arrival. Breakfast may be had at the Fred Harvey Lunch Room, at the west end of the Chicago Union Station, or at the hotel. Attractive low prices will be in effect at both places.

Buy your sleeping car tickets now. Mid-August is the season for heavy vacation travel. If members will order their sleeping car space at once it will be possible to provide extra cars where needed.

New members are invited. If you have completed 25 years in the service of the Milwaukee Road, send your name and service date with \$2.00 to Mrs. Grant Williams, secretary, 6167 N. McClellan Ave., Chicago. Members may remit \$1.00 for 1940 dues to the secretary or dues may be paid at the Hotel Sherman during the forenoon of the first day of the Reunion.

Your committees are working hard to make the 1940 Reunion a success. Your attendance is required to make it so. It's your Reunion. Plan to come and bring the family, but no one outside of the family. A splendid party for the ladies has been arranged. *Let the committee know you are coming.* Make your reservation now both for hotel rooms and banquet tickets.

We are receiving requests from a number of the Veterans for reservation cards, their cards evidently having gone astray in the mail. In such cases if the Veteran will kindly fill in the form shown below and mail this form to L. J. Benson, Room 828 Union Station, Chicago, reservation will be made accordingly.

Station Date 1940

I, with my will attend the Sixteenth Convention of the
(Relationship)

VETERAN EMPLOYES ASSOCIATION to be held at the HOTEL
SHERMAN in Chicago on Wednesday and Thursday, August 14 and 15,
1940.

Please reserve rooms at Hotel Sherman for
(Number) (Name)

myself and
Relationship)

We
I plan to leave on train at M. on
(Station) (Number) (Time)

..... 1940, and arrive in Chicago on train
(Day) (Date) (Number)

at M. 1940.
(Time) (Date) (Name)

.....
(Occupation) (Street Address) (City)

Edward A. Meyer

Edward A. Meyer, assistant to the general manager and an employe of the Milwaukee Road for 47 years, died following a heart attack July 15 while on vacation in Spirit Lake, Iowa. He was 63 years of age. He is survived by his widow, Cecil, and two sons, Dr. Bert H. Meyer of Madison, Wis., and Kermit of Austin, Minn.

Mr. Meyer entered the service of the Milwaukee Road as a telegraph operator in his native Wisconsin in 1893. He was later promoted to the position of train dispatcher, and subsequently served as chief dispatcher and trainmaster. From 1918 to 1926 he was division superintendent at Austin, Minn., from 1926 to 1930 superintendent at Dubuque, Ia., and from 1930 to 1932 he was superintendent at Green Bay, Wis. From 1932 to 1939 Mr. Meyer was head of the Safety Department, with headquarters in Chicago.

John A. Chapman

John A. Chapman, chief clerk in the Engineering Department, Seattle, passed away on July 1, following a heart attack.

Mr. Chapman was born in Winnipeg, Manitoba, on Oct. 29, 1880, and moved to the United States when a small boy.

He entered railroad service in the Store Department of the Great Northern Ry., at Superior, Wisconsin, in 1901, and was transferred by that company to their Engineering Department at Seattle in 1907. In 1919 he joined the Milwaukee Road and had been chief clerk in the Engineering Department, Seattle, since that time.

"Jack" Chapman's genial manner made for him a host of friends and he will be greatly missed.

He is survived by his wife and one daughter.



*There's NO EXCUSE for failure to
operate motor cars SAFELY!*

- 1. Inspect the motor car before starting out
- 2. Get proper line-up from train dispatcher
- 3. Load tools and material properly
- 4. Make proper coupling to trailer
- 5. Test brake
- 6. Keep constant lookout in both directions
- 7. Approach all highway crossings prepared to stop

STUDY THE RULES
NATIONAL SAFETY COUNCIL

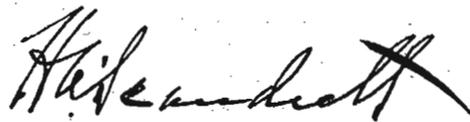
About Traffic Tips

Total number of tips received during June showed quite a decrease compared with June a year ago. This decrease was altogether in Passenger Tips, as Freight Tips and Freight Shipments obtained thereon were greater than in June last year.

Traffic Tippers enrolled at the end of June, 1940, numbered 7300—about 2300 more than a year ago—but the larger number of Tippers produced 280 fewer tips. Minutes of Service Club meetings indicate that this subject is being given preferred attention by these groups and this co-operative action is appreciated. It would be a fine thing if each club member would resolve to obtain at least one tip each month and fill out a card to cover. I hope club officers will undertake this job.

This railroad has great need of additional revenues. Its Net Railway Operating Income for May and June showed a deficit after paying Operating Expenses, Rents, and Taxes. We have every reason for increasing our efforts to get business. Each one of us should remember that he is not only working for a concern that is in the railroad business—he is in the railroad business himself. This thought will help him keep Traffic Tips in mind.

I wish to thank every one of the thousands of Milwaukee Road men and women who have been willing to make an effort to obtain more business. They have shown a fine spirit and I am confident they will continue the good work and endeavor to persuade others to join the ranks of Tippers.




NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC TIP SUPERVISORS ON THE DIVISIONS SHOWN BELOW DURING THE MONTH OF JUNE, 1940

Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees	Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees
Seattle General Offices.....	69	16	26.8	Kansas City Division.....	34	25	8.0
Dubuque and Illinois.....	119	155	21.4	Coast Division.....	96	13	7.2
Iowa and Dakota Div.....	266	48	20.9	Iowa and S. Minnesota...	19	27	5.7
Madison Division.....	100	21	18.2	La Crosse and River.....	93	17	5.1
Hastings and Dakota.....	122	38	15.1	Twin City Terminals.....	83	22	5.1
Milwaukee Division.....	51	81	10.9	Iowa Division.....	32	33	4.3
Chicago General Offices...	111	54	9.7	Rocky Mountain Div.....	24	2	3.4
Superior Division.....	21	32	8.7	Milwaukee Terminals.....	109	25	3.3
Trans-Missouri Division...	68	8	8.5	Chicago Terminals.....	43	35	2.5
Terre Haute Division.....	2	70	8.5	Miscellaneous.....	1	..	0.1
TOTALS	1,463	722	8.0				

THE locker system for preserving and storing family foods has spread from the West coast to all parts of the country. It has been a boon to the rural and country village family and housewife. It has made possible placing on the table a variety of choice fruits, vegetables and meats any day of the year.

Strawberries in December, fried chicken in February, green peas in March—are no longer "out of season." The mother and housewife need not toil for hours preparing fruits and vegetables, then stand over a hot stove canning, that the family may have the best things to eat. All this is possible because there are now locker plants in most progressive rural communities and because Man has discovered how he can chill and freeze foods to preserve and keep them for weeks, months, and occasionally a year or more.

FRIGID SAFE DEPOSIT BOX

A cold storage locker is a safe-deposit box or unit in a room maintained at a temperature well below freezing where families may store food supplies that have been grown at home or bought. Each unit is numbered; a patron is assigned a unit, given a key and when the family desires food from the locker they go and get it.

Lockers have a capacity of approximately 250 pounds, and rent at a nominal sum, usually by the year.

The modern locker plant is a complete food-handling unit where all kinds of foods are processed. It consists of a chilling room, where the foods are kept for thirty-six hours, after which they are transferred to a sharp freeze room to be frozen solid in twenty-four hours. Again a transfer is made, this time to the patron's food locker until such time as the family wishes the food for table use.

Once the food products have gone through the freezing process, the quality, appearance, and flavor can be retained two or more months, depending upon the product. Fowl is best when used within two months after being placed in the locker. Pork and beef retain their flavor and texture best from three to eight months. Fruits and vegetables can be kept by this system of preservation from six to twelve months and keep their fresh appearance and taste. Special varieties of fruits and vegetables are being developed which lend themselves especially well to freezing.

Twelve

Frozen Foods from the Locker

Supply Thousands of Families Daily

In order to insure high quality foods coming from the locker, only the choicest products should be utilized. In the selection of fruits or vegetables, only those whose qualities are known to be satisfactory for freezing should be selected. Many seed catalogs now call attention to varieties tested for freezing. Some seed companies issue a catalog of varieties whose freezing performances have been found excellent. Getting all food products to the chill room is an important step in processing. Pork must be put into the chill room as soon as possible or it will have a rancid taste, even though it does not remain in storage long.

MEATS MUST BE CUT IN ADVANCE

Whether cut by the owner or locker manager, each meat carcass should be divided so as to meet the requirements of the family who will eat it. Size of roast, number and thickness of steaks and chops, amount of ground meat, proportion of fat in sausage, closeness of trim, and other factors must be

and may have become spoiled to a point where human consumption is impossible.

Cold storage lockers and the continuing adaptation of their equipment to local needs are natural steps in bringing refrigeration closer to the farm home. They do not replace household refrigerators. Families use cold-storage lockers because they enjoy adding fresh frozen foods to their regular diet. They find they can enjoy their farm-raised produce the year around without the bother of canning. It means being able to preserve and use farm-raised foods, which in appearance and taste are comparable to the fresh product.

The trend in locker use will mean an increased consumption of those fruits, vegetables, and meats not now generally consumed, because they have not been available in their fresh form.

The Agricultural and Colonization Department has given attention and suggestion to organization and construction of locker associations, locker companies and facilities. Through them increased amounts of perishable foods find their way to the consumer's tables. Some of the locker companies



Right: "Row on row—like huge filing cabinets—these individual compartments contain the housewife's food," said the Nation's Business in its March, 1940, issue in describing this picture of a locker room.

Left: A locker room plant at Manhattan, Mont. The owner operates a creamery at Three Forks, Mont., which helps keep the Olympian diners supplied with high quality dairy products.

adapted to family wishes. Age of the animal may determine the size and thickness of cuts. The family-size of packages have a direct relation to the quality of meat, as meat cannot be refrozen; it must all be used as it is taken from the locker. Each package should contain enough for one meal. To get protection of the meat stored, a special wrapping paper that is moisture-vapor proof, tough, and capable of receiving an ink stamp has been made. Each package should be airtight to prevent drying out, especially if the period of storage is to be long.

Best results are obtained where the frozen foods are used within twenty-four hours after removal from the locker, thereby preventing deterioration, loss of texture or flavor. It has been found that any attempt to refreeze results in a product that is off-flavor

and associations are giving consideration to the use of part of their chilling and freezing rooms for storage and distribution of fruits and vegetables that are not grown in their vicinity by their regular patrons.

Message from the Dead

The postman on a country route called Jim out and handed him a black-edged envelope.

"Looks like somebody died," he said. "Y-yes," answered Jim in a worried tone. "It's my brother Joe. I recognize his handwriting."

Joseph H. Prior

Joseph Henry Prior, former engineer of design, died at his home in Chicago on July 1, at the age of 63 years.

Mr. Prior entered the service of the Milwaukee Road as shop inspector and draftsman in 1897.

In 1904 he was given the job of designing steel bridges, in 1905 was promoted to assistant engineer, and in 1912 was made engineer of design in charge of a large force of draftsmen.

Some very important structures were designed and detailed under his direction, among them being the following: The bridge over the Des Moines River in Iowa; H & D depression work in Minneapolis; The Irving-Howard track elevation in Chicago; Spokane grade separation; bridge over the Missouri River at Mobridge; a number of steel viaducts on the Puget Sound Line; Drawbridge A 314, over the Kinnickinnic River, in Milwaukee; Drawbridge JO, on the North Branch of the Chicago River at Kinzie St., Chicago.

He left the service of the Milwaukee Road in 1914 to become chief engineer of the State Public Utilities Commission of Illinois (now the Illinois Commerce Commission), then became a consulting engineer and was engineering expert for the Chicago City Council Committee on Subways.

He had been a member of the Committee of Examiners for Registration of Structural Engineers, State of Illinois, since 1923, and for the last three years served as its chairman.

He was a member of and took an active interest in the American Society of Civil Engineers, the Western Society of Engineers and the American Railway Engineering Association.

Milwaukee Road Women's Bowling League

All Milwaukee Road women employes in the Chicago district who are interested in bowling get in touch at once with C. R. Woelfer, Freight Auditor's Office, Fullerton Ave. Bldg., stating whether a beginner or an experienced bowler, and, if the latter, give average.

Bowling will be on Wednesday nights at 6:00 P.M. beginning early in September at Lakeview Recreation, 3239 N. Clark Street, Chicago.

The average capacity of all freight cars owned by the railroads of the United States is now nearly 50 tons, the greatest on record.

Thirty-six per cent of the expenditures made by the railroads in 1939 for materials and supplies (including fuel) went for iron and steel products.

Hotel Sherman CHICAGO

Again Welcomes



The Veteran Employees Association C. M. St. P. & P. R. R. Co.

August 14th and 15th,
1940

Send your room reservation to
MR. L. J. BENSON
Room 828, Union Station
Chicago, Illinois



Service Club Gives Benefit Party for Children's Health Camp

MADISON (WIS.) CLUB ACHIEVEMENT INDICATES NEW TREND

PERHAPS the most notable characteristic of the Service Club movement as conceived and encouraged by this railroad has been the evident desire among members of the many clubs to improve and make more keenly felt the organization of which they are a part. The activities in which the clubs have engaged have grown from small beginnings in back rooms of depot buildings to public functions at which thousands of employees participate and other thousands, representing the man on the street, are made mindful of this company's significance in the transportation industry. No group of Milwaukee employes has exemplified this ambition and pride in employment to a higher degree than have those who boast

The \$648.90 proceeds from the affair went to the Kiddie Camp, a children's resort near Madison which was established several years ago at the instigation of The Capital-Times, a Madison daily paper. The camp, for underprivileged children suffering from tuberculosis, is maintained by funds provided by The Capital-Times and by other contributions from individuals and organizations.

The party the club gave filled the passenger station, the grounds, the freight house and three air conditioned coaches that had been pulled up in front of the depot to serve the double purpose of rendezvous for card players and back-drop for the festivities generally.

There was a light rain during part of the evening and an unusually high wind all night, which is probably all that kept the station from being jammed to the bursting point. As it was more than 2,000 people paid their 25c admission fee and, apparently, felt it was worth it.

Program Offers Unusual Variety

The versatile program, ranging from magic acts on the loading platform stage to dancing in the station lobby, included tap dancing numbers, music of all kinds, and motion pictures. A great many of the younger people spent the evening dancing; those less desirous of action stayed pretty close to the Hiawatha type coaches and played

cards; the rest spent their evening milling about from the hot dog, "pop" and popcorn stands to the variety program

Upper right: William T. Evjue, editor of The Capital Times, addresses that part of the throng which could crowd into the depot waiting room.

Top: Nine year old Jacquelyn Stafford, granddaughter of Chairman Vanderhie, and leader of Vanderhie's Rhythm Rascals, the club's band, takes a whack at the brand new bass drum.

Next to bottom: Some of the men responsible for the success of the Madison party. L. or R., front row: Sam Varesi, Kenneth Moore, Chairman John H. Vanderhei, Henry Millard, and Marshall Olson. Standing on the engine are Walter Klebesadel (left) and Robert Slightam.

Bottom: Kibitzing party. Those in the coaches who didn't play cards themselves, gave advice.

membership in the Madison, Wis., Service Club.

That club has fathered several events which caused the local populace to "prick up its ears," so to speak, but the party given on the night of June 28 can rightly be regarded as that organization's outstanding, as well as its most magnanimous, achievement.

SERVICE CLUBS

stage, to the outdoor motion picture theatre where "Gallatin Gateway Honeymoon" was being unreel, then back to watch the goings-on behind the freight house where a loading platform had been transformed into an excellent stage and the slant of the drive made a natural amphitheatre. The chief attractions on this improvised stage were acts by a children's dancing school, feats of comparatively black magic by a professional magician and a boxing ring feature in which several blindfolded boys staged a battle royal, so manipulated by the referee that not a solitary solid blow was struck, despite the viciousness of intentions and the swish of the aimless gloves as they went flying about, headed nowhere in particular. The high wind added to the fun and, what with one thing and another, the spectators were kept in stitches.

Milwaukee Road Publicized

The Madison Club's many-sided party definitely marks another stage in the evolution of an important movement. By going to great pains and considerable expense for the benefit of the Kiddie Camp and, incidentally, the Milwaukee Road, the club established itself as one of Madison's top ranking civic bodies, a body which identifies its interests with the best interests of the community it serves. That is a position all of the clubs hope to enjoy eventually.

As might be expected, the party received considerable attention in the Madison newspapers. Under the title, "Milwaukee Road Service Club Scores Hit at Novel Event," the Capital-Times carried an excellent story which is quoted in part below:

"A depot is a swell place for a party and railroad men can't be beaten as hosts.

"That's what more than 2,000 concluded Friday after attending Madison's first railroad station party—given by members of the Milwaukee Road Service Club for the benefit of The Capital-Times—Family Welfare Kiddie Camp.

"The Milwaukee Road's West Washington Avenue station, looking like anything but a railroad terminal in its

A few of the children at the Kiddie Camp who will have a more pleasant and healthful summer as a result of the Madison Club's party and the funds it raised. Capital Times photo.



banners, flags, and bright lights, was the site of one of the city's most unusual parties as Service Club members did their bit for the Kiddie Camp. Complete depot facilities had been donated to the road employes by officials.

"William T. Evjue, editor of the Capital Times, represented the Kiddie Camp Committee in a brief address of appreciation at the party.

"I want to give recognition to the fine thing being done in the holding of this Kiddie Camp benefit by employes of the Milwaukee Road," Mr. Evjue said. "I want to give recognition to the railroad company for making available these station facilities for this party. A fine relation must exist between employes and the company when such a thing can happen in a depot."

Company officials from Chicago, as well as guests from throughout the Madison Division and from Milwaukee, attended the party and had a good time. The 250 members of the Madison Club are to be congratulated on the excellent piece of work they have done for the Kiddie Camp, for the City of Madison, for the Milwaukee Road and for themselves.

The group that attended the picnic given by the Stone City Club at Bedford, Ind., on July 14.

Club Notes

On Wisconsin Club Displays Ambition

When this Club met in Plymouth, Wis., on June 25 a proposal was made by A. A. Craemer, local agent, which should insure the organization from any possible accusation of doing things on anything less than a colossal scale. It was Mr. Craemer's proposal (the first of its kind and a good one) that all the Service Clubs on the Superior Div. get together and collaborate on a bit of wiener roasting at a large picnic soon. When Mr. Craemer said "large" he was being modest. If the picnic materializes it will be the biggest affair of its kind ever attempted by a group of Service Clubs. They have everyone's best wishes for success.

Supt. Buechler made an inspiring talk in which he urged the members to do everything within their power to increase passenger traffic along the lines they serve, thereby nullifying recent promotional work being done by bus lines. He also stressed the importance of increasing L.C.L. shipments.

Stone City Club Picnics

The first annual picnic of the Stone City Club was held at Dickinson Park, near Bedford, Ind., June 14. Employes and their families numbering approximately 275 between Elnora and Westport, Ind., were in attendance. The affair was such a success that already plans for a 1941 affair are being made.

The fun fest, under the direction of Paul Tyndall and John Goen, included a little of everything from sack races and potato races to a jitterbug contest. Husbands were called, horseshoes were pitched, fat



men raced, and women sawed boards in competition, making all in all, one of the most outlandish and comic programs of entertainment ever participated in.

Perry Area Club Has Full Summer Program

The July 11 meeting of this club was highlighted by a pot luck supper presided over by the Women's Club. Flowers for the occasion were furnished by Eng. S. H. Lones and the vegetables used at the dinner were provided by Conductor Fred Vodenik. The greater part of the evening was devoted to a discussion pertaining to the previously planned railroad picnic scheduled for Aug. 22. The picnic is intended to be the climax of Railroad Week which is



Float entered in parade at Persia, Ia., on July 4. L. to R.: Joe Fitzgerald, F. A. Zeiser, and Ed. Zeiser.

being sponsored in conjunction with the local Chamber of Commerce.

The festivities on what bids fair to be that memorable Aug. 22 will start with a parade with a prize offered for the best float. Both the Service Club and the Women's Club will have floats entered. The program for the day will include a varied list of games followed by a dance in the evening.

Business men are going to decorate their store windows for the week and all railroad employes and their wives have been requested to wear caps with Milw. monograms, and handkerchiefs around their necks during their proposed Railroad Week.

Service Club Men Impress Flandreau Citizenry

THE following is quoted from the Flandreau (S. D.) Enterprise for June 27, 1940:

"Flandreau citizens caught the spirit generated by a party of railroad men from Madison who were enroute to Pipestone on the 21st to attend a 'Mixer' sponsored by Milwaukee employes. A special train of three coaches went through this city at 7:00 o'clock, stopping long enough to pick up some of the men from here and for the railroad men's band of 20 pieces to favor with some of their numbers. Starting from Madison and collecting more guests as it proceeded, the train entered Pipestone at 7:30 with about 125 guests

who were joined there by employes of stations east of that point and by business men of the city, who enjoyed their social occasion at the city hall. L. G. Atherton of this city gave a short address during the program of entertainment."

A number of Flandreau's leading citizens shared the hospitality of the club members.

Racine Area Club Enters Fourth of July Parade

THE Racine Area Club, putting the correct interpretation of a Service Club's function into practice, entered a float in the Fourth of July parade held in Racine, Wis. The Milwaukee Road was the only railroad in the city to be repre-

sented and, as far as available records indicate, it was the first time that the Milwaukee Road has taken such a definite part in civic activities at Racine.

The float consisted of an elaborately decorated automobile trailer which was towed down the city's main thoroughfare with large signs proclaiming, "OUR NATION'S ... DEFENSE ... DEPENDS ON THE RAILROADS." The parade covered a distance of two miles and the Milwaukee Road float, bedecked in yellow, red, and silver grey, was greeted with applause all along the line.

It is heartening to find an organization with a realization of civic significance and importance such as the Racine Area Club has displayed.

Sioux Valley Club Sets New Attendance High

By F. B. Griller, Correspondent,
Ticket Clerk,
Sioux Falls, S. D.

THE Sioux Valley Club held its regular meeting on June 17 with the largest attendance in the history of the club. Of the 53 present, 26 were from the Maintenance

Float and company participants in the Colonel Albert Lea Days Parade at Albert Lea, Minn., June 8, 9 and 10. Standing on float, L. to R.: T. W. Burke and Albert Hayes. Standing on ground, L. to R.: A. S. Kelley, O. B. Tuffee, G. J. Bachtold, L. H. Severson, Art Swenson, and W. E. Poeschal.



Sixteen

of Way Department. This excellent attendance of the section men shows their loyalty in club work and it is hoped such excellent representation will continue at future meetings.

The club now boasts a fine and newer "Dug Out," the large dining room in the Vick's Hotel.

Guest speakers at this meeting were Sheriff Oscar Skie of Lincoln County and Lou Shingledecker, manager of the Northern States Power Company, Canton. Each speaker chose as his subject "Safety First" and their talks were very educational and entertaining.

Air Ports and Land Grant Aid

(Continued from page 3)

all subsidies to railroads, from their beginning down to now, at more than a half billion dollars. More than \$500,000,000 in public money has now been spent in this country to provide airport and other air transport facilities, and heavy expenditures for such purposes are still being made, and others planned.

In these figures the large expenditures for establishment and maintenance of other air navigation facilities at public expense, operation of the airway weather service, and airmail subsidies all may be considered, in addition to airport construction costs.

The air mail subsidy item alone is estimated to have amounted to more than \$130,000,000 at the end of last year. Federal expenditures for airport maintenance alone recently were computed to be mounting to upwards of \$5,000,000 a year. It recently was reported that upwards of \$40,000,000 in city and government funds have been expended on New York's new airport. There are several instances where like public expenditures to provide air ports have equalled or exceeded the amount of money the railroads have spent, out of their own pockets, to provide passenger station facilities at the same points. The situation at Boston furnishes a fine comparison in this respect. City, state and federal governments furnished about \$7,000,000 to build the Boston airport. Its total revenues in 1938 were less than \$12,000. For maintenance, and interest on debt incurred by the city in connection with building the airport, the airport cost Boston taxpayers in 1938 about \$70,000 in excess of the airport revenues, without any provision for ever paying off the city indebtedness chargeable to the airport. Taking all city, state and government costs into account, it is estimated that the public subsidy, due to the airport alone, amounts to more than \$3 per passenger taking off or landing at the airport.

South Station, the important railroad passenger station at Boston, was built without cost to the taxpayers, although it involved an expenditure of more than \$16,000,000 in railroad money. The taxpayers contribute nothing toward its operation or maintenance. Instead, the city of Boston collects about \$170,000 a year in taxes from the railroads on the South Station, the airport of course being untaxed. Like comparisons may be made at most of the country's important cities.

ON THE STEEL TRAIL

Company Singers Hold Annual Picnic

DESPITE very unfavorable weather conditions in the early morning hours of Sunday, June 23, the members of the Milwaukee Road Choral Club and their friends had a very enjoyable time at their annual picnic.

Until about nine o'clock that morning, with thunder and lightning in full swing and rain in torrents, it looked as though it would be necessary to postpone the picnic, and the Arrangements Committee, consisting of Loretta Kuhn, Grace Doyle, Mildred and George Dempsey, had visions of trying to dispose of 87 pounds of roast "biff," gobs of potatoes and row after row of peas, to say nothing of gallons of lemonade, milk, coffee, and other picnic necessities. But the gods were smiling and by noon everything was in full swing under the leadership of Bob Johnston, chairman of transportation; Loretta Kuhn, who had charge of the food, and Rosebud Wennerberg, whose committee planned the games.

After the preliminaries were out of the way, there was a bountiful dinner, followed by such recreations as boating, swimming, fishing, games for all, singing, and finally there was a delightful supper, which all enjoyed. It was a very outstanding event which all will remember for some time.

Other employees who would like to participate in the picnic that will be held next year are invited to join the Choral Club; all that is necessary is to make an application for membership through a member or by addressing Robert Weber, Room 869, Union Station, Chicago. Next year's picnic will be an even better one, if such be possible; therefore, it is advisable to join the club now in order to have a part in the next outing.

In the meantime, "sing and be happy."

I&D Division—East

Carl W. Dunavan, Correspondent,
Chief Yard Clerk, Mason City, Ia.

Want to air condition your club rooms? Air conditioning experts J. Woonas and Duke Moore fixed up our club rooms for the July 9 Service Club meeting: Two tubs, two cakes ice and two fans placed in the proper place did the trick and a nice cool evening was enjoyed by all.

Mr. Dougherty, roundhouse foreman, has gone to the Black Hills for his vacation.

L. R. Meuwissen, chief dispatcher, has returned from a rest and vacation spent around the Twin Cities.

Trick Dispatcher Col. C. S. Pack spent his vacation visiting home folks in Carolina.

Freight Agent A. C. Andersen of Mason City is spending his vacation looking over the scenery in Colorado.

Conway Range spent a week visiting his mother in Memphis, Tenn. The sun must shine every day down there as "Flukey" sure got a fine coat of tan.

Frank Waychus, car inspector, has entered the hospital at Iowa City for treatment.

Bert Brandt and wife are spending their vacation in Minnesota and the Dakotas. Mr. Ray, relief perishable inspector, is holding down the job while Mr. Brandt is away.

OBITUARIES

Mrs. Oscar Larson, wife of car foreman, Mason City, Ia., passed away July 5 after a long illness.

Mrs. Gregory, wife of pumper at Mason City, passed away June 28.

Eston Hendrickson, retired engineer, passed away June 21 following a short illness.

We extend our sympathy to the above families in their hour of sorrow.

I&M Division—East

H. J. Swank, Correspondent,
Clerk, Superintendent's Office, Austin, Minn.

BIRTHS

Born, to B&B Carpenter Lynn F. Corkill and wife, at Austin June 23, a boy.

DEATHS

J. I. Mottweiler, agent, Zumbrota, died June 28 at the age of 66. Entered service on I&M Division in 1909.

Wm. Corcoran, veteran employe, died at his home in Mankato on July 1 at the age of 77. Mr. Corcoran held the position of warehouse foreman at Mankato for many years.

Our deepest sympathy is extended to the bereaved relatives of the above employes.

MARRIAGES

Congratulations and best wishes to I&M Fireman Bennie Elsner and wife (nee Florence Rush of Minneapolis, Minn.), who were married June 17. They spent their honeymoon in northern Minnesota.

Glad to see Fred Smith back on the job as checker on the dock after being out duty since last October because of a broken leg.

We are also glad to report that L. E. ("Skinny") Beers, switchman, who was injured last February, is at home and able

to be up and around, improving rapidly.

While Cameraman Ed Full was getting some action shots of the 40-foot waves, rumor has it that P. J. W. and wife were confined to their cabin account seasickness when journeying up Puget Sound.

Twin City Terminals

Florence McCauley, Correspondent,
Frt. Office, Minneapolis, Minn.

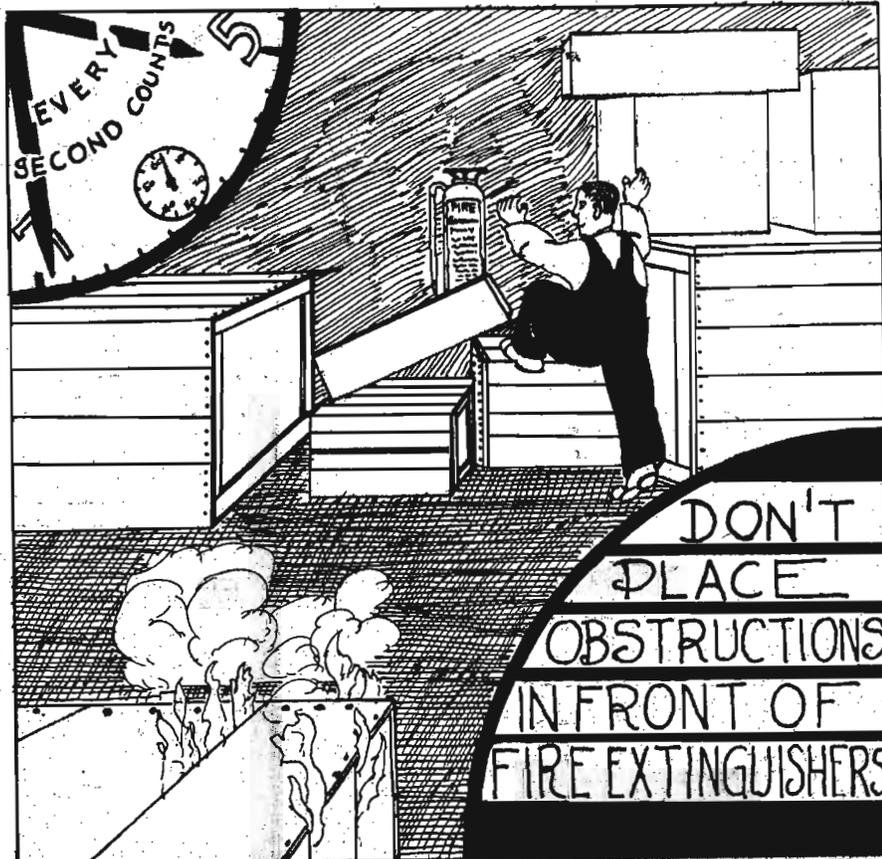
Carl Matzoll, grain and flour agent, recently spent a week in Fairview Hospital. He is now fully recovered and back on the job.

Glenn Cottrell, city freight agent, spent his two weeks' vacation in and around Minneapolis. Very exciting. . . . Mr. and Mrs. Geo. Baker, city clerk, worked up some beautiful tans in Walker, Minn., where they spent one week's vacation, the other at Brainerd. . . . A. F. Lakmann, traveling freight agent, and family fished the lakes around Sauk Center, and from the looks of them the vacation must have been a very satisfactory one. . . . Ruth Jackson, stenographer, visited friends in Manly and Mason City, Ia., one of them being Elsie Trewin, a former employe in the traffic department.

H. M. Larson of the city ticket office spent ten days of the month of June accompanying the ninth annual American Express cruise tour to Washington and New York, which returned via the Great Lakes.

The Minneapolis city office had a large movement to the New York World's Fair during the month of June, namely the North High School Band numbering 155.

Charlie Rogers and wife celebrated their



fiftieth wedding anniversary on July 5, receiving congratulations from their many friends. Mr. Rogers retired in 1938 from the accounting department.

Milwaukee girls attending the first national convention of the Railway Business Women's Association, at Karst ranch, Gallatin Gateway, Mont., June 16 to 23, were Dorothy Beidelman, Katherine Carl, Ivy Crogan, Gladys Mirocha and Emma Zinn. With fishing in Gallatin River, sightseeing in Yellowstone Park, riding the pintos by day and dancing with the cowboys at night, all report a big week. It was climaxed with a banquet at which many officials and shippers of the different railroads were present. Katherine Carl was on the program, giving humorous readings.

Ruth Hansen of the accounting department left July 14 to accept a position in the superintendent's office at LaCrosse.

The girls of the different departments attended a picnic July 9 at Minnehaha Falls. A sort of a farewell get-together for the accounting department girls who will soon leave for Chicago to work in the general offices. Were entertained by the three "cowgirls," Alma, Dorothy and Gladys, who had just spent a week at the Karst ranch, Gallatin Gateway, Mont., with a song and dance number. Katherine Carl, Nellie Sullivan and Doris Keck gave humorous readings.



La Crosse & River Division —1st District

K. D. Smith, Correspondent,
Operator, Portage, Wis.

DEATHS

Our division is saddened by the passing of veteran Agent Cleve Wallace of Westby, Wis., who passed away recently in a Tomah hospital.

Veteran Engineer Ben Winn passed away at Watertown July 13.

Veteran Fireman Stuart Winn passed away on the West Coast. He was a brother of Ben Winn.

The sympathy of our division is with these bereaved families.

GOSSIP

Former residents of Portage returning for a visit in the near future will not recognize the depot platform as an umbrella shed is being built by Foreman T. Gosse and his crew, extending from the yard office to below the baggage room. Some class, and some real protection from the sudden squalls of rain that materialize just when the Hiawathas are about due.

Conductor Charlie Stowers and wife just

recently returned from a trip through the West. They traveled through Canada, returning by way of Winnipeg from the coast.

Brakeman George Birchler passed through Horton on the way home after spending a week on Fox Lake vacationing at Ed Pugh's cottage.

A one-man rodeo was held recently in front of the Onelda Hotel at Portage when Frank (Bananas) Bottoni, one of our local engineers, known for his quiet manner and shy disposition, bet the porch gang that he could ride any four-legged bronc that ever bucked, and along comes retired Conductor Frank Williams on a bronc seemingly made to order. "Western" was written all over him. The bet being made, Bottoni couldn't back out and so, mounting to the hurricane deck, he hollered, "Let 'er rip!" and the "hoss" performed perfectly, due to the fact that he was steaming well from plenty of feed. Nevertheless Frank's face got the color of a wild extra's flag in the breeze and after a short gallop down the street the hoss ambled back to his master with Frank still safely aboard. Which goes to show that our engineers have the stuff in them.

The retirement of Frank R. Anderson, chief rate clerk in LaCrosse freight office, deserves mention as Frank is one of the oldest men in these parts, having been born in 1866.

Leo Vaccaro, roundhouse employe at Savanna, was married on June 29 to Miss Mary Ellen Williams of Mount Carroll.

We find a number of our D&I Division husbands and wives celebrating their —nth wedding anniversaries:

Mr. and Mrs. Wm. Sheetz (assistant foreman at Savanna roundhouse) celebrated their 25th with a picnic outing at Old Mill Park, Savanna, June 16.

Engineer and Mrs. Mose Hunter of Savanna celebrated their 38th anniversary on June 24, entertaining at a river outing on Smith's houseboat.

Ticket Clerk Richard Mahood, Savanna, is recuperating at the home of his parents following an operation in Washington Boulevard Hospital during the fore part of June.

Dispatcher H. P. Buswell returned from a vacation trip in Minnesota and so far has been so busy he hasn't had time to tell us any "tall stories" about the big catch. Dispatcher and Mrs. F. B. Cole expect to spend their vacation touring through the Dakotas and Yellowstone National Park.

Yardmaster L. B. Beckwith at Marquette rounded out 10 years of service at that point June 30 without a lost time or reportable injury of any kind to men under his jurisdiction. During the last 14 years only one lost time injury can be accounted for at Marquette and Mr. Beckwith advises that during his 27 years of service he can recall no other personal injuries to the men under his supervision. Yardmaster Beckwith and all the men in Marquette Yard feel that this is a good and worthwhile record.

La Crosse & River Division —Wisconsin Valley

Mrs. Lillian Atkinson, Correspondent,
Care Asst. Supt., Wausau, Wis.

R. H. Cunningham, Blakeburg, Ia., retired roadmaster, has recently undergone a second operation at St. Joseph's Hospital, Ottumwa, Ia., for serious eye trouble.

Miss Betty Jane Billington, daughter of Mrs. W. R. Billington, was married to Francis R. Le Sage, son of Mrs. Matt Le Sage, on June 15 at Wausau.

Miss Leah Ufch, Schofield, was married to Charles Lehrbas, son of Mrs. and Fred Lehrbas, retired conductor, June 15 at Wausau.

Fireman Steve Schultz has been displaying a fine specimen of fish caught at Minocqua.

Abe Allie, retired crossing flagman, passed away at his home June 24. He was 79 years of age.

Mr. and Mrs. Otto Zander celebrated their fortieth wedding anniversary early in July with a family reunion at their home and an automobile trip to Ashland and Black River Falls, Wis. Mr. Zander is employed in the car department.

The basket picnic held at Bradley Park, Tomahawk, July 7, for Wausau employes was well attended, most of the day being ideal for an outing. Boat rides and picnic sports were provided for entertainment and all those who attended are happy to know that it is to be an annual affair.

Fireman Leo Paradise, Wisconsin Rapids, has been laid up for the past month on account of illness.

I&SM Division—First District

M. S. Olsen, Correspondent,
Agent, Dundas, Minn.

J. J. Mottweller, agent at Zumbrota, died in St. John's Hospital at Red Wing June 28. He was 66 years old.

An airplane took issue with our main line at Zumbrota June 13 and put a nice kink in the track.

BOUQUET

The other day a fine elderly lady asked

Milwaukee-ites from Minneapolis revelling at Karst Kamp in Gallatin Canyon, Montana. L. to R.: Misses Ivy Crogan, Trainmaster's Office; Kitty Carl, Signal Superintendent's Office; and Emma Zinn, Store Department.

D&I Division—First District

Eunice Stevens, Correspondent,
Care Supt., Savanna, Ill.

We mention with regret the passing of some well-known railroad men, and to their families extend our sincere sympathy.

Engineer Michael Tennant, in service for 40 years, passed away at his home in Elgin on June 26.

Operator Geo. Seiler of Lanark died in a Freeport hospital July 8. Ill health had forced him to retire from active service on June 16, 1939.

Conductor C. E. Boice of Savanna, who retired on Feb. 10, 1937, account ill health, died at his home in Savanna on June 27.

Miss Kathleen Farnham, daughter of Engineer and Mrs. Frank Farnham of Savanna, became the bride of Merton J. Ament of Aurora on June 26 in the rectory of St. John's Catholic Church in Savanna.

me to use this medium to thank the Milwaukee Road and the Hiawatha trainmen for the excellent service and consideration she has received in the past few years. Her unescorted trip from Chicago to La Crosse is an annual event, leaving Chicago on May 29 of each year. This date coincides with the date our Hiawatha service began and she has made this trip on that date each year, including the Hiawatha's first trip. She also wishes to thank the Milwaukee Road for being able to help celebrate the Hiawatha's birthday each year and looks forward to the very thoughtful gifts she receives as she boards the train. She will be 85 years of age next month.

RETIREMENT

By the time you read this the agent's position at Northfield will be on bulletin. Agent L. O. Olson retires from service after 53 years of faithful service to the company.

MISCELLANY

F. W. Covnick, traveling auditor, has returned to work after a long illness and an operation.

H. W. Anderson appointed agent at Zumbrota; vice J. I. Mottweiler.

F. W. Walton appointed second operator at Comus.

E. H. Madison transferred to River Division.

John Elmquist hired as extra agent-operator.

VACATIONERS

Conductor Frank Winter and wife to Alaska—G. L. Tucker and family to Seattle—H. W. Anderson and wife, destination unknown—Conductor Frank Jeffers to South Dakota—J. M. Kingsboro and family to Canada and Iowa—D. C. Jorgenson and family fishing in the 10,000 lakes of Minnesota—L. R. Crawford and family, hard to say where—G. M. Cook and wife to New York City for Fair, thence Cincinnati and relatives.

It seems this is about where I came in, so guess it's 30 for me until next month. All those who contributed this past month have my sincere thanks. Please keep it up.

Freight Traffic Dept., Chicago

Wesley S. McKee, Correspondent,
Traffic Dept., Chicago

We are indeed sad to record the passing of W. J. (Bill) Emmert, who died on June 30.

William J. Emmert

Bill Emmert has now left us
And his earthly worries cease.
He is no longer wracked with pain
May his soul rest on in peace.

For he was ever a friend to all
And to us was always so loyal
That each of us should silently pray
That his Heavenly reward be royal.

Harold Scott, chief clerk to our coal traffic manager, has resigned to accept the position of traffic manager with the Indiana Coal Operators Association.

The McKees can always tell when the wind is from the east now that the Hyetts of Deerfield have a billy goat. He is so cute and has the nicest pair of horns.

E. H. "Updraft" Kussmann wishes to announce his partnership in the Kussmann Bros. Flying Service. They dare anyone to be their first customer.

It is rumored that Jim O'Brien would like to adopt a war baby from England. He insists, however, that she be over eighteen.

The "Coyote" done it again—lucky gal. Some of the boys have taken to ballroom dancing in a serious manner. The only trouble is they get so tired they can't walk the next day.

Jack Bushelle just returned from a vacation in the West and he reports a wonderful time, especially the two days spent in the saddle.

Iowa Division—Middle and West

Ruby Eckman, Correspondent,
Clerk, Perry, Iowa

F. A. Warner, for many years agent at Cambridge, Iowa, died at his home the fore part of July after a long illness. He had recently retired.

H. R. Meyer, who has been local storekeeper at Perry for a number of years, was transferred to Deer Lodge, Mont., the first of July. The night before his departure he was a guest of honor at a party arranged by the locomotive department and store department officials on the Iowa Division and was presented with a traveling bag as a remembrance from his friends.

V. J. Sands, yard foreman at Perry, has a position as extra gang foreman for the summer, being with Johnson's tie gang.

A MAIL CARRIER'S ERRAND OF MERCY



When death comes, as it must to all men, will the postman bring to your family's door the check that you had been bringing home each month?

Will your family have enough immediate cash on hand to meet the emergency expenses that will occur?

You can arrange for your family's protection now by subscribing to a new

Readjustment Plan of Life Insurance for Employees of THE MILWAUKEE ROAD

Premiums Payable by Monthly Payroll Deduction

THE BENEFITS:

1. \$500.00 immediate cash payment to your family as a "clean up" fund (such as burial and other expenses incident to one's last illness or accidental death).
2. A continuation of your monthly salary for a period of one year.
3. A fully paid-up life insurance policy at age 65 (approximate retirement age) without further payments.
4. Waiver of premium in case of disability.
5. Policies provide for substantial cash or loan values. Cash values of policies are assets available to you in emergencies.

All employees of The Milwaukee Road up to and including age 65 are eligible to subscribe to policies under this plan, the amount of protection not to exceed that which 5% of their annual income would purchase. Applicants up to age 45 will be considered without a physical examination.

When a man dies, his income stops. This payroll deduction plan of life insurance protection enables you to provide arrangements so that your family can make necessary economic adjustments after your death.

This plan is offered by the

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My name is

Address

I am employed by the C. M. St. P. & P. R. R. Co. as

(Occupation)

in the My birth date is

(Department)

Raymond Cross is acting foreman at Perry during Vern's absence.

Marion McGee, who has been working as helper at Jefferson for the last few years, took a position as clerk-stenographer in the agent's office at Council Bluffs recently.

A. W. Nicholson, special agent for the Milwaukee at Perry, was elected commander of the American Legion Post in Perry in June.

Orville Opperman, son of Machinist John Opperman, was married June 23 in Fair-play, Colo., to Elizabeth Koeppen of that city.

Earl Cook, freighthouse foreman at Perry, took his first real vacation in July and went to Oklahoma to visit relatives. Mrs. Cook accompanied him.

Conductor William Hunt, who was off duty over a year as the result of a broken ankle, has resumed work.

Bette Mae Johnson, daughter of Conductor Homer Johnson, and Robert Swanson were married on June 20 in a candlelight service at the Presbyterian church in Perry.

Richard Balsbaugh, son of Engineer C. O. Balsbaugh, and Edward Fitzgerald, son of E. R. Fitzgerald, a switchman, both submitted posters in the American Legion Auxiliary poppy poster contest which won prizes. Richard's was the best submitted by any grade school student in Iowa and Edward's was second best of those submitted by high school pupils.

Cedar Rapids Terminal

Clifford R. Taylor
Clerk, Cedar Rapids, Iowa

Chancey Hays of the car dept., accompanied by his daughter, is making a trip through the West, stopping at various points of interest in Colorado and California.

Our sympathy is extended to Assistant Rate Clerk H. M. Warner and family, due to the passing of his father on July 5, at Cambridge, Ia., where he had been agent for our road for over 48 years.

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LOCOMOTIVE FORGINGS

AXLES

CRANK PINS

PISTON RODS

HAIR FELT INSULATION

Asst. Agent R. G. McGee and wife and trip through the East, including stops at Washington, D. C., New York City for the Fair, and then on up into Canada to see the "Quints."

John Hunter is also wending his way westward; taking in the Black Hills in South Dakota and continuing on to the West Coast, stopping at several points in California.

Mechanical and Store Depts., Twin Cities

Mrs. O. M. Smythe, Correspondent,
Car Dept., Minneapolis, Minn.

The annual Minneapolis roundhouse helpers' picnic at Costello's Grove on June 24 featured the customary ball game between the mechanics and helpers, and despite errors by Puffy Gustafson the helpers, under Manager Garrity, won 15 to 5. Refreshments were served by a committee composed of Peters, Erickson, Duffy and Bassamore. Master of Ceremonies Happy Justad, assisted by Bill Roche, dispensed numerous and valuable prizes. Visiting dignitaries made speeches rare for their brevity. The pie-eating contest was won by the perennial champion, Joe Fogel, ably assisted by Dave Holmberg. Songs, games, contests and races rounded out the program. There were no reportable injuries and the picnic maintained its standing as the outing "wow" of the season.

The Picnic Committee of the Minneapolis Service Club were luncheon guests at Schmidt's Rathskeller on June 12. The club quartet provided music.

Mrs. Oscar Larson, wife of car foreman at Mason City, passed away on July 6 after a long illness.

Charles A. Raney, retired yard conductor, passed away suddenly on June 12. Sympathy is extended to surviving family in its loss.

Switchmen Miner Hartwell and Bert Keys retired on July 1, following 25 years' service.

WITH THE STORE AND LOCOMOTIVE DEPARTMENTS

Vacations hold the limelight this month—vacations being aptly defined as the shortest possible interlude between two work-days.

Clerk Joe Lugo and wife were just a week ahead of the World's Fair bombing incident, the English concession being their last stop at the Fair, from which point they visited Washington, D. C.

Yellowstone Park had its first visit from Stockman Len Farrell and wife in July, while fellow Stockman Otto Neuwirth paraded with the V.F.W. at Willmar recently. Stockman L. Muir and wife covered the West Coast on a two-weeks' jaunt, stopping at Salt Lake City to visit the Mormon Tabernacle and famous Saltaire Beach. Chief Clerk C. Capon and family vacationed in Canada, sightseeing and fishing. Emma Zinn of the store department week-ends at Sugar Lake, and the H. V. Allens of Lamberg's office at Minnetonka.

That staunch north sider, Clerk Tim O'Connell, succumbing to the charm and convenience of living south, has moved within walking distance of the shops. Thus topples our last touch with ward politics, and bargains, and how the near north half lives. It's treason!

Believe this news item beats the one about man biting dog. Stockman Bill Creighton is getting boxing gloves to play with his pet, Buster, so the scrappy terrier won't get hurt! Bill also vacationed for the Minneapolis aquatennial, assuring his public he would lead the parade. If such was his intention, he represents just another Irishman who headed the wrong way, for neither hide nor hair evidenced itself in the line of march.

The call of the north lured Herb Allen and wife to Larson, Minn., on Lake Superior's north shore, for their July vacation.



At the annual Minneapolis roundhouse helpers' picnic, June 24.
Above, L. to R.: Joe Fogel, pie-eating champ and Happy Justad, master of ceremonies.
Left, L. or R.: Ted Bull and Andy Hoaglund, who for many years have been umpires for the baseball games at this annual picnic.

Trans-Missouri Division

—West

Mrs. Pearl R. Huff, Correspondent,
Care Supt., Miles City, Mont.

RETIRED

Jos. Feeley, machinist, Miles City, Mont., for many years, retired July 1.

Wm. Bunting, passenger engineer on TM Division, July 1.

VACATIONS

Supt. A. W. Hervin and family spent two weeks on the coast during June.

Miss Hazel Soike, stenographer, Miles City Car Department, motored to Yellowstone Park July 4.

H. J. McMahon and wife and Martin Walsh and wife left Miles City July 12 to attend the national convention of Elks in Houston, Tex.

Switchman Ben Hill and family motored through South Dakota, Iowa, Wisconsin and Minnesota first two weeks of July.

D. C. O'Brien and family to Minnesota the fore part of July.

DEATHS

Valentine Schneider, retired blacksmith helper, Miles City, passed away July 4. Sympathy is extended to his widow and children.

Terre Haute Division

Miss Christine Hammond, Correspondent,
Care Superintendent, Terre Haute, Ind.

Joseph B. Dede, who has been chief clerk to Agent H. D. King at Bedford, Ind., for the past several years, and before that was employed in the Crawford Street Freight House at Terre Haute, has transferred to the Public Relations Department as service club contact man.

Ralph Holley, clerk at Bedford, has taken the position of chief clerk to the agent at Bedford. C. H. Dietz from Terre Haute is now rate clerk on Holley's former position.

On July 1, Instrumentman Earl A. McBride was transferred from this division to the division engineer's force at Butte, Mont. No doubt Jean and Mac have become real westerners by this time.

Replacing E. McBride on this division is Instrumentman W. E. Ross. Mr. Ross comes from LaCrosse, Wis.

More newcomers in our Engineering Department—Rodman Lawrence G. Wean, who is the son of Roadmaster George Wean of Sioux City, Ia., and who recently graduated from the University of Michigan; Vaughn Chapman of Evanston, Ill., employed as tape man; Everett Jordan of Rensselaer, Ind., rodman from Ottumwa, Ia.; Geoffrey J. Robinson, tape man, from Evanston, Ill.

Mrs. W. J. Whalen, and son Billy, visited at Aberdeen during the last week in June.

Dr. Gordon G. Carmichael, son of Mrs. Roberta Bair of the B&B Dept., has accepted a second year internship in surgery at Memorial Hospital, a unit of the Medical College of Virginia, located at Richmond, Va. His service started July 1.

Mrs. Dave Thurman, wife of Section Foreman Dave Thurman of West Clinton, is recuperating satisfactorily at her home following injuries received in an automobile accident.

Announcement has been made of the marriage of Miss Cleo Ferguson, only daughter of conductor and Mrs. Harry H. Ferguson of St. Bernice, Ind., to John Elliott, eldest son of conductor and Mrs. Zack Elliott of Bedford, Ind. The wedding took place on June 26 at Fostoria, Ohio.

First trick dispatcher, W. E. Allen, vacationed at Colorado Springs, and it is noted has returned to work looking younger.

Joe McMahon of the Division Storekeeper's Office, who had a major operation at the Union Hospital at Terre Haute on June 26, is getting along nicely and expects to be back on the job soon.

Dispatcher E. E. Heller has started his vacation. It is reported that "Doc" intends to take in the New York World's Fair and—quote—look over some of those bobbed tailed nags he's been keeping tab on during the past few months—unquote.

Harry Edwards is back in the dispatcher's office, relieving the dispatchers while they are vacationing.

Operator Pat Bailey of Spring Hill Tower and Mrs. Bailey have returned home following a vacation tour through California.

Yard Conductor George Isbell and family left on July 10 for a trip to California where they plan to visit relatives and see some of the beauty spots in the Sunshine State.

Operator and Mrs. Jack Wright have moved from North Terre Haute to Danville, Ill. Jack now has the day job at the nearby Walz tower.

Engineer Frank B. Curtis is seriously ill at the Union Hospital at Terre Haute.

Chief Dispatcher Harley Smith spent his annual vacation visiting friends and relatives in the vicinity of Mt. Olive, Ind.

H. L. Riser of the Engineering Department has accepted a position as U. S. government engineer with headquarters at Louisville, Ky. He left on July 13.

The death of Roscoe Boruff, engineer, occurred at Vermillion County Hospital on July 12. Mr. Boruff had been in a serious condition for some time and was taken to the hospital on July 8 for treatment of an enlarged heart and pneumonia.

I&SM Division—West

E. L. Wopat, Correspondent
Agent, Wirock, Minn.

VACATIONS

R. W. Schulze, agent at Vienna, S. D., off five days fishing, relieved by W. C. Belling of Chandler, Minn.

E. F. Carey, agent at Easton, Minn., off ten days, relieved by G. F. Jones of Pipestone, Minn.

F. G. Barr, agent at Colman, S. D., off about three weeks, spending vacation at points in Ohio and Saskatchewan, Canada. Barr is being relieved by R. E. Gilbertson of Erwin, S. D.

Mr. and Mrs. Fred Killion off about ten days, vacationing at Hot Springs, Ark.

Leo J. Flynn off about ten days, enjoying baseball games at Chicago, Ill.

Ed Flynn is now spending several days at Minneapolis, Minn., recovering from his lingering illness. He expects to come home soon and resume his duties as brakeman in about 30 days.

Rocky Mountain Division

Nora B. Decco, Correspondent,
Three Forks, Montana

Motoring on the Milwaukee up and down hill and didn't hear or see a thing except what you have read in the papers, including the fact that J. J. Flynn, engineer, was nominated on the Democratic Ticket in Powell county for State senator—well, can you beat that? His son was here to help out and cover the news election night, while, we understand, J. J. took a nap; he was so sure of the vote count he didn't even call up once to see how he was running. He will be pretty hard to get along with after November, no doubt, with "Senator" after his name.

Condr. and Mrs. Progreba have returned from a few days' visit with Mrs. Pogreba's sister out Spokane way, and en route there stopped to look things over at the Ed Townsley ranch near Sommers, Mont. Mr. Townsley spends his spare time counting the eggs now, we understand, which was one of the small duties he always left to someone else when he was advertising manager or something of the Headwaters Fuel and Navigation Company, but why bring that up? But going back to it again, one thing that was wrong with that bunch, some of them were always counting eggs before they were hatched, I remember, so no wonder the club went under.

The last of June the John Smeltzers, with their guests, Mr. and Mrs. T. W. Brennen, took a trip to Sun Valley, then through Glacier Park to Lake Louise and Banff in Canada.

Evelyn Barton, daughter of Mr. and Mrs. A. J. Barton, visited here with friends after a week in Harlowton with her parents, en route to her home in Portland, Ore. Alberta, the other daughter, with her husband and small child, is a guest in the Barton home at Harlowton also; she now lives in Los Angeles. Both girls are well remembered here.

Condr. P. L. Kirwan has given up his passenger run on 16 and 15 and taken the Rocky Mountain trouble shooter for the summer.

Engineer Smith, who has not worked on the Rocky Mountain Division for many

years and whose home is in Milwaukee, Wis., is here visiting old friends; he looks just as he always did and still has the same smile on his face. Mrs. Smith is with him and everyone is shaking hands with "Dutch."

The Fred Kirks have a baby girl, which arrived July 13, and we extend our congratulations to this happy family. This is their first child. Mr. Kirk is one of the linemen on the R. M. Division trolley crew.

Lou Rogers, a former R. M. Division fireman, here on a visit of a few days, is now living in Chicago. Everyone enjoyed shaking hands with him.

Adolph Gorsky, who is assigned to the position of Summer lineman on the Gallatin Valley Line and a few miles on the main line during the Park season, was in the telephone booth about the middle of July at Barron. He was trying to see if by any chance he could raise an operator at Three Forks or some nearby point, when along came the big wind that blew everything away around this neck of the woods, and over went the telephone booth with Adolph inside. As if that wasn't enough, to add more insult, down came a hornet's nest bang on his head, and as is the dumb way of all hornets, their scouts immediately said, "He did it," and took after Adolph, and Adolph took to the great wide open spaces, Missouri River included. Believe it or not, Slim can't get him east of Three Forks to clean up a job of trouble now.

Agent H. C. Rector of Three Forks is on

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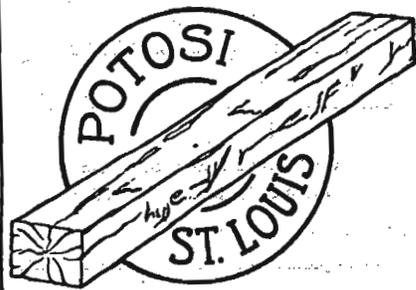
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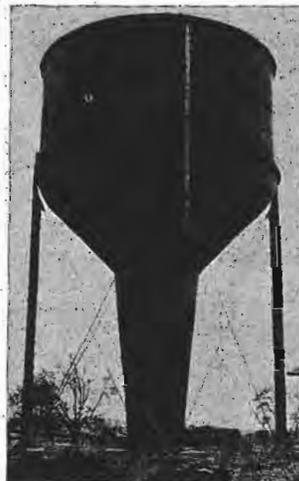
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The inside of your water tanks can be reconditioned and returned to service in only three days with NO-OX-ID. NO-OX-ID leaves no odors and does not contaminate the water. NO-OX-ID is equally effective in preventing corrosion of tank exteriors. It acts mechanically to exclude water and oxygen, and chemically to inhibit corrosion.

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NEW YORK

NO-OX-ID
IRON-RESISTANT
RUST
The Original Rust Preventive

a few weeks' layoff, relieved by J. G. Campbell, who in turn is relieved by Opr. Ullery.

Operator Fanny Miles, first of Harlowton, had the misfortune during June to again break her right arm, almost in the same place as last summer's break. She will be off for some time. Operator Monthey has been assigned to her job during her absence. Operator Alvin Pitman has been working second the past month at Harlowton.

The train dispatchers at Butte are taking their two weeks' vacation. The chief was relieved by dispatcher Peterson, and Mr. Peterson is now off, relieved on the N. M. side by Dispatcher Olson, Train Dispatcher Willard working his shift, 4 to 12.

Operator Snider from GS office in Butte is off three months, DeChant working the job. Operator Fields is also working in the relay office now.

Dick Lefever, son of Engineer Lefever of this division, who has been stationed near Los Angeles, working in government airport work, stopped off in June for a short visit en route Washington, D. C., where he will be employed.

Good tourist travel now and the Gallatin Gateway Inn is doing its share. Morrison Cave has been officially opened to the public and is a splendid attraction.

A very lovely young lady stopped to visit a few minutes with me one evening at the ticket window. She is a guest at the Inn for a couple of weeks. Her home is in New York. She is a writer, and was much amused when I told her she passed through Manhattan to reach Central Park on the way to Gallatin Gateway. Her name is Esther Price, and I have been reading the articles she has been writing for a long time. Will do so from now on with more interest.

Seattle Terminals

Gil Garrison, Correspondent,
Car Dept., Seattle, Wash.

LOCAL FREIGHT OFFICE

Wm. W. Brundage, chief revising clerk, and wife celebrated their silver wedding on Sunday, June 16. During the day they received at their beautiful north end home their many friends. The local freight office was well represented at this colorful gathering. The office force presented them with a lovely silver flower vase.

Julian Pession left June 17 for a few days' vacation and rest with his relatives and friends in eastern Washington. Julian reports a good crop of rattlesnakes this year.

Miss Laura Babcock, stenographer and clerk in agent's office, is taking a 30-day leave of absence, which time she will spend at her Bambridge Island home. During her absence her position will be filled by our own Rose King.

Miss Betty Fullerton, daughter of Ruth Fullerton of the traffic department, was married to Peter Drummond of Seattle on June 22 in Epiphany Episcopal Church. Their many friends were there to wish them well.

Wm. F. Fogelstedt, popular young yard clerk, was married to Miss Marjorie Dahl of Seattle on June 16. They left immediately on train 16 for a honeymoon in Chicago.

CAR DEPT. AND YARD OFFICE

Harry H. Jones and wife departed on the Olympian June 21 to attend the Joint Protective Board meeting of the B. R. C. of A. at Milwaukee on June 24, 25 and 26. He returned to work July 6.

General Yardmaster Chauncey Campbell has departed for parts unknown. The consensus of opinion is that he has again weakened and returned to Texas for more rattlesnake meat.

The arrival of Richard Clayton Bennett at Providence Hospital on June 30 makes Carman Ivan Hawley a grandpap for the fourth time.

The following philosophy was written and submitted by Carman Oley B. Smith:

There is a destiny that makes us brothers—
None goes his way alone.
What we put in the lives of others
Comes right back into our own.

GENERAL OFFICES

This column is devoid of a lot of good news items this issue all because our Mrs. Nelson of the Traffic Department is at present vacationing on the Olympic Peninsula. Mrs. Nelson has always gathered the news items for this column and is terribly missed at this writing.

John W. Grinnan, 61, retired telegrapher at Seattle, died at Falmouth, Ky., June 19. He had been confined at home ten days and apparently recovered, only to be seized by a fatal heart attack.

Iowa Division—East

J. T. Raymond, Correspondent,
Care Supl., Marion, Ia.

APPOINTMENTS

C. D. Emerson, agent at Morley.
D. L. Miller, operator at Samoa.
Operator Van Sickle has been acting agent at Maquoketa for several weeks owing to illness of Agent Ryan.

Gus Wieneke, locomotive engineer of Savanna, retired July 1 after many years in the Milwaukee's employ. He began as fireman Sept. 15, 1897; promoted to engineer March 14, 1902. He will live in Chicago.

A warning bell and wigwag signal have been installed at 13th street crossing in Marion.

E. Brandt of Dubuque is a new employe in the master mechanic's office in Marion.

VACATIONS

Mr. and Mrs. Claude Evans and daughter of Marion left June 28, going to Kalispell, Mont., Spokane, Wash., and Boise, Ida.

Mr. and Mrs. A. E. Fairhurst of Marion left July 1 for two weeks' vacation.

William C. Givens entered service as division civil engineer at Marion July 1.

L. R. Hypes of Clinton, Ia., former train dispatcher on the K. C. Division, died June 25.

Mr. and Mrs. Roscoe Stevens of Marion returned June 7 after visiting in Maryland and Virginia.

Mr. and Mrs. N. J. Gorman and two children of Marion left July 3 to visit relatives at Sioux City and Parkston and from thence to New York City.

H. J. Thayer of Milwaukee dispatching extra at Marion July 1.

Conductor Frank Droughy of Marion, after a lengthy hospital experience, has retired from service permanently on account of physical condition and gone to Ottumwa to live.

Locomotive Engineer and Mrs. George Schrimper of Marion returned the latter

part of June from a honeymoon trip to Seattle and Yakima.

Observing the 25th wedding anniversary of Mr. and Mrs. L. S. Dove, the "Delta Dek" Club entertained at dinner July 1. Mr. and Mrs. Dove were presented a gift of silver.

Daughter of Locomotive Engineer Wins Honors



Miss Clara Byington

Miss Clara Byington, 27 year old daughter of Locomotive Engineer Walter Byington of Mobridge, S. D., was graduated early in June from the School of Nursing at the University of Washington and honored with membership in Phi Beta Kappa, national honorary fraternity. This fraternity's membership is composed of individuals with outstanding scholastic records. Only one other woman from the University of Washington School of Nursing has ever been similarly honored.

The courses of study in which Miss Byington excelled were anatomy, bacteriology, chemistry, sociology, psychology, and physiology. She intends to go on with the nursing career for which she has so well prepared herself.

Rocky Mountain Division— Northern Montana Branch

Mabel Newbury, Correspondent,
Trainmaster's Clerk, Lewistown, Mont.

Born to Mr. and Mrs. R. W. Humphreys of Butte, June 16, a son, Reese William, Jr. Roundhouse Foreman T. W. Hawksworth, Falls Yard, retired June 1. We are sorry to lose Mr. and Mrs. Hawksworth.

We are glad to welcome Michael J. Farley to the division. Mr. Farley replaces Mr. Hawksworth.

John S. Walters was transferred to Mobridge in place of Mr. Farley, and Rollo Smith transferred to Falls Yard, replacing Mr. Walters.

Neil Grogan, our "traveling dispatcher" has been transferred permanently to Tacoma. We will all miss the Grogan family.

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Eastern & Western Kentucky
Illinois and Indiana Bituminous Coals**

Rodman R. G. Schuehle has accepted a position with the Boeing Airplane Co. of Seattle. We will miss him as will his "buddy," Herb Beers.

"Ted" McPherson, our signal supervisor, who headquarters at Butte but takes care of our signals as well, has been under the weather with flu recently. Pretty hot time of the year for an ailment that usually comes in the fall or spring.

Oscar Larson, section laborer, Winifred, sustained a fractured left arm while handling a tie. He has now gotten rid of his plaster cast and will soon return to work.

Fireman W. W. Sauer, who recently had to undergo a major operation, is much improved and has taken the hostling job at Lewistown.

Section Laborer Everette Zwolle, Lewistown, was on the sick list for a short time but is back at work now.

Have you seen the very handsome collection of Montana moss agates which J. L. Jost, agent at Highwood, has cut and polished? He has some perfectly beautiful specimens which arouse great enthusiasm. Both Joe and his wife are officers of a mineralogical society at Great Falls.

This part of the division is gearing up to handle the new wheat crop on which harvest is just beginning. The men are expecting to have a great deal of work in moving our contribution to the nation's bread basket, despite the grasshopper damage.

Tacoma and Coast Division —West

R. R. Thiele, Correspondent,
Care Agent, Tacoma

Mr. John H. Fox, aged 61, a locomotive engineer since March, 1910, died June 7 as the result of a fall.

On July 6, Richard A. Nofke was struck by the Northern Pacific gas-electric motor car to Hoquiam while crossing the N. P. tracks on Ponders road and killed almost instantly. He will be well remembered by all our readers as this company's roundhouse foreman in charge of electrical work, having been in the service for many years.

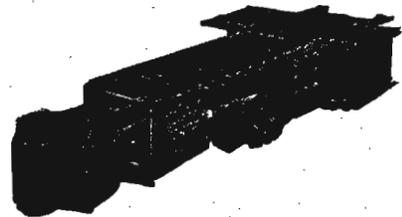
Miss Thelma Durkee, second trick operator of our private telephone exchange, was married June 29 to Walter Edling, an employe of the Dupont de Nemours Powder Company.

Brakeman Jack McLean will marry this month, but he is keeping it a profound secret.

Yard Brakeman W. A. Martin married the latter part of June but kept it so dark that we can only just report the fact.

George Magill of the district accountant's office has been sick in St. Joseph's hospital, but is now out of it and at home. William Dougherty is relieving him meanwhile.

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CORPORATION**

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STATEMENT OF CONDITION

JUNE 29, 1940

RESOURCES

CASH AND DUE FROM BANKS.....	\$12,172,905.42
UNITED STATES GOVERNMENT OBLIGATIONS, DIRECT AND FULLY GUARANTEED.....	1,989,749.38
Municipal Bonds.....	881,343.52
Other Marketable Bonds.....	559,228.74
Loans and Discounts.....	4,710,144.03
Real Estate Owned.....	87,487.45
Interest accrued but not collected.....	24,161.09
Other Assets.....	733.68
	\$20,425,753.31

LIABILITIES

Capital Stock.....	\$ 600,000.00
Surplus.....	525,000.00
Undivided Profits.....	92,876.39
Reserve for Taxes, Contingencies, etc.....	222,900.54
Reserve for Bond Premium.....	106,047.97
Interest collected but not earned.....	17,306.07
DEPOSITS.....	18,861,622.34
	\$20,425,753.31



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CHICAGO, ILLINOIS

Twenty-four.

Conductor R. R. Gardner is off for 30 days.

Ruth Rundle of the district accountant's office has just returned from a vacation trip through Montana, visiting Butte and Great Falls, and Raymond Bame and wife of the same office are off on a three weeks' vacation, during which they will visit Montana and go as far as Chicago.

Chief Clerk C. J. Norris of the district master mechanic's office, and wife recently left for a vacation trip to Salt Lake City, Denver and other points.

Albert Janosky of the district accountant's office is just back from a visit to Spokane, where he visited a daughter.

Frank Wilson, air brake supervisor, and wife have gone on a vacation trip to Boston and New York.

Machinist Charlie Ostendorf has just returned from a vacation trip through Nebraska and Kansas.

Pete Nikoloff, section laborer at the yard, will retire at the age of 65 August 1.

Council Bluffs Terminal

Vernon C. Williams, Correspondent,
Yard Clerk, Council Bluffs

THE OBSERVATION CAR OF PEOPLE WE KNOW

Maybe a trifle late with this one, but am forced to report the first seat in our OBSERVATION belongs to "Corky" Williams of Cedar Rapids, who visited our town during Golden Spike Days and was the welcome guest (at times) of "Shrill" Dugan, of Gen. Agent Finnegan's force. With the Omaha Irishman sporting a 2-foot beaver hat and Corky a quarter inch growth of red fuzz on the lower lip, a happy windup to the big celebration is hereby noted for future records. Ray Dempsey, note and comply, please.

The second plush chair belongs to none other than Miss Arthella Myers, stenographer in the freight office, who took the long ride to the Coast and failed to return, her position being taken by Marlon McGee of Perry. Good luck and glad to have you join us, Mac.

Scattered around the car will be noted other notables such as GYM E. E. Smith and the Mrs. Double E, who left for Seattle and other points west, including the San Fran Fair. Conductor Adolph Schloe taking in a couple of ball games in the Windy City Car Man Andy Thompson and family also riding the cushions to the land of Orange Blossoms. "OP" Lacey and Mrs. L. to Des Moines for a day or so visiting relatives. Switchman Rich Williams to the Minnesota lakes, and I can personally testify to the luck he had. "Whistling Dan" Kensinger to Neola, but the tornado drove him back on safer ground. And occupying the rear platform enjoying himself to the utmost we find that old reliable sub-par he-man, O. Post. He got off at Dodge Park, where his "rounds" of pleasure included a broken club and a few lost balls on the golf course. Although not quite another Walter Hagen, he does manage to break a hundred now and then. And, incidentally, he is also the neighborhood horseshoe pitching champ.

CHATTER ON THE LEAD

On one of the hottest nights of this or any other year, Asst. GYM Howard Loper calmly and coolly stating the weather at this time is about the coolest in history. "Now, when I was down in New Mexico, why —," and so on, slowly melting the very marrow of a few inside listeners who unluckily happened to be near at the time.

And talking about the excess humidity, a proper word for "OP" Fiala would, in most observers' opinions, be "humility," if he was only spotted one scorcher the middle of July. Turning sort of Arabic for the occasion, he pulled out the old pocket handkerchief, twisted it into a regular

Brakeman D. V. Andrew married June 23; we haven't heard the lady's name.

Brakeman A. J. Page became the father of a boy June 27. The mother is doing well.

Miss Marie Berson of the district accountant's office has just returned to work after having her tonsils removed.

Roundhouse Foreman C. E. Thrasher at Port Angeles was off on a vacation lately, but the vacation was slightly spoiled for him by having to have a tumor removed from the shoulder.

Miss Cathryn Carrotte, daughter of Mrs. Clara Carrotte of the superintendent's office, Tacoma, was a recent winner in a recipe contest sponsored by one of the Tacoma newspapers, winning the second prize out of over three thousand entries.

Walter Crosby, now 90 years of age, hale and hearty, who went to work for the Milwaukee back in Wisconsin in January, 1865, made a call on the boys around the passenger station, Tacoma, recently.

Kenneth Alleman, of the second trick at the yard, was appointed general clerk at the local freight office June 15, but the job was abolished again the 30th and Kenné went back to the yard. However, he will relieve O. R. Powels for a few weeks on the claim clerk's job while Ray is entertaining company.

Yard Brakeman George S. Perry has a fine new boy since June 17. Mrs. Perry doing well.

Conductor C. H. Russell and wife have gone on a ten days' vacation trip to Klamath Falls.

Yard Conductor Clayton Hilleges went on a trip to Reno, Nevada, recently.

Conductor H. W. Cooper is on a vacation trip through Canada.

Conductor H. C. Tucker and wife are taking two months off.

Brakeman R. S. French and wife are off for the same period.

"snood," and ventured forth up to the high-switch.

"Doc" Leffert, vest and all, bragging of the cool, ventilated, air-conditioned apartment he enjoys to the utmost at the Chieftain. Making a select few of the same crew utter unprintables under their mutterings.

The GYM, returning from the trip west, checking up on the mileage of the "car he left behind." It appears the only additional miles checked-up while absent was exactly 204. "Better than I expected," chuckled the old man.

A gentle reminder: Don't forget the Back to the Rails program, the dates, various activities and parades. Let's all join in and make this another great success.

Trans-Missouri Division— Central

Mrs. Harry Wood, Correspondent,
Care Roundhouse Foreman, Marmarth, N. D.

WE EXTEND CONGRATULATIONS TO:

Engineer Jack O. Beaver on his marriage to Mrs. Freeda De Boer at Mound City, S. D., on May 28.

Kirk Schneider and Miss Ruth Moran, who were married at Minneapolis on June 7. Miss Moran is a daughter of our former Chief Dispatcher Wm. P. Moran. Kirk is a son of Conductor Carl Schneider of Moberg. They will make their home in Minneapolis.

Engineer Joe James and wife announce the marriage of their daughter Josephine to Donald Amundson of Glenham. The marriage will take place July 7.

VACATIONS

Conductor Louis W. Scheifelbein, wife, and daughter Joan, spent two weeks visiting at the home of Mr. Scheifelbein's brother, Dr. Harry Scheifelbein and family at Welch, W. Virginia, and with relatives in Wisconsin.

Frank Schneider, machinist at the Moberg roundhouse, and Mrs. Schneider recently returned from a three weeks' tour of the western states.

Mrs. John Farquhar spent a month visiting relatives at her old home in Kentucky. On her return she was accompanied by her mother, Mrs. John Fisher. Mr. Farquhar is employed in the Moberg roundhouse.

Miss Betty Nath, daughter of Engineer Chas Nath, who is a student nurse at Omaha, Nebr., came home for her vacation recently and accompanied her parents from here on a trip to Miami, Fla. From there they took a plane to Cuba, where they spent three days.

Engineer and Mrs. H. D. Patton and son Wallace are spending their vacation at Denver, Colo.

Expressman William Cotton and Mrs. Cotton and daughter Marlene spent their vacation at their former home at Great Falls, Mont.

Conductor F. I. Le Lange and Engineer Sidney Hagan and families attended a convention of the 31st Engineers held at Minneapolis recently.

Conductor and Mrs. Bert Doud and son Forest spent their vacation visiting relatives in and around St. Paul.

Engineer W. E. Bunting made his last trip on June 29 and is now retired. Mr. and Mrs. Bunting and son Robert left for Miles City, where they will visit for some time, going from there to Oregon and points on the West Coast.

Sympathy is extended to Mrs. John D. Hohl and family on the passing of Mr. Hohl, age 61, June 24. He was employed at the Moberg roundhouse.

Water Service Foreman Martin Hettle and a crew of men are working at Faith, S. D., building an addition to the stockyards and laying new water mains.

Kenneth Cooley, son of retired Engineer John Cooley of McLaughlin, recently flew

his plant from Duluth, stopping at Moberg to visit his aunt, Mrs. F. I. De Lange. His father accompanied him on the return trip to Duluth.

Freight Car Dept.— Milwaukee

George L. Wood, Jr., Correspondent,
Freight Car Shop, Milwaukee

AMONG THE VACATIONISTS IN JUNE AND JULY

Peter Mitchell and wife vacationed in Iowa. Pete says he found time to play bingo.

H. A. Grothe and family spent their vacation in the northern lakes region.

Donald ("Dewey") Tomich and bride have returned after honeymooning in New York and Washington, D. C.

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 A RECORD OF PERFORMANCE
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Those who got out of town before we could learn where they were going were Alex Kornfehl and Frank Heffing.

OBITUARY

Retired Carman Pete Koch passed away on June 26. We extend our sincere sympathies to the bereaved ones.

RETIRED

Leadman Louis Krueger,
 Painter Mike Mahler,
 Machinist Ludwig Schwarm.

ROUND 'N' ABOUT THE SHOP

The following might come under the heading of "Society": Lawson ("Willy") Wilson has been given more showers than a June bride, but he didn't appreciate them as he was as angry as a wet hen. (Well, anyway, he was wet!) The hosts were Joe Zych and Jack Harenda.

Eddie Krueger is making it known that he shot a 71 at Curry Park. "Fess up," Eddie; we know that was only for the first nine holes. . . . Dominic Korenkiewicz and family are now residing in their newly built home. . . . Paul Wernich announces his engagement. What's her name, Paul? . . . Mike ("Doc") Bosanec will be married on July 24. His bride will be Miss Agnes Valentekovic. . . . The boys on Track 7 are talking about buying Jake Meyers an electric razor to rid him of that 5 o'clock shadow. . . . Our apologies to the second shift. We forgot to mention in the last issue that the Night Hawks won the championship at the recent freight shop picnic. . . . Lost—one new rod and reel in one of the deeper spots of Cedar Lake. Finder return to Ted Brandt. Next time, Ted, take that slippery cellophane wrapper off the handle. . . . Some want to know why they call George Bilty "Cracker Jack." Others want to know why there was a sudden

shortage of Crackerjack at the freight shop picnic. Could there be a connection between the two?

BASEBALL NEWS

(Submitted by Sig Gralewicz)

The Hiawatha All Star team, playing in the Shorewood and Garfield Leagues, has been displaying a fine brand of ball.

Billy Bell recently lost a beautifully pitched game to the Kadin Jewelers. He allowed only one hit but the final score was 2 to 0. Tough luck, Bill.

Bauch, Roesler and Baum put that necessary fight into every play they make.

Benny Pierce is our hard hitting, hard working catcher who has won the respect of every pitcher. They look to him like a son to his father.

"Fuzzy" Rozek, captain, scampers around the bases like a scared rabbit when he gets a hit.

All the boys do a good job of chattering during the games but the prize goes to Ted Tanin. By the way, he hit a home run July 12.

Credit and praise are also due our two pitchers, Harry Pietraczak and Gene Raczkowski. Gene not only does a beautiful job on the mound but also is one of our leading hitters.

The Shop League is concluding the first half with the teams running as follows: Coaches, Olympians, On Wisconsin, Marquette and Chippewa.

The second shift Night Hawks won the freight shop championship at the recent Service Club picnic by defeating the Chippewas 10 to 3 and the On Wisconsin 8 to 3.

Davies Yard, Milwaukee

J. J. Steele, Correspondent,
 Davies Yard, Milwaukee, Wis.

Edward Nowakowski was married June 22 at St. Adelbert's Church. Ed and his bride took a wedding trip to Yellowstone Park. Best wishes and congratulations to Mr. and Mrs. Nowakowski.

Dr. Howard A. Schneider, son of George A. Schneider, foreman of the coach yards, has been appointed director of nutritional research at the Rockefeller Institute for Medical Research of New York City.

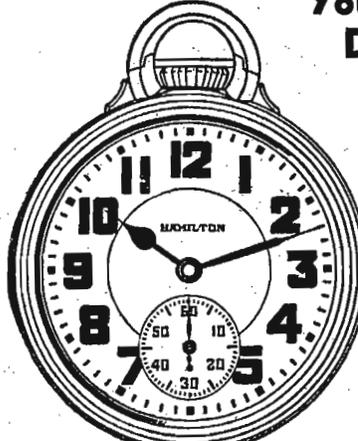
In honor of their wedding anniversary Mr. and Mrs. Fred Schuster took a two-week trip to Yellowstone Park recently. They also stop at all the principal cities on the West Coast.

Shades of 1910! Mike Flanders of the Davies Yard is sporting a new car, and his DUSTER is as nifty as his car. If interested in the new motoring garb—see Car Doctor Mike.

Mr. and Mrs. Henry Egan and their son, Robert, spent two weeks in New York visiting friends and the World's Fair.

Al Waldera has just returned from his vacation. Al spent a week in New York City visiting the World's Fair and other places of interest. Included in his itinerary was a visit to Jack Dempsey's restaurant. Al was one of the favored few that had the pleasure of shaking hands with Dempsey, and since then Al has firmly refused to wash his right hand.

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I&D Division—West

C. D. Wangness, Correspondent,
Care Dispatcher, Mitchell, S. D.

Relief Dispatcher Burke of Canton worked the past week at Mitchell, relieving Dispatcher Carl Anderson.

Have you noticed the speed of Engineer Gowling of late when he returns from his run? George can hardly wait to get home to enjoy the comforts of his new modern home.

Dispatchers Anderson and Bloos have challenged their understudies, Agent Peterson and Traveling Engineer Wolf, to a round of golf, but to date we have been unable to ascertain the amount of the side bet.

OBITUARIES

Mrs. Foote, mother of Conductors G. V. and A. K. Foote, passed away at her home at Sanborn after a lingering illness.

Elmer J. Johnson, boilermaker helper at the roundhouse, passed away at his home the latter part of June.

We extend our sympathy to their bereaved ones.

AROUND THE FAMILY TREE

Roundhouse Foreman Thos. France and wife are visiting with their son Jack at Los Angeles. . . . Engineer Carl Becker and wife in northern Minnesota. . . . Wm. Wood spent the Fourth at Cedar Rapids. . . . Dispatcher Carl Anderson and family fishing in Minnesota. . . . Jack Sundquist and family in Minneapolis. . . . George Irving and family in Wisconsin. . . . Robert Paullin and family at Lake Lydia, Minnesota. . . . E. O. Wright and wife of Cedar Rapids visiting old friends at Mitchell. . . . Cashier Secory taking all the young women to picnics. . . . Jackie Oniel and sister visiting in Chicago.

We are pleased to report that Cond. Wilson is up and around again after a lingering illness. . . . Cond. Sloan back from Metz Hospital after an operation. . . . Wife of ticket clerk, Mrs. Schonauer, recuperating after short illness. . . . Mrs. Ed. Kirch returned from hospital after operation. . . . Roundhouse men L. Engrevallo and Fred Hendrickson returned to work after receiving treatment at Veterans Hospital at Hot Springs.

LATE FLASHES

Chief Dispatcher Platt adds cow to collection of several horses and couple of ponies. . . . George Slagle is tops at lawn bowling league. . . . Dispatcher Higgins and Cond. Montague get all the fish at Lake Mitchell. . . . Clerk Florence Paullin kept busy with golf chairman's duties and state publicity chairman of A.L.A. . . . Mrs. Jennings, nee Marion Clary of Spencer, gives up clerical duties and retires to private life. . . . Joe Goetz of Mitchell takes truckers job at Spencer.

The various buildings of the company in Mitchell have taken on a new and neat appearance, having been treated to new paint, which shows a decided improvement.

We feel we are slighting some employees when their names do not appear in the news section. This will not happen if you just jot down some news and send it along to me by the tenth of the month. Thank you.

Youngstown Steel Sides for Repairs to Freight Cars
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Youngstown Steel Door Co. & Camel Sales Co.

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—PLANTS—
Hammond, Indiana • Youngstown, Ohio

Superior Division

J. B. Phillips, Correspondent,
Superintendent's Office, Green Bay, Wis.

BIRTHS

A. W. Wickeham, conductor at Menasha, Wis., became the proud father of a baby girl born July 8.

Traveling Auditor E. Fraser says that Bill Tierney has nothing on him as he had a granddaughter presented him last month. He says she is beautiful because she looks like him.

DEATHS

Fireman Harry Hansen passed away on July 3rd after having been sick for some time. Besides being a Milwaukee Road employe, he was a city councilman, and for a number of years was vice-mayor of Green Bay, and was very well known and had a large number of friends. Conductor James DeBraal's mother and Engineer James Dremila's mother both passed away recently.

ACTIVITY

The Milwaukee Road sponsored the 2nd Annual Green Bay Press-Gazette Vacation Tour to the New York's World Fair and other points of interest. The party of 70 people was conducted by E. D. Crim, the local passenger and ticket agent, and H. T. I. Shannon of the Green Bay Press-Gazette. They left Green Bay June 16 on the Chippewa.

F. E. Devlin, superintendent on the Coast Division, paid a visit recently to Green Bay where he at one time was Superintendent, and made a trip over the road with Superintendent Buechler.

A. H. Metzger, for many years agent at Crivitz, Wis., has taken the pension. He has been in very poor health and it is the hope of everybody on the Superior Division that his well deserved rest will bring his health back. A. J. Holmes from Amberg, Wis., drew the assignment for the agency at Crivitz.

H. J. Kell, operator at Appleton, Wis., is taking a few days off, and Vern Lowell is relieving him. Suppose Herb is going to one of the many Homecomings for which the Division is noted.

Eugene Liese, aide-de-camp to Bill Herman at Iron River, says he is going to take a couple of weeks off this summer and that he is saving his money. Inasmuch as he makes weekly trips to Appleton, this sounds suspicious.

Ted Wallo has been relieving in the Ticket Office at Green Bay but has returned to Ontonagon. He says the Chamber of Commerce needs him with the rush of the summer business.

The Chippewa had 15 cars out of Green



MORDEN SECURITY ADJUSTABLE RAIL BRACE

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

WE MANUFACTURE

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

Morden Frog & Crossing Works CHICAGO, ILLS.

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DIESEL LOCOMOTIVES

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PASSENGER, FREIGHT
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IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE CORPORATION

Subsidiary of General Motors
LA GRANGE, ILLINOIS

NALCO SYSTEM OF WATER TREATMENT

Chemicals for wayside water treatment and for use at softening plants. Complete chemical feeding equipment. Locomotive, automatic, continuous blow-down. Simplified testing kits and control methods. Practical and competent service engineers. Complete and modern research laboratories. Surveys, analyses and recommendations furnished without obligation.

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LUMBER FOR EVERY PURPOSE

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

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

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

The Webster Lumber Co.
2522 Como Avenue, West
ST. PAUL, MINN.

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

Three Forks Creamery Co.
THREE FORKS, MONT.

Bay on Sunday, July 7. This shows the popularity of our North Woods, as well as the Chippewa.

Agent N. G. Olson at Sherwood is reported sick in bed. Hope he will soon recover from his illness and be able to get around again.

I&D Division—Central

F. B. Griller, Correspondent,
Ticket Clerk, Sioux Falls, S. D.

Engineer Harry Peterson while on a recent visit to the West Coast with the Abu Bekr Shrine Mounted Patrol had the misfortune to have his beautiful snow white Arabian horse die enroute.

George Westbrook, Red Cap at the Sioux City passenger station for many years, is again in the hospital.

Conductor Art Harrison recently underwent an operation for appendicitis. Getting along very nicely at this writing, thank you.

Alvin H. Asthoff, chief clerk to asst. superintendent at Sioux City, for the first time in 19 years was forced to give up and retire to the Lutheran Hospital at Sioux City for repairs recently.

Operator E. M. Isaacson, who formerly worked on the old SC&D Division, has again joined the ranks of our extra operators. Mr. Isaacson is a brother of Sec. Foreman Isaacson of Burbank, S. D.

Asst. Supt. J. T. Hansen and family have returned from a few days' vacation spent in Yellowstone Park and Colorado.

MAYBE YOU'VE HEARD—

TBM Zane Jenkins decided he would rather pay taxes than rent. A new house is taking form in Columbia Heights which will be home for the family after August 15. . . . Mariner Meachan has his Queen Mary anchored near Dell Rapids where he angles for the fish he has heard about. . . . Service Club dance held in Sioux City recently netted \$65.00 and Committee Chairman Robson says "Now there will be entertainment for the Service Club boys." . . . Honeychille Tom Graves of East Yard, Sioux City, is being visited by his charming daughter, Tommy Lou, of Little Rock, Ark.

. . . Former local agent Roy Larson, and twin boys of Chicago visited Sioux City recently. . . . After vacationing in Philadelphia, Arlene Searles, DF&PA office, returned home and to work to rest up. . . . Frank Miller, fireman working at Sturtevant spent the 4th with parents at Fairview. . . . The very latest by Buick is driven by Service Club Chairman Harry Kelly, Sioux Falls. . . . Twin brother of Ticket Agent,

Lloyd West, Sioux Falls, here from Temple City, Calif., for two weeks for visit with Lloyd and parents at Flandreau. . . . Mary Ellen Snow, daughter of Mr. and Mrs. H. C. Snow, was married June 1 to Don Waldron. Don is with the Sioux City Iron Co. They will reside in Sioux City. . . . Comments like these were heard among the employes when the July magazine arrived: "The July, 1940, MILWAUKEE MAGAZINE is the finest ever issued; we like its new dress and style." . . . Section Foreman Ross of Platte drew the section at Canton which Thos. Grande recently vacated.

Spokane and Inland Empire

F. J. Kratschmer, Correspondent,
Store Department, Spokane, Wash.

Special Agent Frank Daly took a few days' vacation in June and visited in Miles City and Deer Lodge, Mont.

S. A. Skinner, signal maintainer at Spokane, spent two weeks with his family, visiting relatives in southern Missouri.

Ed Bell, former conductor on the POR line, made a trip to Seattle the latter part of June to visit a foot specialist.

Marvin Helmer, operator at St. Maries, Ida., has been assigned regular agency at Ione, Wash., replacing J. R. Boughman, who was there temporarily.

Fred Beal, operator and chairman of the Inland Empire Service Club, spent a short vacation in California the early part of July.

Barney Colligan, second trick operator, St. Maries, has been ill for about four months.

J. C. Maddox is working temporarily as operator at Spokane during the absence of Fred Beal.

Cecil Cantrell, stenographer in the local freight office, Spokane, took a ninety-day leave of absence beginning July 3.

Agent C. B. Barrett of Tekoa, Wash., left on July 3 for Rochester, Minn., for a complete "checkup" at the Mayo Brothers' Hospital.

Joe Gengler, CC in TE office, Spokane, was called back to Dubuque, Ia., on June 15 owing to the death of his mother.

Car Inspector W. E. McCaughey of Dishman took a two weeks' vacation on July 1. He drove his family to Metaline Falls and several lakes in this vicinity and wound up with a visit to his brother in Deer Lodge, Mont.

Mabel Goldie of Deer Lodge, Mont., has been made stenographer in the local freight office, Spokane, due to vacancy created by Mrs. Cantrell, who is off on leave of absence.

Quite a few shipments of knocked-down houses have recently been handled from Spokane to Alberton, Mont., for the CCC.

Carl Lillwitz, CC, assistant superintendent's office, Spokane, had a few extra throbs in his chest on July 6, when he attended the wedding of his only son, Emerson C., to Miss Ellen Lewis, both of Spokane.

With deep regret do we announce the accidental death on July 6 of Foreman R. A. Nofke of Tacoma shops. Dick was one of the oldtimers on the West End, having come out here during electrification. He was very well known and liked by the employes of the entire Milwaukee Road.

John Francis Downing, son of Conductor Downing of the Hanford line, is now switching in Spokane Yard. He attended Washington State College at Pullman, Wash., last year.

C. C. McCormick, agricultural agent for the Western District, was off sick for a short time. His office is in Spokane.

In the last issue of the Milwaukee Magazine we announced that Ursula Hill, daughter of Assistant Supt. G. H. Hill of Spokane, was vacationing in Washington, D. C. There seems to be more: The latest report is that Ursula "went and did it" during June. She is now Mrs. Falk.

Donald C. Allen, son of Roadmaster C. F. Allen, was married at Coeur d'Alene, Ida., on July 6 to Miss Maxine E. Fullager of Spokane. Don has been working extra at the roundhouse at Spokane at times and is now with the National Guard.

Train Baggage man John Mott, on 15 and 16 between Spokane and Deer Lodge, is back to work again after an operation for throat trouble.

Extra gang 104, under Foreman Harry Ryder, has completed the season's tie renewals between Dishman and Metaline Falls and has moved the outfit to the second sub-division to do a tamping gang job between Manito and Plummer.

The grading and track laying for the extension of the house track at Worley, Ida., has been completed and the depot at that point moved toward the main line with the new track behind it. The station grounds have also been regraded and driveways made of gravel from Spokane Bridge gravel pit.

Elmer Brunette was working temporarily on Spokane car repair track in place of Leonard Lore, who filled in at Dishman during McCaughey's absence.

H&D Division

Raymond F. Huger, Correspondent,
Aberdeen, S. D.

We received some news from unknown readers this time. Let's hear from a few more of you.

Melvin Fetzer, Roscoe and Danny Meier, Zeeland, were recently hired out as operators and are coming along fine. Good luck, boys, and keep it up.

At the last writing all of the extra men were working and now at this writing, several operators are needed and all are working.

Herb Walth has been appointed agent at Hillview, S. D., now instead of Virgil.

Correction—Due to somebody's error a misprint was in the last issue. It was stated that Mrs. Beck was agent at Danube. At this time I wish to make it plain that Mr. Beck is the agent.

S. E. Fossness, agent at Alpena, accompanied by his wife and daughter, took an extended vacation to the New York World's Fair via Washington, D. C., New York City and other points of interest in the East.

Ben Iverson, second trick operator at Bird Island, Minn., took a vacation in northern Minnesota fishing.

A. J. Starks took a vacation up in northern Minnesota recently and went fishing. He caught a lot of them, of course, but it rained every day and he didn't have very good luck.

A second trick operator has been stationed at Selby, S. D.

L. E. Larson, third trick operator at Roscoe, S. D., took an extended vacation to the West Coast and other points of interest the first part of July.

The 12th day of July marked the beginning of W. H. Swan's life all over again. For the first time in three years his wife returned from a hospital in the Black Hills where she has been confined.

Jim Wilcox, helper at Groton, S. D., has gone to Linton, N. D., to relieve the helper there for a short time.

George H. May, brakeman on east end, and son John took an extended business and pleasure auto tour through Iowa and Nebraska visiting in Grand Island and North Platte.

Me, Too

Host: "Mr. Smith, meet Miss Crabtopheffer."

Mr. Smith (a slightly deaf man): "I am very glad to meet you, Miss—Miss—you please repeat that name once more?"

Host: "CRABTOPHEFFER!"

Mr. Smith: "Gosh, I can't make it, out! It sounds like Crabtopheffer to me."

You'd Never Believe It

(Continued from page 7)

somewhat clad in a snappy swim suit.

Mr. Du Rand is progressive.

In a number of ways. He was one of the prime movers behind the P.W.A. Upper Musselshell Storage Project No. Mont. 1048-D, now more appropriately christened Du Rand Dam.

This dam, recently completed, will irrigate 31,000 acres in the Meagher, Wheatland, and Golden Valleys in Montana. The Milwaukee Road did most of the hauling on the construction of the dam, and will benefit greatly from this vast new territory which will soon be fertile farm land.

His show animals are shipped in specially constructed 800 pound crates via express. Buffalo and elk meat from excess animals in his herds is shipped to epicures in the East.

And there is more. So many persons flocked out to his ranch to see his famous trained elk and buffalo, that it became quite a strain, even on the famed Du Rand hospitality, so Mr. Du Rand thought that it might not be a bad idea to start a dude ranch.

It proved to be a very good idea indeed, and every year more and more persons are going out to the Big Elk Ranch to vacation with Mr. Du Rand and perhaps take part in his famous Water Rodeo where buffalo, and beautiful Indian girls, and elk, and even guests, if they like, dive into a jewel of a lake and swim around and chase each other and have a whale of a time.

N. O. L.

Junk man: "Any old beer bottles you'd like to sell, lady?"

Old maid: "Do I look as though I drink beer?"

Junk man: "Any vinegar bottles you'd like to sell?"

Surefooted Safety
and longer wear

BILTRITE
WILL NOT SLIP
HEELS and Cord-on-End SOLES

No other heel and sole provides such security and sure-footedness on the job. No other sole and heel can because BILTRITE'S wear-defying, slip-defying qualities are exclusive with BILTRITE! In any work... in any weather, BILTRITE HEELS and BILTRITE Cord-On-End Soles prove their merit. A rugged railroad man's heel and sole that will show substantial savings on shoe bills!

Have your shoes reBILTRITE, today at nearest shoe repair shop.

Today... AS NEVER BEFORE

Because of the high speed trains of today — SAFETY—as—NEVER-BEFORE—becomes a number one factor. To insure safe track for high speeds, adequately anchor track with dependable

RAIL ANTI-CREEPERS

...the proven and sure way

THE P. & M. CO. CHICAGO • NEW YORK

The Milwaukee Railroad Women's Club

Madison, S. D., Chapter

Mrs. H. G. Gregerson, Historian

May 28 the last business meeting till September was held in the club rooms.

On June 21 the Men's Service Club had a big "Good Will" party at Pipestone, Minn., and as previously decided at the last meeting, the chapter held a picnic party in the club rooms, this taking the place of the annual picnic. Each woman brought a "White Elephant" for a prize and after the bridge and whist scores were added up the women with high scores were allowed to take first choice of the prizes offered—this continued down for each of the score totals. The door prize was won by Mrs. Maurice Henefin. Picnic lunch was served after the games. General arrangements were under the direction of Mrs. Geo. McKinney and the social committee.

Madison chapter again went over the top in membership, now having a membership of 156, a gain of eight over last year.

At the end of the first half of the year our treasury shows a balance of \$122.76 cash on hand—\$96.00 received for membership, \$10.15 for ways and means and \$10.00 for rentals; \$36.32 was spent for welfare work and \$10.37 for good cheer.

Aberdeen Chapter

Mrs. Roy A. Burns, Historian

Aberdeen chapter held its monthly meeting on May 27. The meeting had been postponed one week because the president, Mrs. E. H. Solke, was attending the general biennial conference in Chicago.

After calling the meeting to order, members and guests gave the salute to the flag. The meeting then was turned over to the program committee, Mrs. Mundy in charge. Miss Gertrude Hirsch, accompanied at the piano by Miss Luymes, sang two selections.

A tonette band consisting of eight boys, students of Sacred Heart school and directed by Bob Casper, played four numbers for us. The boys were James Mundy, Richard Mahalick, Carl Schroeder, Virgil Gerry, Vernon Lohman, Irving Warner, Karvin Dupont and Michael Mitchell.

A talk on "Accidents in the Home" was given by our safety-first chairman, Mrs. Lundquist.

Membership chairman reported 210 voting and 281 contributing, a total of 491 members.

Treasurer's report showed a balance of \$144.20 April 1, disbursements \$96.40, leaving a balance, May 1, \$112.10.

Six families received relief in the past month.

Mrs. E. H. Solke announced that Lois Clocksin and Frank Hoelsing won the Lydia Byram music award this year. Also said that Aberdeen was commended at Chicago for still making the award. Mrs. Solke made no remarks about being made a general director, but Aberdeen chapter feels proud to have its president so honored.

Mrs. Weist's committee on ways and means reported clearing \$68.35. Mrs. Weist auctioned off a crocheted dresser set which was won by Mrs. J. Schock. Mrs. Anderson auctioned her set which was won by Mrs. Helen Miller.

The door prizes went to Mrs. Hatton and Mrs. Conley.

The president announced that the annual dance would be held early this fall.

Glad to report that Mrs. Pat. Ryan is home from the hospital.

Also that Mrs. Mertz' eye trouble is improving.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

Members of the Wausau Chapter enjoyed a picnic at Marathon park July 9th. Tables were spread on the spacious porches, of the brown cottage for a large number of members and a few children, with an occasional husband mingling with the crowd. The luncheon was so bountiful that it was almost a gastronomic feat. Later, Mrs. J. E. Dexter and Mrs. John Schultz won favors in the bridge play, and Mrs. Henry Rege and Mrs. E. R. Hahn were successful contenders in five hundred.

The annual luncheon and card party held at Minocqua was an event of June 11th. Among the guests were 17 from Wausau, 5 from Wisconsin Rapids, 11 from Merrill, 10 from Minocqua, and one each from Rothschild, Rudolph, Star Lake and Merrill. Favors in bridge, which followed the luncheon, were won by Mrs. J. E. Whaley and Mrs. Don Hansen, Wausau, and in five hundred, by Mrs. Grover Heath and Mrs. Frank Mattson, Merrill.

The annual May luncheon at the Wausau clubhouse on May 14, was an unusually pleasant occasion for a large number of members, with an abundant and delicious two-course luncheon served by Mrs. J. E. Whaley, assisted by her efficient committee, including Mrs. William McCarthy, Mrs. Lawrence Nowitzke, Mrs. Felix Slomski and Mrs. Edward Gongaware. Covers were placed for 50. At 2:30 o'clock, the president, Mrs. Arthur Yates, called the meeting to order, for the closing business session until autumn. Mrs. Ray Wausch, Minocqua, extended a gracious invitation to visit Minocqua June 11. Mrs. W. C. Milne, a former Wausau resident, was a club guest. Cards were played.

Dubuque Chapter

Lorena Fenser, Historian

The June regular meeting was well attended when our president, Mrs. Graham, gave a very interesting report on the biennial meeting in Chicago, May 17 and 18. Mrs. Benzer described the lovely luncheon that concluded the session.

Our annual picnic for the Milwaukee family of Dubuque was held at Eagle Point Park on June 29 and was a huge success. The weather was ideal and everyone enjoyed the outing, especially the children. When the ice cream appeared, they did it full justice and the grown-ups ably assisted. Mrs. Henry Kaiser was chairman of the committee. The menu was varied and delicious.

Our good cheer chairman, Lucille Millar, has been very busy in her efficient way, as shown by the many flowers, sick cards, sympathy cards, pension cards, and toys for sick children that have been sent out.

We are happy to report that relief this year has been less than usual as there has been need of aid for but one family.

Ottumwa Chapter

K. M. Gohmann, Historian

About 125 were in attendance at the annual picnic held in Wildwood Park on June 23. Games and contests kept the children occupied during the afternoon hours. The softball game played between roundhouse foreman Rabun's "Rabbits" and fireman Walter Yoder's "Yokels" proved to be a lively contest with the final results still in doubt for the reason that the game ended in a tie score. This, of course, is disputed by both sides, as they both claim they won, however, the two comp. operators assigned to keep score agree that the game was a tie and now both managers have agreed

that they will play the tie off next year at the annual picnic. In the "Hats Off" department fireman Squawk Hunt and manager Walter Yoder are outstanding for their home runs with the bases loaded. Fireman Whited and trainmaster Thor are also honorably mentioned for their spectacular fielding. Umpires—Ben Brown and Tom Rabun. At 6:30 in the evening all enjoyed a cooperative picnic dinner. The coffee, cream, ice cream and pop were furnished by the chapter. Mrs. W. I. Wendell was chairman of the picnic committee. The membership committee chairman, Mrs. L. Oots, has been a very busy person during the past few weeks endeavoring to get the membership up to that of last year. Meetings will be discontinued during the remainder of the summer months.

La Crosse Chapter

Mrs. Arthur N. Johnson, Historian

The Chapter held its June picnic on the 11th, at Myrick Park, each member bringing a "covered dish" and the chapter furnishing coffee, wieners and ice cream. A large attendance spent an enjoyable afternoon—the children playing numerous games and the grownups playing Bingo, 500 and Zlonchek. Prizes were awarded to the winners in the children's games and high score in the games for the ladies. Mrs. H. Troger was assisted by Mrs. Victor Hansen and Mrs. C. J. Higgins.

Meetings are discontinued until September.

New Lisbon Chapter

Mrs. George Oakes, Historian

On May 28 the 48th regular meeting of New Lisbon Chapter was called to order at the American Legion Hall. Twenty-six members and three guests were present.

The treasurer reported a balance of \$87.44. The membership chairman reported that we had 58 voting and 49 contributing members, a total of 107 which is a gain of 11 over last year and entitles us to a prize of \$20.00. The good cheer chairman reported one personal call made and one family contacted.

It was voted upon and carried that the chapter buy plants for the graves of each deceased widow and widower of the employees of the railroad. Plans were made to have a veterans' dinner after our next meeting, June 25. A motion was carried to give a gift of two dollars to each high school graduate whose mother is a member of our chapter.

We were delighted to have Miss Etta Lindskog, secretary general, present at our meeting. She talked to us informally, giving helpful suggestions and answering questions. We were complimented on being one of the 22 chapters, out of the 59, who went over the top in our membership drive.

A corsage of violets was presented to Miss Lindskog and one was also sent to Mrs. Carpenter Kendall, president general.

After adjournment, ice cream, wafers and coffee were served by Mesdames J. Shabatka, G. Gray, J. Bogert, B. Bowman, E. Karner and J. Cassity.

On June 25, the 49th regular meeting of the New Lisbon Chapter was called to order at the American Legion Hall.

The treasurer's balance was given as being \$79.67. The good cheer chairman reported 22 personal and telephone calls, one message sent and 23 families contacted. The membership chairman reported one new contributing member, making a grand total of 108 voting and contributing members.

Our chapter decided to recess from monthly meetings during July and August.

Retired Veterans' Dinner

The retired Veterans and their wives were honored at a six o'clock dinner in the American Legion Hall on June 25.

The thirty-seven people present were seated at tables which were beautifully decorated with garden flowers.

The Entirely New Lantern!
JUSTRITE "TWIN-BULB"
RAILROAD ELECTRIC LANTERN

Light to all sides plus a forward signal beam, easily seen from the end of 110 car train.



TWO BULBS ALWAYS READY

If bulb burns out, throwing switch restores light instantly.

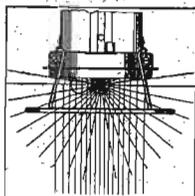
Uses standard battery and bulbs.

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Handle adjusts to any carrying position. Locks in upright position when desired. Gives firm grip—always dry—will not pull out.

How Justrite Lantern Saves on Batteries

Lighted bulb is always in center of reflector. Lantern throws forward "beam" as well as light to all sides. This principle increases "signal-power" life of battery about 30%.



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The New
AIRCO-DB
No. 10 RADIAGRAPH

A time and money saver on steel plate cutting—at an unusually attractive price.

Any railroad shop cutting steel sheets and plates in straight lines, arcs or circles will find use for at least one, and plenty of profit from its use.

WHAT THE NO. 10 RADIAGRAPH WILL DO

1. With one section of track (furnished as standard equipment) cut straight lines 5 ft. long, with either square or beveled edges. **NO EXTRA ATTACHMENT FOR BEVEL CUTTING.**
2. Cut circles from 3" to 85" in diameter, or arcs up to 42½" radius, with either square or beveled edges.
3. Cut irregular outlines to a limited degree by manual operation of torch adjusting arm. Do a clean, fast, accurate job.

Send for descriptive bulletin.

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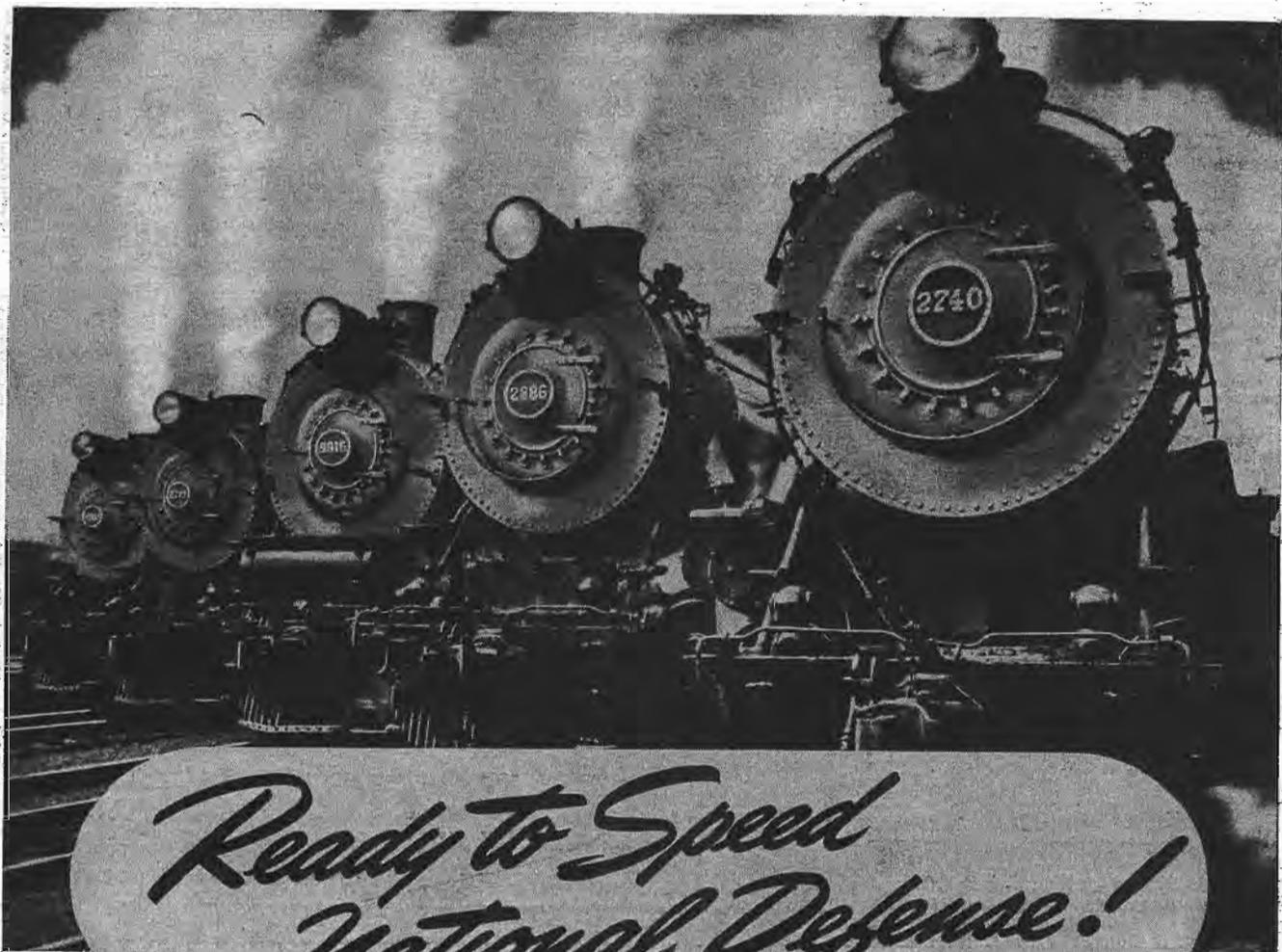
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CHICAGO



Ready to Speed National Defense!



EVERY loyal American wants to see his country prepared to meet any emergency — and a strong nation needs strong railroads.

The very size of the United States and the need for mass movement of men and supplies over long distances make railroads the foundation of national defense, as well as of our normal transportation system. Other forms of transport which ordinarily haul about one-third of our commerce supplement the railroads, but cannot take their place.

So it's sensible to ask, how is the nation's No. 1 transportation set for doing its job?

And a compact answer to that question is:

In speed and operating efficiency the American railroads today are at the highest peak in their history.

That's a strong statement. Here are the facts—

The average speed of freight trains today is 62 per cent higher than in 1920, at the close of the first World War period. Today, each freight train actually performs more than twice as much transportation service as twenty years ago.

Operating efficiency was tested and proved between August and October 1939, when the railroads handled *the biggest increase in traffic ever recorded in so short a stretch of time*—and handled it with such smoothness and skill that in the busiest week there was a daily average of 64,299 surplus freight cars in good order and ready for duty.

All this didn't just happen. Despite lean years railroads have recognized and met their obligation to keep fit. Heavier rails have been laid, better equipment has been developed, new terminal facilities have been installed, literally billions of dollars have been put into better and more efficient plant and equipment.

In the operating end, new methods have been developed for having cars available for loading whenever and wherever freight is ready to move — and for sorting and speeding freight cars through classification yards at a rate as high as 1 car in every 12 seconds.

And as an example of

how the railroads are equipping themselves to handle increased traffic, consider this fact: In the first six months of 1940, they placed in service more new freight cars than in any like period in the past ten years.

All of which shows that railroad men know their business—and are awake to their responsibilities.

As an essential arm of national defense the railroads should be strengthened and supported by sound and impartial public transportation policies.

★ ★ ★

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