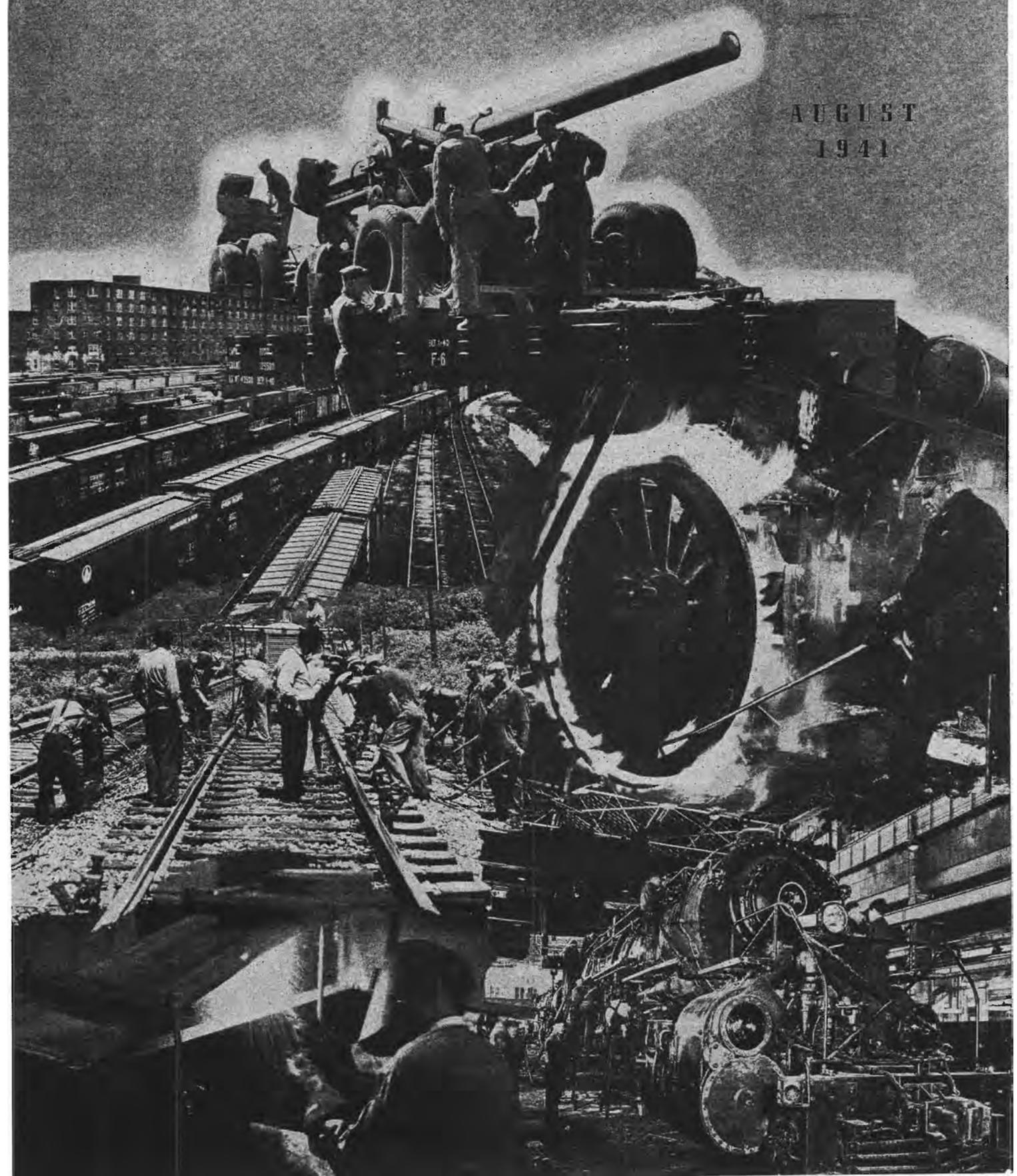


# THE MILWAUKEE MAGAZINE

★ ★ ★ ★

AUGUST  
1941





H. A. Scandrett,  
trustee

# “We Have



**W**E meet in momentous and highly confused times. In the field of foreign policy we have “many men of many minds,” and about the only point on which there can be full agreement is that we are living in an intensely interesting period of the world’s history. What is our particular concern today arises from the fact that our nation is engaged in a tremendous program of preparedness and that adequate transportation is a number one essential to the successful functioning of that program. Because this is so, we railroaders have but one thought and one aim—to do the greatest job of railroading that has ever been done. There are skeptics in certain quarters who doubt the ability of the railroads to handle the tremendous volume of business that lies ahead. They are wrong—we can do it. A great opportunity is before us—the opportunity to prove to the people of this country that we have the courage, skill, resourcefulness, initiative and determination to do the job—in a word, that we have what it takes.

I’m not going to weary you with statistics with which you are already familiar as to improvements in operating methods, the greater speed of trains, improved cars, locomotives, roadbeds and tools, control of inventories, important as they are. Nor am I going to tell you that we will be all right if we go on from here just as we are, because you and I know that isn’t so. We are not yet doing the job as it needs to be done, must be done, and will be done. We’ve been through a long, long period of slack business. It has taught us a lot about economical operation, and that’s the reason for the vastly improved operating results with the increased traffic of recent months. On the other hand, we have had a surplus of cars for a long time, and as a result we have become somewhat lax in some of our practices with respect to them. In preparing for the big test, we have found on The Milwaukee Road—and I dare say we are not unique in this—that we must make a lot of changes in the way we have been handling both company material and revenue freight, if every car is to be made to do its full quota of work. We have already done much to this end—much remains to be done. We, and I am speaking of all of us, are now doing a better job of railroading than ever before. We must do even better, and we will.

There are those who are looking for an excuse to justify a demand that the government take over the railroads. They are disappointed none has so far arisen. Of course, in our own interest, you and I do not want that to happen, but we place our opposition on a higher plane than merely what is good for us. That is only incidental. The controlling consideration is what is best for the country, and we know we are better able than any government agency to get the maximum of productive effort and efficiency out of these great properties.

How shall we do it? It will not be done by oratory or by anything anyone *says*. It will be done by every man on every railroad dedicating his best thought and effort to his own job and by all pulling together as a single team. We will have a lot of help, for, while there are a few people who are not sympathetic to what we are trying to do, there are thousands of shippers who are pulling for us, not only wishing us well, but willing and anxious to do their full part in aiding our program. I spent a day, two weeks ago, in attendance on a meeting of the chairman and other representatives of the National Association of Shippers’ Advisory Boards. I was tremendously impressed with the grasp these men have of the problem and the enthusiastic response they are making toward its solution by heavier loading, care in ordering equipment, prompter loading and unloading, cleaning of refuse in cars they unload so they will be fit for other loads, and in many other ways. They are alive to the situation and I left the meeting convinced that the great body of shippers will do their full part as the needs of the situation are brought home to them. They are with us and need only to be told by us what they can do to help. The present situation is made to order for the members of the Shipper Advisory Boards—and we are most fortunate to be able to call on them. Their help will be of tremendous value.

I am not going to attempt to tell you the things you can and should do to improve to the limit your work and methods. You know far better than I, for instance, how vitally necessary it is at this time, when shortages of essential goods are developing, to take every precaution to protect your materials and supplies from the hazard of fire, to be forehanded in providing necessary stocks, to insure maximum loads

# What It Takes”

*A Talk Delivered by H. A. Scandrett, Trustee, Before the Nineteenth Annual Meeting of the Purchases and Stores Division of the Association of American Railroads on July 10 at the Palmer House, Chicago.*

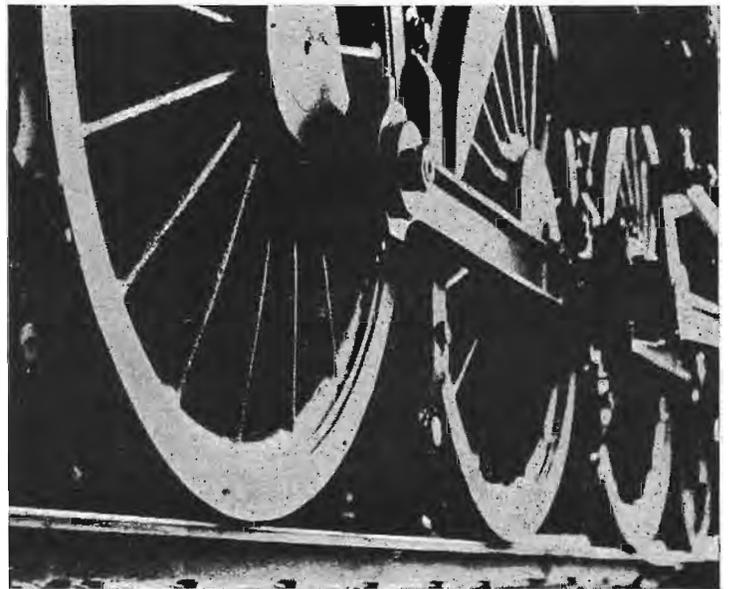
of materials you order and in the cars you load from storehouses, to make sure there are no unnecessary car delays chargeable to you, to work more closely than ever before with other departments, and with the great supply industry which, as always, sees eye to eye with us and will do its full part in bringing our efforts to a successful conclusion.

Because of the experience in 1917-1918 we are sometimes told that with the increase in traffic that is in the offing an acute car shortage is inevitable. It would be fatuous for me to assert, since the volume of the impending load is unknown, that there will be no car shortage, but the experience in 1917-1918, without analysis of the causes responsible for the congestion that then tied the transportation knot, may be most misleading. We have learned much from that experience. The difficulty was *not* a shortage of car ownership. More cars then might well have made the situation worse, because the wholesale issuance of priority orders resulted in congestion in the terminals, particularly in the East and at the ports, making the cars warehouses instead of transportation units. As more cars were loaded and moved to the terminals where they were *not* unloaded, each additional car but added to the congestion. In the past year government and railroad officers have worked out adequate control measures which I need not discuss but which I have every confidence will effectively prevent a repetition of the conditions that were responsible for the debacle in 1917 and 1918.

A gigantic task is ahead which I do not seek to minimize. The carloadings in 1940 were 7.2% greater than in 1939. In the first six months of 1941 they were 17.3% greater than in the corresponding period of 1940. The defense program is just getting well underway, and the peak load it will impose on our transportation facilities is ahead of us, though it should also be remembered that vast quantities of construction and raw materials have already moved and without any serious delay or congestion. The railroads, too, have demonstrated their ability to handle heavy troop movements and without interference with their other traffic. They are taking in stride the heavier demands as the preparedness program swings into action at an increasing tempo. I have railroaded a long time, and never have I known a

more enthusiastic determination to do a job and do it right than is manifest throughout our industry today.

This is no sprint—no 100-yard dash—it’s a long, grueling grind. It calls for stamina and fortitude. It requires of every individual the best effort of which he is capable. It demands team work of the highest order—within each department and organization, team work among all the railroads, teamwork with the government, shippers, the supply industry and all other industry. I repeat, it won’t be done by any-



thing *you* say or *I* say or anyone else says, but by the hard, intelligent, and concentrated effort of each one of us in our own field and all working and pulling together. Nothing less will do. Only with this spirit and with this determination will we accomplish our great purpose.

I have spent my life in the railroad game. To me it is the greatest game in the world. I know the stuff of which good railroaders are made. I know their ability, resourcefulness, devotion and fundamental patriotism, and so I do not doubt the outcome. The job will be done and well done.

# THE MILWAUKEE MAGAZINE

UNION STATION BUILDING. CHICAGO

VOL. XXIX AUGUST, 1941 No. 5

Published monthly by the Chicago, Milwaukee, St. Paul & Pacific Railroad for free distribution among its employees.

MARC GREEN,  
Editor

A. G. DUPUIS,  
Manager

Single Copies, 10c Each—Outside Circulation, \$1 Per Year. U. S. Postage on This Magazine Is Three Cents.

## The Cover

Railroading has come to be more than railroading. We who work the throttle, the telegraph key and the welding torch, who wield the spike maul and swing the lantern, are engaged in a labor that is fundamentally patriotic. For the job railroaders were doing was well done—but it is now being done still better. We are faster in the shop, in the office, and on the rails; and the railroad man looks with greater pride as the long strings of loaded cars rumble by. Rallying to the nation's defense effort, the railroads are performing a tremendous task.

In this day, railroading is more than railroading—it is love of country made manifest by unflinching service to the greatest nation on earth at a time when her need is the greatest.

## Railroad Taxes 25 Per Cent Higher than Last Year

**R**AILROAD taxes for the first five months of 1941 reached a total approximately 25 per cent above the figure for the corresponding period of 1940. Taxes for the first five months this year amounted to \$38,764,577 more than for the like period last year. If the same rate of increase is maintained through the remainder of the year, the railroads' 1941 tax bill will closely approach a half billion dollars, and it may pass that figure. It therefore looks now as though railroad taxes this year will be at an average rate of about \$1,100,000 a day.

## F. H. Jeffrey, Assistant Treasurer



F. H. Jeffrey

**F.** H. JEFFREY, formerly auditor of station accounts, has been appointed assistant treasurer for the trustees, effective July 1, succeeding R. P. Rockefeller, who died June 22.

Mr. Jeffrey, who was born in Edinburgh, Scotland, in 1889, came to the United States with his parents in 1900, and in 1904 obtained a job as clerk with the Chicago and Eastern Illinois Railroad. He held various positions with that company until, in 1913, he was employed by the Chicago, Terre Haute and Southeastern Railway; from March, 1918, to October, 1921, he was assistant auditor of that company. He came to The Milwaukee Road in November, 1921, and, up to the time of his appointment as assistant treasurer, occupied the position of auditor of station accounts and credit officer, in which capacity his name became very familiar to everyone on the road.

Coincident with Mr. Jeffrey's appointment, the Accounting Department transferred to the Treasury Department jurisdiction in matters pertaining to extension of credit for the payment of transportation charges under the regulations prescribed by the Interstate Commerce Commission; jurisdiction has also been transferred in matters pertaining to the acceptance and administration of indemnity bonds for the release of "order" bill of lading and "advise" shipments in the absence of the bills of lading or delivery orders, which matters were heretofore handled by the auditor of station accounts.

William Kruckstein, formerly ticket auditor of the road, has been appointed auditor of passenger and station accounts, with offices in the Fullerton Avenue Building, Chicago.

## Owen T. Cull

Owen T. Cull, assistant freight traffic manager of The Milwaukee Road, died at his home in Chicago on July 16, following a short illness.

Mr. Cull was born in Chicago on July 23, 1888. He entered service in the General Freight Department in 1903, and his entire business career was with our railroad.

In March, 1920, he was transferred to Dubuque, Ia., as division freight and passenger agent. Two years later he returned to Chicago as assistant general freight agent. In January, 1927, he was advanced to the position of general freight agent, and on May 1, 1938, was appointed assistant freight traffic manager.

Surviving are his widow, Mrs. Catherine O'Toole Cull, one son, Owen Francis, two brothers, Frank H. and James M., and a sister, Mrs. Marie L. Libbe, all of Chicago.

Mr. Cull had a great reputation in the industry as one to whom the term "railroad man" applied strictly. The intense interest he took in The Milwaukee Road and in railroads generally was for him not a livelihood alone, but was his recreation and his hobby. That fact, perhaps, explains why it was truthfully said of him that when he undertook a job he did it better than anyone else.

The passing of Owen T. Cull has been a shock and an incalculable loss to the railroad and to his host of friends and admirers.

## Charles N. Bainbridge

Charles N. Bainbridge, former engineer of design, passed away on July 1 at his home in Lombard, Ill.

He was graduated from the Pennsylvania State College in 1907, and spent some time teaching surveying, hydraulics, and structural engineering. In 1909 he came to The Milwaukee Road as a draftsman, in 1912 was promoted to squad foreman, in 1914 to office engineer, in September, 1918, to assistant engineer of bridge maintenance, and in December, 1918, was made engineer of design, which position he held until he left the service in 1933. During this period the road rebuilt and double-tracked much of its main line mileage. He handled his work in a most efficient and satisfactory manner, and was well liked by his associates and those with whom he did business.

After leaving The Milwaukee Road he was employed on a number of important structural projects, for which his experience qualified him, and he was a great help in his community, acting as trustee for the Village of Lombard, where he resided, and a member of the Zoning Board for many years.

The employes of the road extend their sincere sympathy to Mrs. Bainbridge, her daughter and son.

## All Hands at Work In Transportation

**A**LL the wage earners in the Dominion of Canada would be required to man transport facilities, if all the land transportation in the Dominion were afforded by highway, according to a calculation made recently by F. A. Gaffney of the Research and Development Department of the Canadian National Railways.

"If highway carriers could handle all the traffic in the areas in which they operate, at a cost cheaper than rail costs," Mr. Gaffney stated, "the solution of the problem would be very easy—turn over all the traffic to the trucks and abandon the railways. I have done a little calculating as to the possibility of all land transport in Canada being provided by highway; I find that it would require that every wage earner in the Dominion be engaged in providing the transport facilities. There would be no one left to produce the goods to be moved."

The situation in that respect is the same in the United States. If the claims of truck interests as to the number of men now employed in truck transport in this country are accepted, along with official figures as to the proportion of the country's total traffic now being transported by highway, it is at once clear that the *whole wage earning population of the United States* would have to be put at work in the truck business, if the trucks were to take over the whole land transportation job.

## Tact

There is no doubt that by personal contact we may influence and impress others more effectively than by any other means.

Tact is an essential element of conversation. It is the ability to feel and to sympathize; that sensitive perception which enables one to do and say the right thing; that nice discernment which enables one to put himself in the place of another. Tact is a quality of the heart rather than of the head.

It may be cultivated and developed as a distinct asset in our contacts with the traveling and shipping public.



## Shipper Confidence in Railroad Ability

**T**HE shipping interests of the country are confident that the railroads, under private management, are able to carry all the additional load the defense emergency will develop. At a special meeting in Chicago of the National Association of Shippers Advisory Boards, which includes in its membership representatives of business originating more than three-fourths of the country's total freight tonnage, a resolution was adopted expressing that confidence. The resolution adopted was as follows:

"Be it resolved by the National Association of Shippers Advisory Boards

that it has full confidence in the ability of the railroads in the United States to perform, under private management, with the cooperation of the shipping public, the transportation services to be required of them by the national defense program."

Mischa Elman and Jascha Heifetz were lunching together. The waiter handed Mr. Heifetz a letter addressed "To the World's Greatest Violinist."

"This must be for you, Mischa," said Heifetz, passing the letter.

Elman shook his head. "No, it's yours, Jascha."

Whereupon they decided to have the waiter read it. He opened it and began: "Dear Fritz—"

## Speaking of That Ounce of Prevention . . .



**A**T THE time the Safety First story went to press with the rest of the July issue of the Magazine, the facts pertaining to the Lines West get-together were not available, nor was the above picture. So, here we come with the tailpiece. The special Safety First Meeting of all officers on Lines West was held at the Olympic Hotel in Seattle on June 25, bringing to a close the road's most intense drive toward the tremendously important goal of safe practices for and by the employees.

That "It is better to prevent than lament" was accentuated in the address of L. J. Benson, assistant to chief operating officer, and his remarks were amplified by N. A. Ryan, general manager, Lines West, on several occasions during the course of the meeting, which occupied the entire day. The 148 officers present were also addressed by J. N. Davis, assistant to trustee; Dr. H. E. Allen, chief surgeon, Lines West; and by N. A. Meyer, superintendent of transportation.

All of the Lines West officers who participated in the meeting covered the subject assigned to them in masterly fashion and in each instance emphasized the necessity for efficiently training the men on how to do their work carefully and in line with the safety rules.

A number of officers from Chicago and Milwaukee also went to Seattle for the purpose of addressing those assembled.

# Elmer Is Coming!

*With the Help of The Milwaukee Road, the American Legion, That Great Cross Section of America, Lays Plans for the Siege of Milwaukee*

MILWAUKEE is going to be a very lively city and The Milwaukee Road a very busy railroad about the middle of September when Elmer, that fun-loving, patriotic, devil-may-care solid citizen who typifies the American Legion, descends 100,000 strong on Wisconsin's leading city. Preparations for the Legion's 23rd annual national convention are going into the last lap, and the big days of Sept. 15 to 18 bid fair to be the largest and most glorious in Milwaukee's history, Elmer being quite a guy.

The convention of the Legionnaires is perhaps the largest in the world, and its annual parade has a similar reputation, but Milwaukee will do a good job and be a good host. It is the city of "gemütlichkeit," and everywhere throughout the city and its suburbs families have volunteered to open their homes and turn over their guest rooms to the thousands who cannot be otherwise accommodated. Colleges and school boards, fraternal organizations and private clubs have surrendered their buildings to be used for housing, reunions, and other gatherings.

## Elaborate Plans Necessary

Naturally, this vast influx of visitors poses many problems, but the Legion's long experience comes to the fore through a full-time convention director who moves into the convention city immediately and guides the local Convention Corporation in formulating its plan. It takes a force of 3,000 Legionnaires and members of the American Legion Auxiliary to handle the details. They



Elmer at his best! At the convention in Boston last year the members of the band of Fort Lauderdale (Fla.) Post tossed their pretty drum majorettes to their shoulders and presented what might well be called the perfect picture of a Legion Convention. In Milwaukee this year the picture will be seen again in a thousand varying forms.

have been working days, nights and Sundays for months already, and have the arrangements well in hand.

Milwaukee Roaders can appreciate that this means problems for them to solve, too. The road will, perhaps, handle a bigger share of the traffic than it has ever been called upon to handle at previous Legion conclaves. The demand for trackage will be great, because word has been sent to all states giving notice that the hotels are sold out, and that parked sleepers should be

used for housing. Every bit of track-age within convenient distance of downtown will be pressed into service for a sleeper city, with an estimated total of 250 coaches to be thus employed. The Traffic Department at Milwaukee has a super-task to perform, and has devoted many hours already to the charting of the movement of rolling stock.

Milwaukee Road Legionnaires who will have the privilege of attending the convention will find a special brand of hospitality awaiting them. Plans are

ing formulated by Milwaukee Road st No. 18 of the Legion at Milwaukee to entertain them royally during their stay. Dances and other events have been held to raise a fund with which to defray the expenses. An entertainment center will be established which all Milwaukee Roaders will be invited to become their hangout during the convention. It won't be the underground, despite the cartoon in The Madger Legionnaire, Wisconsin's Legion publication, picturing the railroad as billeted there.

### Record Entertainment Planned

With generous funds supplied by the State of Wisconsin, the Milwaukee County Board, the Milwaukee Common Council and the business men of the city, the Convention Corporation is out to set a new record in the matter of entertainment. After each conventioner pays his registration fee of \$2.00, his entertainment will cost him nothing, despite its scope. He will be given a book of tickets estimated in value at \$5.00 worth of admissions. In the book are four coupons admitting him to four of the leading breweries, where street bars will be set up and the amber liquid will be served free, to the capacity of the taker.

An idea of the amount of entertainment planned is indicated by the daily schedule, which is briefly as follows:

**SUNDAY, SEPT. 14**—Patriotic and religious service at the Blatz Temple of Music in Washington Park, plus band concerts and other amusements.

**MONDAY, SEPT. 15**—Band, drum corps and drill team contests, concluding with the parade of champions in the evening at Marquette Stadium, the glittering maneuvers of the finest musical organizations in the nation. Lakefront show at Juneau Park, "Milwaukee on Parade," with various nationality groups typical of cosmopolitan Milwaukee putting on dances, folk songs, and instrumental music in Old World costumes.

**TUESDAY, SEPT. 16**—The 12-hour convention parade, starting at 1:00 a. m., with displays of patriotic pageantry. In the evening a lakefront show, "Schenley Carnival Night," a \$25,000 production put on by Schenley Post of the American Legion, New York City. There will be gorgeous stage presentations in rich costumes by dancers, Hollywood parade girls and a vocal ensemble. In the arena will be thrilling acrobatic, trapeze and



Bob Hope, one of radio's top comedians, and a favorite in the movies, will be one of the headliners on the entertainment program at the convention. Arrangements have been made through the courtesy of Paramount Pictures, Inc., the National Broadcasting Company, and his sponsors for his personal appearance. He will be master of ceremonies at the National Commander's banquet.

(Photo by courtesy of Paramount Pictures, Inc.)

high wire feats by some of the best performers in the nation, along with clowning tumblers, jugglers and "monkeys" in the aerial rigging. Fireworks will be the concluding feature.

**WEDNESDAY, SEPT. 17**—Another lakefront show with entirely different costumes and acts, put on by the same cast as the previous night. At the conclusion there will be a \$5,000 fireworks spectacle furnished by Lieut. August U. Pabst Post of Milwaukee. It will present in pyrotechnic art the scenes familiar to the doughboys of 1917 and '18, the entire history of the World War.

Then there are the convention's official sessions, where notables will appear, including Bob Hope and Pat O'Brien, of radio and movie fame. Vital issues concerning the critical status of the nation will be debated prior to the adoption of resolutions. Reunions, banquets and parties are on the busy schedule for the five days.

Seating arrangements have been

A view of downtown Milwaukee, with the Court of Honor in the foreground. The big parade will move along here on its way to the center of the city.



made to accommodate approximately 50,000 during the parade on Kilbourn Avenue, and for a like number at the lakefront bowl. Milwaukee and Milwaukee Road Post No. 18 invite all to come, for they will be assured of experiences they will remember the remainder of their lives.

## Stray Bits

### Conscience Money

**A** STRANGE letter, signed by "A Friend," arrived in the road's office in Montevideo, Minn., recently, containing \$5.00 and some definitely surprising information. The writer of the letter explained that several years ago he broke into a watermelon car and did some slight damage, besides taking a couple of melons. The \$5.00 was a down payment for coverage of the loss.

### Idea

A letter received by the Association of American Railroads recently from Major A. J. Russell of Eureka Springs, Ark.—a city of about 7,000 population—reads as follows:

"Since we receive taxes from the railroad company and receive nothing from the trucks except the wearing out of our streets and the congesting of our traffic, the commissioners of Eureka Springs felt that we should require goods purchased by the city to be delivered here by rail. We have a rubber stamp which we place on all orders sent out by the city and which I show below:

THIS ORDER WILL NOT BE ACCEPTED UNLESS THE GOODS ARRIVE IN EUREKA SPRINGS BY RAILROAD."

### Model for Mexico

High ranking officials of the National Railways of Mexico arrived in Marquette, Ia., early in July for the purpose of studying the signal system in use by The Milwaukee Road on the long, steep grade between Marquette and Monona, Ia.

In point of safety and efficiency, the signal and switching system there employed is regarded by experts as the best in the United States. From Marquette, on the Mississippi River, to Monona, 14.6 miles west, there is a rise in elevation of 590 feet, or an average rise of 40.4 feet per mile. The trackage winds through a section known as Iowa's Little Switzerland, and, because of the nature of the terrain traversed, presented an engineering problem similar to that which the Mexican officials are attempting to solve in their own country. Both the electric switch system and the electric block system are used over the Marquette-Monona stretch, making it practically impossible for a train to enter the stretch while another train is approaching.

*People Ask How  
Trains Run Despite Bombings.  
Here Are Some of the Answers.*

## British Railways Carry On

**T**HOUSANDS of bombs have fallen on British railroad tracks during the past year, but trains continue to run right through air raids, and damage to the tracks is usually repaired within three or four hours, according to booklets issued by the British railways. Rarely does damage to a railroad line or station require more than 12 hours to repair sufficiently to have trains running again.

At the beginning of intensive air attacks on Britain, the British railroads restricted the speed of trains to 15 miles an hour during air raid "alerts." When experience showed that this was unnecessary as a safety precaution, speeds were raised to 25 miles an hour during daylight air raids and 15 miles an hour during night raids. Further experience has resulted in raising the speed limits to 50 miles an hour daylight and 30 miles an hour during blackout "alerts."

How the railroads deal with air raids, however, is but one of the interesting aspects of war-time railroading in Britain. The necessity of complete blackouts of yards and terminals at night has concentrated the business of loading and unloading freight into the daylight hours. To get the utmost service out of their wagons ("wagon" being British for freight car) this work goes on through all daylight hours.

Blacked-out terminals add greatly to the difficulty of switching operations, or "shunting" as the British call it, but much experimental work has been done to screen from air view the electric signal lights, the glare from locomotive fire boxes and the ground flares used in the yards by "fogmen." Systems of reduced lighting which may be cut off at a moment's notice by one master switch have been installed in many yards, as well as inside the nearly 7,000 passenger stations in Britain.

Emergency wartime lighting which does not show outside the carriage windows has been installed in 46,000 passenger vehicles also. All trains are run "dark" during air raid alerts, except that in the dining cars the lights continue to burn dimly, under the control of a trained employe at a master switch.

Signal lights along the way continue to burn, also, but they are effectively hooded so that they are practically invisible to enemy aircraft at the heights they normally fly.

Wrecking trains, stocked with track materials, steel girders, timbers, signal wires and other supplies, are held in readiness, with steam up. Special fire-and-bomb cars, developed by the British railroads to fight incendiary

fires and deal with unexploded bombs, are spotted at strategic points also. Such cars carry portable fire pumps, which can be skidded from the car and moved to the fire, shovels to bury incendiary bombs with sand and earth, snuffers to smother incipient fires, and tongs for handling unexploded bombs.

To replace some of the more than 50,000 railroad men who have gone into the armed forces, the British railroads have employed more than 10,000 women and are seeking others. Since the new railway women handle express or "parcels" traffic, among other duties, the railroads are urging the public to cut down the size and weight of parcels so that they can be handled by women.

In spite of these and other difficulties of operation, not the least of which is the impossibility of planning major transportation movements in advance, the railroads continue to handle the traffic. Schedules may have to be broken up and trains rerouted at any time because of bomb damage, or to make way for "Q traffics," which is the name given by the British to expedited special trains carrying commodities or persons of paramount importance at the government's order. More than 50,000 such special trains have been run since the beginning of the war. Special long-distance coal trains, over and above the normal daily movement, have numbered as many as 1,000 a month.

The heaviest concentrated movement of persons during the war was in connection with the evacuation of Dunkirk, when 300,000 troops were handled from seven ports in the southeast of England within a space of eight days, without previous notice or advance preparation. As many as 100 special trains were run in a day in handling this mass passenger movement. During the period of the evacuation the railroads continued their regular services to the country as well.

"Railways form the biggest part of our war machine of transportation," Lt. Col. J. T. C. Moore-Brabazon, minister of transport, says in a foreword to one of the booklets: "There are two features of railway working which give special cause for pride and confidence. One is the astonishing powers of recovery possessed by the railways; the other is the cool courage of all grades of workers."

Among the examples given as typical of the powers of recovery of the railways is the case of a bomb explosion on a double track just above the subway for passengers at a busy station. Rails, timbers, girders, platforms were blasted, and signal cables were blown

out. Two wrecking and supply trains were rushed to the blasted station, along with gangs of men. Both tracks were reopened, the signal lines were restored, and the station was again in service within less than eight hours.

Among the typical examples of courage under fire are stories of switching crews who moved train loads of blazing ammunition to points of safety, or unloaded high explosives from cars already on fire; of men who continued work on emergency wire repairs right over an unexploded bomb and then helped the bomb disposal squad to remove it to a near-by river, and of others driving bombed and machine-gunned trains, or working signal levers in signal boxes already on fire, amid falling bombs.

### Stationmaster Retires



—Milwaukee Journal photo

**A**UGUST J. SOVIG, better known and widely known as "Gus," stationmaster at the depot in Milwaukee, retired from service on July 1 after having given the road his faithful and efficient best for 49 years.

A dinner party was given in his honor in the Lotus Room of the Plankinton Hotel on the evening of June 26, and more than 100 officers of the road and others of his associates attended. The affair, which was arranged by General Superintendent L. K. Sorensen and Superintendent E. H. Bannon, was "toastmastered" by F. J. Newell, head of the News Bureau, Chicago. They gave him a real sendoff—and a beautiful watch. The Milwaukee Chapter of the Women's Club expressed their esteem by presenting Mr. Sovig with a radio.

He has been succeeded by J. J. Crowley, formerly general yardmaster at Milwaukee.

Despite his 49 years with The Milwaukee Road, Mr. Sovig expressed himself, at the time of his retirement, as still being curious as to why it is that "the faster railroads run trains the less time passengers allow themselves to catch them."



Earl L. Manholtz and son are shown as they rehearsed in an NBC studio for their broadcast. The whole business, including the combination harmonica and oilcan, and the plug for his railroad painted on the side of the "boozophone," is the handiwork of Mr. Manholtz. The oilcan harmonica, by the way, is played by the father; Earl, Jr., was merely making sure that it got into the picture.

## Engineer Wins Prize in Amateur Contest

**E**ARL L. MANHOLTZ, a Milwaukee Road locomotive engineer in Cedar Rapids, Ia., appeared on the Maurice B. Sachs amateur program, over station WENR in Chicago on Sunday, July 20, and came away with second prize, consisting of a fine wrist watch and \$40 in cash.

Mr. Manholtz is one of those fortunate who couldn't read music to save himself but can play a piano, harmonica, banjo, guitar, or just about any instrument you leave him alone with. He has a streak of inventive genius, too, and that is how he happened to build the instrument with which he won the prize—a contraption vulgarly known as a "boozophone," but discreetly referred to by Mr. Manholtz as a "musical bottle rack."

The instrument, which looks like nothing on this earth, consists of 32 whiskey bottles, some pints and some half pints, filled with alternating red, white and blue tinted water to depths required to produce given tones. They are suspended from two parallel bars and are tuned to piano pitch, with 19 "white keys" on the lower bar and 13

"black keys" on the upper. And, when Mr. Manholtz works on them with small mallets, a surprising amount of pleasant music issues forth.

The bottles, which the musician hastened to explain are not his own "dead soldiers," all bore the same label originally, as Mr. Manholtz found that the different brands were bottled in glass of varying musical qualities, and that only the one brand he chose was bottled in glass which had a bright musical resonance. It took him three years to select the 32 bottles and get them filled to just the right depths. In fact, the filling is such a very particular business that the bottles are kept filled, and that makes it necessary for them to be sealed, thus robbing them of some of their resonance; the filled bottles are no light parcel to carry around either, but that is largely a concern of Earl, Jr., the musician's 16 year old son who acts in the twin capacities of caddy and accompanying harmonica player.

Their act, as aired over WENR, started with Manholtz, Sr. and Jr., doing a harmonica duet to the tune of "Under the Double Eagle," with the

studio piano accompanist doing what he could to make as much music from his score as the visitors from Cedar Rapids were making by ear. Mr. Manholtz played a harmonica set in an engineer's oilcan, which gave the melody a muted, pleasant tone, while his son did a lively bit of harmony on a tenor harmonica. After a rousing introduction with those instruments, the duet did a shift, Mr. Manholtz tearing into his "boozophone," while Earl, Jr., continued on his mouth organ. That was what brought the house down and won the prize for them, although they had appeared with their new instrument only one time before, at a theatre in Cedar Rapids.

Mr. Manholtz has been an engineer on the Milwaukee for 19 years and prides himself on being able to concentrate exclusively on the running of his Diesel switcher when he is on duty.

"Most of the fellows I work with don't even know I have this thing," he said with a laugh, referring to his home-made instrument, "and if they knew I played it they'd think I was crazy. But it's recreation, and I get a big kick out of it."

### What's Your Hobby?



Mr. Mussweiler and Oily.

**O**NCE upon a time, Harvey J. Mussweiler of the Tax Department, Chicago, was walking through a darkened thicket of a Wisconsin forest. Suddenly he was startled to observe two bold eyes, the size of midget pie platters, staring at him.

"Whooo, whooo," moaned the strange creature. Could it be Hugh Herbert?

Armed with nothing but a button hook, Harvey stood petrified while his clicking knee caps burst into a mad chorus of "Hold That Tiger." Why hadn't he let that fellow sell him that double indemnity policy last week? Too much sales resistance—that was his trouble.

The eyes grew larger and larger. They were coming closer and closer and closer—like old age and Adolph Hitler. Finally, out walked an owl (baby owl to you).

A strange friendship was formed, with the result that today, over nine

years later, this fugitive from taxi-dermy makes his home with the Mussweilers in Milwaukee, Wis.

Would-be authorities on wild birds have been baffled by the fact that Oily, as he is now called, fits so perfectly into the domestic picture. There have been a few scattered cases in the United States of people having owls as pets, but Mr. Mussweiler will assure you with singular effusion that none has achieved the high standards of culture that Oily has.

A peek into your encyclopedia will inform you that an owl's diet consists of such things as small mammals, birds, reptiles, batrachians, and insects, each and all of which Oily pooh-poohs with great disdain. These things may have been all right for his antecessors, a rather crude and barbaric clan, but give Oily a small portion of fried egg or some baby beef liver any day! And, if you really want to top it off in a regal manner, you might throw in a piece of cantaloupe, a delicacy on which he dotes.

The encyclopedia will also mention that owls fly. Oily's habit of walking and hopping and not flying at all would, however, seem to indicate that the encyclopedia is loaded with propaganda. Traffic in the Mussweiler domain would be considerably facilitated if Oily were to take to the air, but this he flatly refuses to do, considering it beneath his dignity.

He enjoys open reign of the house with the exception of the basement, where those two deadly menaces, the washing machine and the electric clothes wringer, are to be found. He does manage to do plenty of walking throughout the day, however, and it is not at all uncommon to see him bouncing up the stairs to the second floor and down again two or three times daily. The fact that Oily is equipped with neither bell nor tail light makes for one hundred per cent agility on the part of all concerned. Luck is with him for, unlike the pin cushion, he has never been sat upon or walked upon.

Not content to be merely the star-boarder around the house, Oily is ever on the alert to see what he can do to earn his keep. For instance, when a new clock was recently brought into the Mussweiler home, Oily observed that each morning it had to be wound and checked. It happened that one morning Harvey forgot to wind the clock and Oily raised such a gosh-awful rumpus in front of the timepiece that Mr. Mussweiler had to attend to it. Now and then Harvey will forget, but Oily never does. One may surmise that Oily's grandfather was, at an early age, eviscerated and transformed bodily into the titular portion of a coo-coo clock. Hence the owl's devotion to clocks. At any rate, Oily has accepted the clock as his responsibility.

The owl has always been reputed to be a recluse. Here again Oily crosses up the experts. As a matter of fact, he enjoys nothing more than to hop on the table of an evening and, with Harvey, scan the newspapers. Of course,

## K. F. Nystrom Awarded Honorary Degree



—Milwaukee Sentinel photo

**A**T its graduation ceremony on June 11, Marquette University, of Milwaukee, Wis., bestowed the degree of doctor of engineering, honoris causa, on K. F. Nystrom, mechanical assistant to chief operating officer of the road. The citation indicated that the honor came in recognition of the distinctive work he has done in the field of railroad equipment construction.

Pictured here are K. F. Nystrom; Dr. Rock Sleyster, medical director of the

Milwaukee Sanitarium, awarded the honorary doctor of laws degree; John G. Gregory, Milwaukee historian and journalist, who received the university's distinctive civic service award; the Rev. Raphael C. McCarthy, S.J., university president, and Captain William F. Amsden, U.S.N., naval reserve director of the Ninth Naval District, who administered the oath of office to student recipients of naval reserve commissions.

Employer: "Surely, Miss Jinks, you know the King's English?"

Typist: "Of course he is. Whoever said he wasn't?"

"Joe, you carry the baby and let me have the eggs. You might drop them."

"Isn't this an ideal place for a picnic?"

"Yes! Fifty million insects couldn't be wrong."

he can't read, but with conditions as they are today, perhaps it is an advantage.

Or, there is the radio, a great favorite of Oily, where he whiles away many an hour, one eye focused on household activities and the other eye closed. Perhaps at such times thoughts run through his mind of how different his life might have been if Harvey hadn't found him. He is very content, though, just as he is now, leading his sheltered existence. Had he remained in the forest he might have been a feather duster by this time. Who knows?

RUSSELL LARSEN,  
Tax Department, Chicago.

Inquisitive Old Lady: "Conductor, what makes the train late?"

Conductor: "Wash out on the line."

Inquisitive Old Lady: "My goodness, some women pick the funniest places to hang their clothes."

The nurse entered the professor's room and said softly: "It's a boy, sir."

The professor looked up. "Well, what does he want?"

To avoid that run-down feeling, cross crossings cautiously.

Wakened by the loud ringing of the telephone in the early hours, the battalion doctor sleepily picked up the receiver and grunted into it: "Yes, what do you want?"

"Look here, doctor," came the agitated reply. "We've been having a party in the mess, and I'm terribly worried about Major Twiggle."

"What's wrong with him?" snorted the doctor. "Is he seeing pink elephants or something?"

"That's just the trouble, sir. The room's full of 'em and he can't see one!"

"Hell, yes," said the Devil, picking up the telephone.

# Service Clubs



The Madison (S. D.) Elks Band, bedight in brand new uniforms, provided the music for the Joint Service Club picnic at Lake Herman on June 13.

## Lines East

### SERVICE CLUB SIDE-LIGHTS

By Lisle Young  
Public Relations Representative  
Aberdeen, S. D.

#### Joint Service Club Picnic at Lake Herman

Entertainment deluxe was furnished those who attended the joint picnic at Lake Herman, near Madison, S. D., on Sunday, June 13. About 300 members of the Madison Junius Springs, Calumet and Madison Bristol Clubs pooled the best salads, pies and cakes that their women folk could whip up, and believe me, it made a sumptuous table.

The Madison Elks Band, resplendent in new uniforms, furnished excellent music,

which is so necessary to the life of any party. The Izaak Walton League very graciously offered the use of their beautiful club house, the exterior of which is of stone, while the interior is finished in polished logs with a huge stone fireplace at one end.

The picnic committee appointed by Chairman J. A. Broderick consisted of John Casey, Frank Kovalski and F. L. Crabbs, who were assisted by Mrs. Callies, (president of the Women's Club), Mrs. J. A. Broderick, and Mrs. E. Kuchenbecker.

#### Missouri River Valley Club

The very promising small grain crop and how to help take care of it was the subject for discussion at the business meeting of the Missouri River Valley Club on June 22. This meeting was held in the pleasant surroundings of the Country Club on American Island at Chamberlain after a very delectable picnic lunch served by the ladies. Good business in general was reported, and all were very pleased with the service of the Midwest Hlawatha. Golf and bridge provided entertainment after the meeting. Honors go to Chairman J. W. Simon and the ladies for this pleasant afternoon.

#### West End Club

Meeting was called to order by Chairman A. J. Gorman on June 18 at Tripp, S. D., for a regular meeting of the club. Talks were given by H. M. Stuben, T.F.& P.A. from Sioux City, and A. W. Bahr, roadmaster of Yankton, S. D., and a general discussion was held on causes of damaged freight and ways of preventing this expense.

#### Gillick Club

Chairman William J. Wisch presided over a meeting of the Gillick Club on July 8, at Chanhassen, Minn. Matters of business were taken up and a general discussion of crop conditions was held. Emmett Burke, captain of police from Aberdeen, and George Benz, T.F.A. from Minneapolis, were present and each expressed pleasure at being able to attend and complimented the club on attendance and good work.

#### Mid-Southern Club

The picnic season is all too short for members of this club and they are taking advantage of it while it lasts. A picnic lunch was served at their May 11 meeting at Fairmont, another successful picnic was held at Fox Lake Park, Sherburn, Minn., on June 15, and another scheduled for July 13 at Jackson, Minn.

These folks really take the traffic tip plan apart and put it together again in their efforts to make it work to best advantage. Second place in tips on this division is good, but not good enough for them, and they are stretching for first place. Chairman J. E. Lasley and Secretary Helen Holden are to be congratulated on these regular, well attended meetings.

### Number of Traffic Tips Reported by Traffic Tip Supervisors on the Divisions Shown Below During the Month of June, 1941

Division	Passenger Tips	Freight Tips	No. of Tips		Division	Passenger Tips	Freight Tips	No. of Tips	
			Per 100 Employees					Per 100 Employees	
Madison Division	436	8	65.1		Chicago General Offices	131	65	10.5	
Seattle General Offices	86	10	56.8		Milwaukee Division	70	63	10.2	
I. & S. Minn. Div.	105	218	41.4		Rocky Mountain Div.	74	12	9.4	
Superior Division	33	147	30.4		Kansas City Div.	30	25	7.4	
Dubuque & Illinois Div.	174	197	26.9		Coast Division	92	14	7.2	
Hastings & Dakota Div.	152	47	18.4		La Crosse & River Div.	120	15	6.8	
Iowa and Dakota Div.	211	54	17.3		Twin City Terminals	92	22	6.1	
Trans-Missouri Div.	93	16	11.8		Milwaukee Terminals	155	23	4.7	
Terre Haute Div.	7	96	11.4		Chicago Terminals	37	102	4.5	
Iowa Division	94	61	11.1		Miscellaneous	3	2	0.8	
<b>TOTALS</b>						<b>2,195</b>	<b>1,197</b>	<b>12.6</b>	

## ACTIVITIES IN GENERAL

By J. B. Dede  
Public Relations Representative  
Marion, Ia.

### Marion Line Club Fetes Agent Gallaher

On the evening of July 17, in the town hall at Williamsburg, Ia., the Marion Line Club held a going-away party for Mr. and Mrs. George Gallaher. On June 30 Mr. Gallaher retired as agent at Williamsburg, after having served the road for 47 years, all of which time was spent on the Kansas City Division.

A pot luck supper was served by the ladies of the club to over 100 well-wishers. Merwin Jones of Williamsburg sang, and Chairman C. C. Carnes gave a very appropriate talk entitled, "The March of Time"; he started at the beginning and reviewed Mr. Gallaher's railroad career up to the time of his retirement.

A pantomime entitled, "That Old Sweetheart of Mine," was presented by a group of Williamsburg people under the direction of Mrs. C. C. Carnes.

Leonard Knight, agent at Sigourney, presented the Gallahers with a two-piece suite of Samponite luggage, a gift from the club. Short talks were made by several individuals, including one by Superintendent F. R. Doud.

Mr. Gallaher, while agent, enjoyed a reputation for having the most beautifully landscaped station grounds on the system, all of which was the work of Mr. Gallaher himself, with, perhaps, a bit of floricultural advice now and then from Mrs. Gallaher. An article entitled, "When Is An Agent More Than An Agent?" in the December, 1939 issue of the Magazine told of the unusual care he took in presenting his railroad to the people of Williamsburg.

Mr. and Mrs. Gallaher have two sons, Maine A. Gallaher of Yuma, Ariz., who is farm security administrator for Yuma County, and Dr. George L. Gallaher of Harlingen, Tex., where they will go to make their home in the fall.

### Marion-Cedar Rapids Club

Ray Naylor, vice chairman of the Marion-Cedar Rapids Club, assisted by his wife, two daughters and two sons, treated about 80 picnic-hungry Milwaukee Roaders to a picnic at their summer cottage on Delhi Lake at Delhi, Ia., on June 21.

Mr. Naylor saw to it that the men were furnished with boats and bait for fishing, and that the women who cared to have a turn around the lake were provided with motor boats. Mrs. Naylor entertained the women who preferred to stay on shore. The two sons kept the entertainment rolling along for the boys in the crowd, and the two daughters did the same for the lassies.

Living up to his reputation as the perfect host, Mr. Naylor had a supply of live fish on hand so that the small children who were fishing would not be disappointed. He would get someone to distract their attention long enough for him to pull the lines out of the water, hook on live fish, and get them back into the water. The delight of the children went completely out of bounds.

The outing proved to be about the most fun of anything yet done by a Service Club group.

### Iowa Great Lakes Club

On June 22 the Iowa Great Lakes Club held a picnic at Gull Point on Lake Okoboji, with about 50 present.

Due to the distance that many of the employes had to travel, the picnic dinner was late getting under way, but everyone was in just the right mood for it when the time came. After dinner, those who felt like taking a long hike through the

woods around the lake did so, while others fished and still others lay supine beside the table, regretting. What with plenty of fresh lake breeze, plenty to do and plenty to eat, everyone enjoyed himself.

### Ottumwa Club

The Ottumwa Club, extending their civic activities, have joined forces with the Business Builders of Ottumwa and, together, they are preparing to sponsor a movement in September to be called Industrial Days. The closing day of the celebration (which will likely last about four or five days) will be known as Milwaukee Day, and will be marked by a big picnic at Leighton Park. Employes throughout the Kansas City Division, together with their families, will be invited to the picnic.

The group is hopeful of getting Mr. Wallace, Vice President of the United States, as its main speaker. An enormous crowd is expected to witness the various events which will feature the celebration, and The Milwaukee Road will again be favorably presented to the people of the community.

### Albert Lea Club

The Albert Lea Club met on June 18 in the passenger station at Albert Lea, Minn. This group is carrying on a traffic tip campaign which is more than active; judging by the last report, about 90 per cent of the members turned in tip cards for the month of June.

At the club's last two or three meetings the members have also demonstrated their ability to plan after-the-meeting lunches, although the membership is all male. At the June 18 session chow mein was the dish and, judging by the generous servings, the Chinese language should come quite easy for the boys from now on.



Among those at the picnic of the "On Wisconsin" Club and the Random Lake community were, 1. to r.: W. J. Hand, mayor of Random Lake; I. Hubing, president of the Random Lake Civic Club; H. C. Scholler, editor of the Random Lake Times; F. T. Buechler, superintendent of the Superior Division; Tom Stib, vice chairman of the "On Wisconsin" Club; F. X. Spartz, chairman of the club; and G. H. Robinson, secretary and treasurer.

### A GLANCE AT SOME OF THE CLUB MEETINGS

By E. J. Hoerl  
Public Relations Representative  
Milwaukee, Wis.

### "On Wisconsin" Club Picnics With Random Lake Folk

The "On Wisconsin" Club and the Random Lake community collaborated Sunday, June 29, in sponsoring a picnic and Hiawatha Band concert. A special train transported the Milwaukee group to and from Random Lake. Despite threatening weather, a large crowd of Service Club and Random Lake community picnickers enjoyed the fun of the picnic and the mu-

sic of the band. E. H. Bannon, superintendent of the Milwaukee Terminals, again ably performed the job of master of ceremonies. In fact, he took over the baton and did a little directing. F. T. Buechler, superintendent of the Superior Division, and a group of Green Bay Service Club members drove down from the Bay.

Within the organization of the Band we also have a swing band. In the late afternoon our java jive boys beat out some mean licks, with Louis Bashell's blue accordion notes an appropriate accompaniment. As Mr. Scholler of the Random Lake Times said, we should have had more of that.

Much credit for the successful affair should be given to Chairman F. X. Spartz and Vice Chairman Tom Stib. The club not only enjoyed a fine picnic, but made friends for The Milwaukee Road.

### Hiawatha Club, Milwaukee

With a record of 12,000 and 15,000 for an attendance at the two previous picnics, the Hiawatha Club is again rolling up its sleeves for the annual affair to be held Aug. 17, at Greenfield Park. At this writing a special train is planned to be run from Chicago. This auspicious day will also determine the winner of the 1941 Nash car to be given away by the Band. Bruno Heinrich, picnic chairman, extends an invitation to all.

### Passenger Shop Unit

Attentively sitting on the edge of their chairs, the unit listened to the Louis-Conn fight broadcast before the meeting was called to order. "We soon will be working six days a week, and people are apt to be traveling more and more by train—let's get that business if we can," Chairman Art Cluberton told the group at the June 18 meeting.

### Davies Yard and Terminal Unit

This unit is sending more boys to Uncle Sam's Army. Eddie Starosta, Joe Cienian, and Joe Kassins were bade farewell at the June 20 meeting. The road is losing three fine workers, and the Service Club three good boosters.

### Union Depot Unit

Herb Wood, Telegraph and Signal Department, stated at the June 19 meeting that it would be a good thing if the employes "tooted their horn," a little more. "Let the public know you are a railroad man," he said. Ed Bornfieth, special traffic representative, gave an excellent talk on the re-

lations of the railroads to the national defense program.

### Hiawatha Band in Mid-Summer Festival Parade

St. Paul has its Ice Carnival. Milwaukee has its Mid-Summer Festival. A quarter of a million people lined Wisconsin Avenue in Milwaukee on the evening of July 11 to witness the colorful parade which opened a joyful week of fun and festivities. The parade, the second largest in the history of Milwaukee, included bands, drum and bugle corps, floats, clowns, and whatnot. On a beautiful float, which, incidentally, attracted more attention than any other, rode the Mid-Summer Festival queen and her court. Immediately preceding the group of beauties was the Hiawatha Band. The attractive majorette,



Ambrose Sery, clown major of the Hiawatha Band, in monkey mask and costume of his very own design, very nearly stole the show at Milwaukee's Mid-Summer Festival. His baton is equipped with a swivel in the middle, enabling him to out-twirl the best of them.

Marion Corak again won the hearts of the people with her usual fine performance. Marion is in a class by herself. Bringing up the rear and adding comedy, was the clown major of the organization, Ambrose Sery, in clown costume and monkey mask.

The Hiawatha Band was extended the honor of being chosen the one and only band to lead a special parade on July 19, and that is something, considering the number of musical organizations in the city.

## Jottings

### Ripon Area Club

J. Bradley, hay shipper from Waukau, Wis., was an honored guest at the June 17 meeting. Mr. Bradley is a Milwaukee Road man at heart. The usual social which highlights these meetings was again enjoyed.

### Rockford Area Club

Ralph Johnson, director of WPA recreational activities, gave an informative talk on the objects of, and the facilities for, recreation in the Rockford area. Miss Janice Funnel entertained the group with several clever readings. A "Sunshine Fund" was inaugurated to provide greetings to sick members.

### Land O'Lakes Club

The Hiawatha Band, entertainment, games, lunch, refreshments, and fun will be offered at the club's picnic to be held at Riverside Park, Watertown, Wis., on Sunday, Aug. 24. John Steen, picnic chairman, cordially invites everyone to attend the picnic and to hear the Hiawatha Band. Here is an invitation for YOU.

### Madison (Wis.) Club

H. R. Jones, car foreman, has a heavy-weight boxer, welterweight boxer, and a weight lifter in his department. "And what's more," said Mr. Jones, "my boys can beat any Service Club member in Milwaukee." Jones stipulates that the contestants must be over 28 and not professionals. Milwaukee, here is a challenge.

Jack: "Will your wife hit the ceiling when you come home at this hour?"

Jim: "Probably. She's a rotten shot."

### Wolverine Club

There are only four stations in the entire area, Amasa, Stambaugh, Crystal Falls, and Iron River, but the upper Michigan boys are holding up their end of Service Club activities. At the June 21 meeting the club voted to hold a picnic, which took place July 20.

### Freeport Area Club

The meeting lasted from 11 a. m. until noon. Then dinner was served. After dinner, an honest-to-goodness ball game was enjoyed, and then the card players went to work. About that time the group was hungry again, and the "cleaning up process" was used. The occasion was the club's picnic which was held at Stass Woods, Sunday, June 29.

# Lines West

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

## Mount Baker Club Picnic

Despite spatters of rain that broke the hottest and driest spell in Washington's history, more than 100 members of the Mount Baker Club rallied 'round the traditional potato salad bowl at Lake Samish on July 20.

Bill Sanstedt and Clark Robinson chose sides for a catch-as-catch-can softball game. At the close of the fourth inning the game was called when the ladies pointed out that the sandwiches were becoming sodden. The score was astronomical.

The culinary experts of the Mount Baker Club did themselves proud with the bountiful basket lunch that was spread under the sheltering trees. (That "sheltering trees" line is more poetry than truth. We frantically spooned our potato salad and beans with one hand, and bailed like mad with the other. Despite our best efforts, some of the choicest morsels floated away.)

The sports program for the afternoon included horseshoe pitching, swimming, and aquaplaning. Bob Hunt, son of Engineer Hunt, gave the boys a thrilling ride on the skittish board behind his speedboat. Lawrence Hale and Bill Nicolay managed to stay top-side most of the time, but their ribs were spanked a turkey red from the spills they took on the turns.

Chairman W. H. Cobleby tried several times during the afternoon to make a little speech, expressing the gratitude of the Service Club for the fine work done by the ladies and Bill Sanstedt, the one-man picnic committee, but, what with this and that, everybody was much too busy to listen. Chairman Cobleby didn't mind. The good time everyone was having was all the evidence that anyone needed that the picnic was a whale of a success.

## Electric Club

Chairman H. W. Mellon, of the Electric Club at Deer Lodge, ruefully surveyed the rows of empty chairs at the meeting on June 10, and said that it looked as though every one was taking advantage of the long daylight hours to get in a little fishing after work.

Proof that the boys are not playing hookey all the time was Secretary H. F. Dell's report that 36 traffic tips had been turned in at Deer Lodge during the month of May. R. M. Fields, DF&PA, bore him out by reporting that business in the Rocky Mountain territory was up 50 percent over last year.

To organize the picnic which the Electric Club has scheduled for some time in

August, Chairman Mellon appointed Sam Lane (*in absentia*) chairman of ways and means, with Ed Hopkins as co-chairman; Art Woolman (another fisherman) chairman of the dance committee; and H. F. Dell, to handle publicity.

It is hoped that by August the boys at Deer Lodge will have their fill of fish, and will have worked up a red meat appetite.

## Puget Sound Club

There are several distinct techniques of gavel wielding, such as the apologetic tap-tap, the impersonal knock-knock, the irate bang-bang! et cetera. Chairman John O'Meara, of the Puget Sound Service Club at Seattle, is an exponent of the decisive smack-smack school. The way Chairman O'Meara rips into a "nothing-to-report" committeeman is nothing short of sizzling.

But where the ladies are concerned—ah, there it is a different story. When addressing the ladies, Chairman O'Meara is all gallantry and honeyed words. We can't, however, accuse him of blarney, because the ladies of the Puget Sound Service Club fully deserve the commendation of their efforts on behalf of the Service Club, which Chairman O'Meara gave them at the meeting on June 13.

"It's the ladies who are tired when night comes," said Chairman O'Meara, "from their devoted labors during the day. Special credit is due them for their faithful attendance at Service Club meetings, and we sincerely appreciate their fine work on the refreshment, and entertainment committees." It takes an Irishman to give just the proper touch to these little gallantries.

R. E. Carson, C.P.A., brought the Puget Sound Club's final meeting of the season to a close on a triumphant note when he reported that traffic tips turned in at Seattle during the month of May yielded the highest revenue of any similar period since the plan was inaugurated.

Following adjournment, representatives of the Ford Motor Company entertained the Puget Sounders with motion pictures depicting the famous Rouge River plant, and another showing the scenic wonders of Zion Canyon.

The family and a guest sat down at the table.

"Susie," said the mother, "why didn't you put a knife and fork at Mr. Pumpernickle's place?"

"I didn't think he needed 'em," she replied, "'cause you said he eats like a horse."



**CLEANING UP**  
*is part of the* **JOB**  
NATIONAL SAFETY COUNCIL

## Front and Center!



Pvt. Elmer J. Lofy

**I**NTRODUCING Pvt. Elmer Joseph Lofy, now stationed at Camp Livingston, La., who appears to be a good advertisement for the Army. Before donning the becoming khaki, Mr. Lofy was employed as a steamfitter helper in the locomotive back shop at the Milwaukee Shops, Milwaukee. He is the son of J. W. Lofy, carpenter in the coach shop there.



Pvt. Jim Pate

**P**RIOR to March of this year, Jim Pate was first lieutenant to F. J. Newell, head of the road's News Bureau, Chicago, but he is now Pvt. James Pate as far as the Army is concerned. He has been moved from pillar to post ever since becoming a selectee, and, although he writes frequently and interestingly to his friends and former fellow employes, it is hard to keep up with him. However, at the time the Maga-

# Rail oddities

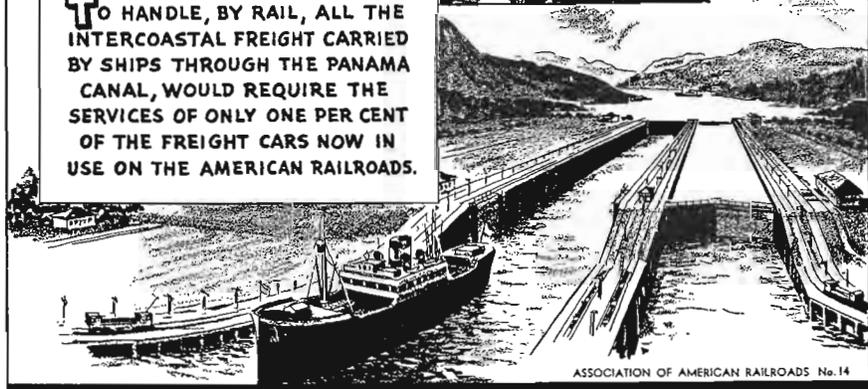
**ONE TYPE OF LOCOMOTIVE HEADLIGHT USED IN THE 1830'S CONSISTED OF A BONFIRE OF PINE KNOTS BURNING ON THE SAND-COVERED FLOOR OF A SMALL FLAT CAR IN FRONT OF THE LOCOMOTIVE.**



**AMERICAN RAILROADS SPENT MORE THAN 82 MILLION DOLLARS FOR TIES AND OTHER FOREST PRODUCTS LAST YEAR.**



**TO HANDLE, BY RAIL, ALL THE INTERCOASTAL FREIGHT CARRIED BY SHIPS THROUGH THE PANAMA CANAL, WOULD REQUIRE THE SERVICES OF ONLY ONE PER CENT OF THE FREIGHT CARS NOW IN USE ON THE AMERICAN RAILROADS.**



ASSOCIATION OF AMERICAN RAILROADS No. 14

## Facts

More new freight cars were on order on July 1 than at any time since 1923.

Nearly one and a half million soldiers, sailors, marines, selectees and members of the Civilian Conservation Corps were transported on the railroads in the first half of 1941, without interfering with regular train service.

The average cost of a new box car is \$3,000.

Cars of export freight, other than grain, unloaded at North Atlantic ports were 13.6 per cent greater in the first six months of 1941 than in the same period the preceding year.

zine went to press, he was with the 1st Division Artillery at Fort Devens, Mass., amid wild and numerous rumors on the subject of "Where do we go from here?"

Among his other duties, Pvt. Pate serves as court reporter at the occasional trial proceedings that take place in his battalion. Reports on weekends spent in New Hampshire, however, indicate that free lance reconnoitering is more to his liking.

## What Commodities Move on Illinois Waterway

**S**AND, gravel and coal constituted almost 50 per cent of the total tonnage moving into, out of, or through Chicago on the Illinois waterway last year, according to a statement made recently by Colonel Charles Keller, United States district engineer. Colonel Keller's statement commented on the fact that the total tonnage on the Illinois waterway in 1940 was greater than in the preceding year by 228,000 tons, but it did not point out the fact that coal alone contributed 171,951 tons, or almost 78 per cent of this increase, with fuel oil furnishing another 33,927 tons of the increase. Nor did it point out the further fact that, excepting coal, fuel oil and gasoline, there was a decline in tonnage transported on the waterway.

The facts are that shippers of commodities other than coal, fuel oil and gasoline seem to have made less use of the Illinois waterway in 1940 than they did in 1939.



A group of Inn guests starting on a trip at 5,000 to 8,000 feet altitude to visit the famous Golden Trout Lake, one of the very few spots in America where the rare fighting golden trout are to be found.

## Gallagrams

### From Gallatin Gateway Inn

By Dan Young, Manager

**G**REEN onions, corn, radishes, peas, green beans, carrots, beets, flocks of lettuce, parsley, cucumbers, wax beans—no, this isn't a truck farm. It's just a few of the fresh vegetables that guests of Gallatin Gateway Inn are enjoying right from the garden. We don't even have a can opener. Who's eating them? Well, just about the first were Mr. and Mrs. George Miller. Incidentally, they were the very first people traveling on railroad transportation to benefit by the new half rate which Yellowstone National Park is offering for the first time this year. That means a lot to the little old vacation budget. Who are the Millers? Well, George is head of the Bureau of Carload Tracing under E. J. Knoll. Nice peoples, too.

Visitors at the Inn used to take pictures of the grounds and our beautiful flower beds. Now, they're using up all their films on pictures of the dining room girls in "them thar" new western uniforms. Not a bad idea! They're watching the girls now instead of the food.

Parties? Whang! We've had one of them after another, but the outstanding one, we reckon, was the Rotary International Post Convention party who spent five hours with us one evening. What did we do for them? Everything—a dance, singing, acts, and even the manager sang his "Old Shanty Town." And who took care of everything else? The boys and girls who work here. Talk about talent, we have it. And that's no foolin'.

Right after that comes the 33 members of the Milwaukee Puget Sound Pioneer Club. They say we gave them a swell lunch, along with some nice entertainment. Anyway, they made the manager of Peaceful Valley, as our

place is sometimes called, an honorary member of their club.

Then, right to the Inn for two weeks comes Miss Mary Landis, director of the Women's Hour of Station WBAL, Baltimore, who has been so generous in giving yours truly free time on the air to boost old Station G.G.I. and what good old Montana has to offer. It must have sounded pretty good to her also. I'll bet she has some more to say about it to her large audience after she gets home.

We certainly must mention Mrs. Mahoney and Mrs. Farr, of Omaha. You never met two sweller Irishers in all your life. Incidentally, this makes Mrs. Mahoney's third visit to our Gallatin Gateway Inn. And just like all the other good folks who come to G.G.I., they love everything that is out-of-doors. Mrs. F. A. Kennedy, the wife of our Pretty Good Travel Promotion Agent, is the person responsible for this nice business. Are you responsible for sending business to the Inn? It's a swell feeling!

Next, who comes along but Mr. Murton, Mr. Orr and Dr. Cornett, all of South Chicago, for their third visit to the Inn. Of course, there were also several other good friends of the Inn here, but we just have to say a few words about the Fourth of July now. That's always a big day in these here parts. It really would have made your hair stand on end if you had been here to see the gang come to the Inn from all the nearby dude ranches for dinner after the Livingston Rodeo. It sorta looked like the Vigilantes were out after Henry Plummer and his band of road agents again. There were just about 100 dudes, dressed in real western fashion, and, believe me, they were

looking the part. When you go to check up on who's who in this gang, you find that they are all from New York, Washington, Philadelphia, and other eastern cities—people you read about often on the front pages of the papers. But out here they're just plain John and Mary, or whatever their front names may be.

Have you heard about the American Express Banner Tours this year? Well, if you haven't, we just want to say that they are doing their stuff in a great big way. Just 50 per cent over last summer.

Don't think we have said anything about the long horseback rides and pack trips which we have been taking. We won't say any more about that than that we have had plenty of them and, as disappointing and untrue as it may sound to some who don't know better, everyone has been *sitting down* and enjoying his meals. Even the horses were glad to sit down, showing that they weren't sore any place either.

Four young ladies, arriving today, have just cornered the writer, wanting to know what evening activities we have, and pointing out that they were looking for some real night-time excitement. We won't say yet what is going to happen about that, but it's a safe bet that after these gals get tangled up with one or two Peaceful Valley night spots, complete with cowboys, they'll say "Hm! and it looked so nice and quiet here!"

The next big thing scheduled to happen is the Bozeman Rodeo, which takes place Aug. 1, 2 and 3. It is sponsored by the Junior Chamber of Commerce, better known as the "Jaycees"; these boys are giving Gallatin Gateway Inn and the company a break in publicity and co-operation that we have never enjoyed from any civic club in these here parts.

That's all for now. Station G.G.I. had better be signing off, but not without first saying we will be looking for you to come out and see if it's all true. All those who come here—say, do they come back? So far 95 per cent of our business is "repeat" for this year.



Miss Mary Landis of radio station WBAL, Baltimore, with Mr. and Mrs. and little Monty Montana, outstanding riders and ropers of rodeo and motion picture fame.

# The Milwaukee Railroad Women's Club

## Seattle District Meeting

THE third and last district meeting of this season was held June 12 at the Washington Athletic Club, Seattle. The general executive committee was represented by Mrs. A. C. Kohlhasse, third vice president general, Butte, Mont.; and Miss Etta N. Lindskog, secretary general, Chicago. In the absence of Mrs. Isabelle C. Kendall, president general, Mrs. Kohlhasse presided.

Chapters represented were: Alberton—Mrs. C. E. Cornwall, president; Avery—Mrs. F. G. Murray, president; Butte—Mrs. C. R. Strong, president; Deer Lodge—Mrs. P. L. Kirwan, president; Great Falls—Mrs. Anne L. Hawkins, president; Harlowton—Mrs. W. Cavanaugh, secretary; Lewistown—Mrs. S. G. Spring, president; Malden—Mrs. Chas. Hankins, president; Othello—Mrs. Frank Schumacher, president; Seattle—Mrs. R. C. Sanders, president; Spokane—Mrs. M. C. Helmer, president; Tacoma—Mrs. J. N. Spencer, president; Three Forks—Mrs. H. B. Chollar, president. St. Maries chapter was not represented.

The meeting was called to order at 9:45 a. m. by Miss Lindskog, who extended greetings from Mrs. Kendall and read following message received from her: "To members of The Milwaukee Railroad Women's Club, District Meeting, Seattle, Wash.: Sorry not to be able to be with you today. All good wishes for a happy and successful day. Keep the good work going. Much love." Miss Lindskog then introduced Mrs. Kohlhasse and turned the meeting over to her. Mrs. Kohlhasse, in extending a welcome to all present, expressed regret at Mrs. Kendall's absence, remarking that to think of the Women's Club was to think of Mrs. Kendall and that without her a meeting did not seem complete.

Miss Lindskog read the report of Mrs. W. W. K. Sparrow, treasurer general, covering audit of general governing board accounts, and followed with a report reflecting the work of the club since Jan. 1. Reports of chapter presidents were then heard. These included the result of an investigation to determine whether need exists in families of employes who have entered military service; also work chapters are doing for Red Cross. It developed that several chapters are working in the Red Cross as Milwaukee Railroad Women's Club units, but that in many chapters members are taking part in Red Cross work through their church organizations. This is commendable, but chapters were urged to do Red Cross work as units of our club as far as possible, as this gives the railroad good publicity in public welfare work.

Miss Lindskog announced that during the summer months while chapters were enjoying a vacation, the two pages which the Magazine has allotted to the Women's Club will be sufficient for club publicity, but when the fall season opens, the two pages of the Magazine may not be adequate, and then the matter of republication of the Bulletin will be decided.

Miss Lindskog stressed welfare work and urged all chapters to be on the alert as always for cases of need.

Motion was made that a telegram be sent to Mrs. Kendall expressing love and best wishes of those assembled and regret at her absence. Meeting adjourned at 12:30 noon.

Luncheon was served in the East Room of the Washington Athletic Club at one o'clock, 126 attending, including a number of the men. Mrs. R. C. Sanders, president of Seattle Chapter and chairman of luncheon arrangements, presided in the absence of Mrs. Kendall. Officers of the railroad

who were seated at the speakers' table with members of the general executive committee of the Women's Club were: H. B. Earling, then western representative; N. A. Ryan, general manager Lines West; M. H. McEwen, western traffic manager; and J. N. Davis, then general attorney. Words of greeting were extended by each of them.

The occasion for Mr. Earling was somewhat in the nature of a farewell to business cares and official duties because of his impending retirement from the office which he has so long and so capably filled. The good wishes of the Women's Club go with Mr. Earling in his retirement and the hope that he will have many years of enjoyment of a well earned rest. Mr. Earling's late wife was the first president of Seattle Chapter and she gave loyal support to the club during all the years. It was one of her first interests and by her happy personality she endeared herself to every member of Seattle Chapter and all who knew her.

Mr. Earling made a short talk, expressing his pleasure at being present. He referred to the late Mrs. Earling's interest in the work of the Women's Club and her active participation in it. He said it was not of himself he wanted to talk, but of members of the Women's Club and that he thought they were entitled to hear something about the grand work they have been doing and the relief work which they have been carrying on at a great deal of expense, and said "we are under deep obligation to the women for the work they have done."

Mr. Ryan followed Mr. Earling. A pleasant interlude before he spoke was the announcement that he had recently been appointed a colonel. Mr. Ryan said he had accepted invitation to the luncheon with some misgivings, felt timid about going to a luncheon with so many ladies, but since he had come and had had such a pleasant visit, he was glad that he had been invited, and extended his thanks. He said that he had always followed the work of the Women's Club with great interest and wanted to assure the club that his interest will continue and his assistance will always be available to any extent possible.

Mr. McEwen expressed his pleasure at having been invited and said that he felt the women deserved much credit for the good work they have accomplished through the Women's Club. He said he was happy to see so many of them at the meeting and that he had enjoyed the luncheon and the company of the ladies.

Mr. Davis spoke briefly, extending a welcome to all, saying that he was glad so many of the women had come to the meeting and that he hoped they would find Seattle so pleasant they would want to come again. He said it was a pleasure for him to be at the luncheon and added that he felt the Women's Club was a very valuable asset to the railroad, and he wanted the women to know that their work was appreciated.

Following these talks, Mes. Clyde Medley, Scott McGalliard, E. M. Marx, Caroline McGill, and W. J. Murray, members of Seattle Chapter, presented a short and interesting program.

At conclusion of the luncheon, members were taken on a sightseeing tour of Seattle. This was the outstanding feature of the afternoon. Seattle is one of the most interesting and beautiful cities of the Northwest. It is rimmed with magnificent snow covered mountains, and belted with winding water avenues, and from its hills it looks upon scenes of incomparable grandeur. Its busy commercial districts and its

splendid homes, parks, and boulevards are sights well worth a much longer tour than even one afternoon could afford.

The tour ended at the club rooms in the Union Station, where open house was held from four to six o'clock. Refreshments were served under the direction of Mrs. Medley, chairman, with Mrs. Hurd and Mrs. Magill presiding at the tea table. At 7:30 p. m. members again gathered in the club rooms, where members of the Seattle Chapter were waiting with automobiles to take them to the home of Mr. and Mrs. M. H. McEwen. A delightful evening was spent there visiting and enjoying a view of the city at night. Light refreshments were served. The McEwen home overlooks Puget Sound, with the city rising from the bay to its hilltops, and the night picture, with millions of encircling glittering lights that rise from the water's edge to the summits is a grand and breath-taking picture. At 9:30 p. m. out-of-town guests were taken to the Union Station, concluding a very happy day.

## Montevideo Chapter

*Elizabeth May, Historian*

Meeting held May 2, attendance good. Door prize of \$1.00 given. Lunch served by hostesses. One family helped with medicine, two gifts given sick members, seven calls made. Mrs. Jas. Murphy represented our chapter at Minneapolis district meeting. We are looking forward to her report. Glad to see our members who have been ill out again.

## Beloit Chapter

*Mrs. John Callahan, Historian*

Forty-two attended our Guest-Nite meeting May 14. Each guest was presented with a "Hiawatha" pencil. Short program was given, followed by refreshments. Reports: welfare, \$5.00 spent; sunshine, 75c spent; three good cheer cards, membership, 27 voting, 39 contributing; ways and means, \$5.90 earned. Sixteen members attended Chicago district meeting. At our June meeting there will be a pot-luck supper for members.

## Sanborn Chapter

*Mrs. Lloyd McDonald, Historian*

Meeting held May 16, 30 members present, with Mrs. Wm. Steuck, of Beloit chapter, a guest. Mrs. Eva Stevens was elected president; Mrs. Ruby Wagner, first vice president, and Mrs. Worthy Powers, second vice president, to fill vacancies caused by Mrs. Adams and Mrs. Leemkuil having moved to other cities. Sunshine, \$8.85 spent; membership, 86 voting and 87 contributing members, "over the top." Mrs. Stevens presented Mrs. Adams with a gift in appreciation of her faithful work as president. Mrs. Stevens gave a very interesting report of district meeting. Lunch was served by Mrs. M. M. Burns and her committee, after which cards were enjoyed.

## Mobridge Chapter

*Lottie Green, Historian*

Mrs. G. Baun presented a group of young people in a musical program at May meeting, including Ray Bootz, Miss John Schiefelbein, Stanley Williams and Jack Davidson, who were all accompanied at piano by J. C. Thompson. Miss Mary Ann Nord gave a tap dance. Lunch was served by Mrs. Iven Kern and Mrs. Dora Anderson.

## Terre Haute Chapter

*Mrs. Chas. Carrigus, Historian*

Preceding May 15 meeting a chicken dinner was served to the public, with good attendance. Picnic meetings will be held at Deming Park the third Thursday of June, July, and August, to promote sociability and for the pleasure of the chil-

dren. Plans for a one day carnival to replenish treasury discussed. Spent for welfare, \$21.38; telephone calls five, families given aid three. Membership committee working for full report in June.

## Spencer Chapter

*June Blanchard, Historian*

Regular meeting held May 12 at home of Mrs. Floyd Merchant, president, who gave an interesting report of district meeting. Members voted to have picnic third Sunday in June at Gull Point. Mrs. Carl French and Mrs. Leo Blanchard served a May basket lunch at conclusion of meeting.

On May 14 our club served lunch for Service Club and entertained women who accompanied their husbands from out of town. Those on committee: Mmes. Floyd Merchant, Jake Erkes, Ferguson, and Carl French.

## Ottumwa Chapter

*Miss K. M. Gohmann, Historian*

Our May breakfast was attended by 86 members. About 20 attended co-operative luncheon on June 6, which was followed by regular meeting and was the final meeting of the season. Report of Mrs. Tom Kemp, membership chairman, was a very favorable one, showing the chapter had gone "over the top" in its 1941 membership. Members will continue Red Cross sewing during the summer months.

## Milbank Chapter

*Mrs. Agnes Bloomhall, Historian*

Milbank Chapter served a 6:30 dinner the last Tuesday in April to all club members and husbands, about 60 being present. The evening was spent in playing bingo and an enjoyable time was had by everyone.

We held our last meeting for the summer months May 27. We are happy to announce we have gone "over the top" in our membership, thanks to our membership committee. A picnic will be held at Ortonville during the summer at home of a former member.

## Savanna Chapter

*Mrs. L. I. Evans, Historian*

Nearly 100 members of Savanna Chapter attended annual May Luncheon served May 12 in the "Lydia T. Byram Community Club House." Tables were decorated with vases of spring flowers and luncheon was greatly enjoyed by all. A short business meeting followed, after which cards were played. Attendance prize was awarded Mrs. Alonzo Brown. Honors in contract bridge went to Mrs. J. J. Roe; auction, Mrs. Emma Isgrig; "500," Mrs. J. A. Schunte, and Bunco, Mrs. Wm. Ellithorpe. Ways and Means reported \$1.80, Rental \$29.00.

## Butte Chapter

*Margaret Hickey, Historian*

Regular monthly meeting was held on the evening of June 2 with Mrs. C. V. Peterson presiding in the absence of our president, Mrs. C. R. Strong. Mrs. J. W. Corbett and Mrs. George Flynn, recently transferred from Miles City, were welcomed to the Butte Club. Report was made that during showing of iron lung in our city ticket office May 14 several members were in attendance, assisting E. H. Bowers in the demonstration. Mmes. Kohl-hase, Olson, and Buerkle reported they had completed 12 dresses for the Red Cross. Following the business meeting members of the Service Club joined us and arrangements for annual picnic were discussed. Decided to hold picnic July 27 at Gregson Hot Springs. Hostesses for the evening were Miss Beatrice Rodgers, Mrs. R. C. Monahan, Miss Mae Storrar, and Miss Mae Cunningham. After a delicious lunch, cards were enjoyed, honors going to J. W. Corbett, first, and Mrs. O. G. Buerkle, second.

## Milwaukee Chapter

*Mrs. Donald McKenna, Historian*

Our semi-annual birthday dinner was held May 19 with 130 members attending. Mrs. G. J. Kelly led in the singing of a birthday song, lyrics by Mrs. Valentine.

Ways and Means chairman reported \$26.00 earned on pillow case card party May 26; Welfare chairman reported \$37.07 spent, one family aided; Sunshine chairman reported a number of messages sent and seven good cheer calls. Sunshine fund \$2.59. Total paid membership 469. Nineteen members attended district meeting in Minneapolis May 22.

## New Lisbon Chapter

*Mrs. George Oakes, Historian*

On May 13, regular meeting was held at home of Mrs. B. Bowman. Good Cheer chairman reported 15 calls and four phone messages. Membership was given as 43 voting and 29 contributing. Ways and Means Chairman reported \$1.70 profit from lunch and penny march 84c. President reported on district meeting. Our club as a unit completed five dresses, two layettes, two pairs of pajamas and one sweater for the Red Cross. Mrs. R. F. Oakes and Mrs. G. L. Oakes were assigned the task of purchasing plants for flower bed on the depot lawn. Luncheon was served by Mmes. L. Hansen, B. Bowman, E. Karner, J. Bogert, J. Cade, and G. Gray.

## Janesville Chapter

*Mrs. W. B. Wilcox, Historian*

Meeting of Janesville Chapter was held June 3, opening with Salute to the Flag. Welfare chairman reported \$50.00 spent, and donations without cost valued at \$5.00, 20 personal and telephone calls and one family reached. Good Cheer chairman reported 64 personal and telephone calls, two cards, eight reached with Sunshine, and a funeral dinner furnished and served to members of the mourning family, \$8.51 expended for all. Ways and Means chairman reported \$10.00 profit from card party, and \$2.23 from sale of wax paper, late returns from bake sale and penny march. House chairman reported \$35.00 rental received and new gas stove and linoleum purchased for club house. A resolution was read by the Resolutions chairman and sent to the Gregory family. Mr. Gregory, veteran, having passed away in May. Lunch was served by Social chairman and her committee and a social hour was enjoyed by all.

## Bensenville Chapter

*Mrs. L. E. O'Donnell, Historian*

An exceptionally fine meeting was held June 4, with door prize of a water color by a local artist won by Mrs. Wm. Wolfe. Reports of committees were heard. Sick calls reported, 46; library rentals, \$10.07 for May, and nearing the 2,000 mark for number of books in library. Present membership is 79 voting and 50 contributing. Birthday celebration was reported on. A very good play was presented by the chapter on May 23, which it has been asked to repeat in a Chicago church. Members of board presented Mrs. Francis Brosard, past president, and present recording secretary, with a piece of luggage, and entire chapter had a handkerchief shower for her June 4 at close of meeting. With her husband and children, this popular member of the Milwaukee family is leaving for their new home in Aberdeen, S. D. Mrs. Wm. Harney, president, welcomed new members and invited Mrs. L. H. Rabun, who comes to Bensenville from Ottumwa, to be as active in this chapter as she was in Ottumwa. Raffle of aprons was conducted by Mrs. Gage, of Ways and Means. Birthday gift was presented to Mrs. Jesse Capoot. Penny march netted 96c. Refreshment committee Mmes. Tonning, B. Smith, and Wm. Harney.

## Glencoe Chapter

*Mrs. J. F. Larson, Historian*

Our regular meeting was held May 13 and was well attended. Various money-making methods were discussed with our Ways and Means chairman and a picnic was suggested. Refreshments were served and a social hour was enjoyed following the meeting.

## Deer Lodge Chapter

*Mrs. J. J. Flynn, Historian*

June meeting was held on the 20th, with a 1:30 o'clock luncheon. Mmes. Vanderworker, Cunningham, Black, and Brantigan served as hostesses. President, Mrs. P. L. Kirwan, presided, giving a comprehensive detailed report of district meeting in Seattle. Various committees gave fine reports. Mrs. Wm. J. Craig, Good Cheer chairman, reported \$3.37 spent, donations without cost equivalent to \$9.00, 24 calls, two cards, and 14 members reached during June. Plans were made for a large picnic with Service Club in August. Five new voting members were reported, totaling to date 85 voting and 47 contributing, showing a decided gain since last year.

## Kansas City Chapter

*Mrs. Geo. R. Ferris, Historian*

Kansas City chapter held its regular meetings for March and April at the Northwest Y. M. C. A., and a bridge party at the Borden Dairy in April which was well attended. After the party members were taken on an inspection tour of the plant. Our president, Mrs. Banta, and our secretary, Mrs. McCrum, attended district meeting in Chicago, reporting a pleasant trip.

We had our May meeting at the home of Mrs. J. E. Hills. A short business meeting was followed by a bridge luncheon, with 16 tables filled. All enjoyed Mrs. Hills' hospitality. We had as our guest Miss Etta Lindskog, of Chicago. Kansas City had the iron lung on display May 12 and quite a number visited the exhibition. Chapter has decided to do Red Cross work mornings throughout the summer months and expects a good turnout of members. Annual picnic was to have been held at the home of Mrs. Lawrence Kalen. Due to inclement weather, it was held at home of our president, Mrs. Banta. A lovely picnic lunch was enjoyed, which was followed by a short business meeting. Sunshine chairman reported several calls made and many messages of cheer sent.

## Avery Chapter

*Mrs. E. H. Shook, Historian*

Avery Chapter met June 4 with 22 members present. All reports were given, and treasurer reported \$155.12 in treasury. Ways and Means made \$10.30 in May. After a short business meeting, with not much old business and no new, a delicious luncheon was served and cards finished the evening, with high score going to Mrs. E. H. Shook and low to Mrs. George Curry.

## Madison, Wis., Chapter

*Mrs. J. A. Tomlinson, Historian*

Regular meeting was held May 1, at which time attention was called to a deserving family in a nearby town and action taken to assist them. Welfare committee reported expenditure of \$10.00; Good Cheer, 10 messages sent to our sick and bereaved; eight personal and 15 telephone calls by visiting committee. Miss Vinger of Kennedy Dairy presented a discourse on value of milk in our diet. Various chemical tests were made to explain difference between soft curd and regular milk. Movies were also shown on nutritious diets. Following this, refreshments were served with compliments of the Kennedy Dairy. Our total membership to date is 144 voting and 116 contributing. Meeting adjourned for a social hour.

# ON THE STEEL TRAIL



The Gallatin Gateway Gals, who won the sweepstakes prize for the most outstanding costumes in the Minneapolis Aquatennial of 1941. They also won a cup for being the best drum and bugle corps in the competition. Story under "Minneapolis General Offices" on this page.

## Twin City Terminals

F. P. Rogers, Division Editor  
Superintendent's Office  
Minneapolis, Minn.

### Minneapolis General Offices

The Twin Cities have long been famous for their hospitality and ability to entertain visitors. Both cities may well be proud of the excellent job they have done this summer in connection with the handling of two major undertakings, the Ninth National Eucharistic Congress and the 1941 Minneapolis Aquatennial.

Our St. Paul correspondent has described some of the highlights of the unforgettable Eucharistic Congress which attracted approximately 300,000 visitors and pilgrims from every state in the Union, Canada, Mexico, South America, Porto Rico and the Philippine Islands to the Twin Cities. The Congress was a magnificent demonstration and due credit cannot be given to the details in this short article, but suffice to say that it demonstrated all of the pageantry, pomp and dignity of the Catholic Church, and I believe that all of us Catholics and non-Catholics alike profited by attending the exercises and conferences.

July 12 marked the official opening of the 1941 Minneapolis Aquatennial with a grand parade of 10,600 marchers, all dressed in carnival attire, 56 gorgeous floats decorated with flowers and beautiful maidens, mostly of the bathing beauty variety.

One of the outstanding floats was the replica of the Hiawatha locomotive. Seven high-stepping majorettes, in perfect cadence, spinning their lariats with the abandon and rhythm of old cow-punchers (and the only majorettes in the entire country who have accomplished this feat), led the Milwaukee Road's Drum and Bugle Corps, the Gallatin Gateway Gals, pictured here, in the huge parade in Minneapolis, Saturday afternoon, July 12. These beautiful, young girls from St. Agnes' School, St. Paul, who have represented us so ably in all the St. Paul Winter Carnivals, and on various other occasions, were dressed in colorful cowgirl suits, with white riding boots, white 10-gallon hats, and vari-colored kerchiefs and blouses. The girls, inspired by the applause all along the line of march, responded

to their enthusiastic reception with the lightest steps of any marchers in the throng of Aquatennialites. On the evening of July 16 the girls took part in the Aquatennial torchlight parade, before a vast crowd, second only to that of the opening day. They participated in the Fourth of July parade at Forest Lake, Minn., and on July 6 at South St. Paul, in connection with the Rodeo held there.

Another outstanding float was the Dayton Company's showboat "Minneapolis." It is an exact replica of one of the old three-decker Mississippi River showboats. The latter won the Grand Sweepstake Award.

The parade started promptly at 3:00 P.M. and the last unit passed the judges' reviewing stand at 5:30 P.M. It is conservatively estimated that at least 350,000 spectators witnessed this most spectacular parade. The Minneapolis Aquatennial is now rated by expert authorities to be the largest civic festival of its kind conducted

in the United States, and each year the opening parade and various other events attract more and more visitors to the Land of the Sky-Blue Waters. Weather conditions were ideal for this outdoor pageant and we have never seen our fair city more beautiful. Regular and copious showers about once a week had kept the landscapes green, the flowers blooming and our lakes filled to their highest water level. In short, "Paris in the Spring" cannot compare with "Minneapolis in the Summer" for natural beauty.

D. T. Bagnell, superintendent of Twin City Terminals and Duluth Division, has fully recuperated and is back on the job full of pep and vigor and ready to tackle what will, no doubt, be the heaviest fall business that we have ever handled in this territory.

One of the Sperry rail detectors recently made its annual visit in the Twin City Terminals.

The Association of American Railroads' exhibit was displayed in the Minneapolis passenger station from July 15 to 31. The exhibit is 40 feet wide, 10 feet high and 12 feet in depth, and graphically explains by word and animated illustration that the railroads are an essential institution touching the daily lives and affairs of everyone.

A central diorama, 10 feet wide, portrays an average-size city complete with railroad station, freight house, express office, coal chute, stockyards and other fixtures common to the railroad scene. There are regulation city streets, a downtown business district, public park and busy railroad crossings, giving way on the one side to a manufacturing district and on the other side to a surrounding residential section. In the foreground is a three-track railroad system with authentic signal bridge, crossing gates, and real metal rails on which three trains run at the correct relative speed—a passenger train, a coal train, and a freight train.

Corliss Covnick, son of Frank W. Covnick, traveling auditor, is helping out as a clerk in the Minneapolis City ticket office during the heavy summer travel season.

Art Bloom is helping out in a similar manner in the Minneapolis depot ticket office.

The Minneapolis Passenger station has been given a "facial" together with face-lifting operation and now presents a very clean exterior.

## South Minneapolis Shops

Oriole M. Smythe,  
Correspondent, Car Dept.

Mr. Capon, Store Dept. chief clerk, and family eye-witnessed the canoe derby starter at Bemidji over the Fourth holiday. Joe Lugow and wife spent mid-July shooting and blowing up the North Shore—camera lingo.

David E. Thill, nine years a fireman, 40



A group of the lariat-twirling Gallatin Gateway Gals pose with the cup awarded them as the most outstanding drum and bugle corps participating in the Aquatennial. The girls, from St. Agnes School, St. Paul, were sponsored by The Milwaukee Road.

years an engineer, retired as of July 1.

When this column appears the Minneapolis Roundhouse Picnic will be a guilty memory—July 21 being the ho-ho-occasion.

Add office hazards: Steno Paul Kronebusch is a pained example of why not to pluck poison ivy.

#### VACATIONS

A. Penny and wife saw the Golden Gate Bridge, a Hollywood movie set, Catalina Island, Boulder Dam, and peeked in at the Chips and Wheels at Las Vegas. . . . A. Twede and wife visited Nebe-Wah-Nibi, Big Boy Lake resort. S. Hollingsworth and wife revisited Chicago and points in Iowa and Wisconsin. . . . F. J. Tschohl and wife pulled out all the big ones in Minnesota's ten thousand. . . . H. Laird and wife, undaunted by Tschohl's luck, are out to break the record.

Olaf Anderson, carman, returned to work July 14, following sick leave of about three and a half years.

Sympathy is extended to the family of Adolph Rognelson who died on June 15 while starting his vacation. . . . Mr. Rognelson, who was transferred to Perry, Ia., in January of this year, had been wrecking foreman at Aberdeen, S. D., for many years.

#### TO THE ARMY

Arnold Hughes, electrician apprentice at Minneapolis coach yard, enlisted in the Air Corps last month. Earling D. Peterson, laborer, at South Minneapolis shops, is a selectee boy.

### Minneapolis Local Freight and Traffic Dept.

*Florence McCauley, Correspondent  
Freight Office*

Two women were standing at the ticket counter at the city ticket office the other day watching every move Jess Osle made. Finally, one of them remarked to the other ticket clerk, "He's a dead ringer for Lord Halifax!"

Lawrence B. Pearson, Jr., now has a baby sister to play with—and her name is "Judy." The new arrival made its debut on Sunday, July 6. Mrs. Pearson and Larry are both doing nicely. (P. S.—So is the baby!)

Those from the Traffic Department attending the annual fishing party of the Minneapolis Traffic Club were M. F. Edbrooke, AGFA from Chicago, and Messrs. H. L. McLaughlin, W. E. Sinclair and C. L. Matzoll of the Minneapolis office.

Marvin Edwards, chief rate clerk, and his family spent 10 days sightseeing in and around Tulsa, Okla. The balance of the vacation was spent at Waihalla, N. D. . . . P. P. Gehrig, special coal agent, took in the main events of the National Eucharistic Congress during his vacation. . . . A most welcome visitor in the Minneapolis office was Joe Marshall, traveling freight agent from St. Louis, formerly city freight agent here. Although Joe has lost a little weight traveling in the hot climate, he still maintains his cheerful personality and we are always happy to have him drop in.

Kathryn Jiran has returned to the service in the local freight office after an absence of several months.

M. F. Marrin (Marty to us), general foreman at the freight house, was absent from duty on July 10. We snooped around a little to find out the reason for it and this is what we developed: His brother, Francis, was the groom, his brother, the Rev. William, performed the ceremony, and Marty was the "best man."

Jennie Goss, who has been ill for some time, has returned to her desk in the cashier's office much improved.

Gladys Mirocha and Lawrence Johnson and a party of friends spent the Fourth of July week end on an island in Sea Gull Lake at the end of the Gun Flint Trail.

#### St. Paul

*Alice Treherne, Correspondent  
General Agent's Office*

#### THRU THE LOOKING GLASS

All members of our big Milwaukee family who took any part in the smooth handling and soliciting of the thousands who used our line to the Eucharistic Congress

here, are to be commended for their fine work. The intense heat during the Congress was broken on the final day, by a downpour which lasted through most of the six-hour procession, and many of the women marchers who got drenched, had the new experience of seeing their rayon dresses shrink up as much as 10 inches—before their very eyes! Some folks carried their shoes, others threw away hats worn for the first time that afternoon! The dripping marchers wearing colored capes found their light clothes had been tinted pink, red, and every color of the rainbow, but they were all good sports and took it good-naturedly. Our proud son of Erin, George Quinlan, CFA, nearly stopped the parade when the group from St. Olaf's Church marched by, as George wondered

We are glad to report, too, that Tom Naughton, car inspector, who was confined to St. Joseph Hospital for two weeks, is now back at work, and Tom's contention that the Irish are pretty tough must be true, as he claims he's feeling "in the pink" once again.

A new Milwaukee booster arrived here June 27. Congratulations to Harold Hentges (tractor operator, repair track), and wife, on their new son.

The fish must be biting up around Brainerd, Minn., as Messrs. and Mesdames Ole Hanson, main car man; Anton Demmers, assistant car foreman; Emil Jelinek, roundhouse clerk; and D. J. Curtin, assistant yardmaster, all spent their vacations there in July. Mr. and Mrs. Matt Medinger, boiler foreman, paid for a week's vacation near Aitkin, Minn., but were driven home in five days, minus a refund, due to a bumper crop of mosquitoes which Matt says resembled dive bombers.

Phew-w-w-w! We just got in under the wire with this item, or we'd have had to hold up the press to include it! Ollie Anderson, TPA (and one of my spies), returned from Haugan, Mont., July 14, where he accompanied a C.C.C. train, and reported upon his return to the office that Dennis J. ("Denny" to you) Sullivan, wife, and three little girls, also were on board the Olymplan, from Butte, Mont., to spend their vacation here. Denny was formerly employed in this office as rate clerk, and is now city freight agent in Butte.



Dennis Cardinal Dougherty, Papal legate, is shown with the Rev. Salvatore M. Burgio, C.M., on board the Milwaukee Road special train which took them from Chicago to St. Paul for the recent Eucharistic Congress. Story in St. Paul news on this page.

what the Scandinavians were doing in the Congress procession. He later discovered that St. Olaf's is a new downtown Catholic Church in Minneapolis (and no relation to St. Olaf College at Northfield). Glen Nicolln, rate clerk, did his duty throughout the Congress by taking charge of a souvenir booth in the lobby of the St. Paul Hotel. He would like to put his "Information" badge to work for him now, to find that \$25 worth of Eucharistic candles that disappeared. Anyone knowing their whereabouts, please contact Glen. Don McMillan, GAPD, was so busy with the clergy and officials, their specials, etc., that folks started pegging him "Archbishop" McMillan.

A large plate glass window in our ticket office may be counted in the various Fourth of July weekend accidents, having been blown in by a high wind on July 6. Being Sunday, it eliminated any personal injuries, luckily. But with the glaziers on strike here at present, that canvas really makes a better door than a window.

C. J. Bennett, agent at Minnehaha station since 1905, upon his return from California early this spring, retired after 45 years of active service with the company. He is succeeded by I. R. Crawford, formerly third trick operator at Rosemount, Minn. M. J. Schaaf, yard conductor, also retired July 1, completing 23 years of faithful service with our railroad in St. Paul.

It is reported that Gene Burns, son of Mr. and Mrs. R. A. Burns (DF&PA), Aberdeen, S. D., is improving rapidly at Camp Claiborne Hospital, where he has been confined for some time with a head injury received in a truck-bus crash near there.

## Milwaukee Terminals

*George A. Steuer, Division Editor  
Superintendent's Office  
Milwaukee, Wis.*

Everyone was well pleased with the news that John J. Crowley received the appointment of stationmaster at the Milwaukee Union Depot, effective July 1. Following in the shoes of August J. Sovig, he has a job on his hands. We all know that he will make good, and congratulations and good wishes are in order from all of his friends and acquaintances.

You've all heard about the Milwaukee Hiawatha Band. Well, we heard from them again on the night of July 11, when they occupied a conspicuous place in the great Milwaukee Festival parade, which progressed down Wisconsin Ave. for three and a half hours and included a large number of bands. The unsolicited comments were that the Hiawatha Band, stole the show and came out in front as the best. These comments coming from a critical public make us feel pretty good. Let's all give the Band a hand.

Bruno Heinrich of the Telegraph Dept. hasn't very much to do these days. Outside of having a good busy job on the railroad, he is very ably handling the chairman's job of the Depot Unit of the Service Club—and just to keep him out of mischief, they honor him with the chairmanship of the Milwaukee Hiawatha Club's picnic committee. The committee job is some job, and he needs the full cooperation of every department to make it a huge success. Let's give him all the assistance we can and ease up the load. The

picnic is scheduled for Aug. 17, just a few weeks away. Get lined up for it.

### Coach Yard

L. J. Cooke, Correspondent

Death came July 1 to Lester H. La Motte, 64, night supervisor at the Milwaukee coach yard and Union Station. He was known throughout the Terminal for his unflinching good humor, and his friends were legion. He is survived by his wife, one son and one daughter. His successor has not yet been named.

#### CONGRATULATIONS

To Erv. Weber, coach yard timekeeper, who has a new job at Davies yard. Willard Schroeder, who worked at the coach yard some years ago, is replacing Erv. Leo Foley, has been transferred to Minneapolis to accept the job of station electrician.

### Chestnut St., North Milwaukee, North Ave.

W. P. Radke, Correspondent

#### BREEZES FROM THE BEER LINE

This column has now been in existence for two months and comments indicate that it is well received. Everywhere along the Beer Line business is good.

The new position of general clerk at Chestnut Street has been assigned to R. J. Steuer.

E. O. Reinhardt is welcomed back to Chestnut Street as night clerk.

A strange custom was inaugurated at Chestnut Street some years ago; when an employe had a birthday, instead of him receiving a gift from the gang, the celebrant was compelled to dig down and shell out candy and cigars. The latest victim was none other than J. E. Leahey, agent, whose birthday happens to be on Independence Day. Mr. Leahey passed out the candy and cigars July 3.

While we try not to give one person too much publicity, the following is too

good to pass by. Recently Agent Leahey came to work sporting a slightly black eye and a cut above the nose. He reported to your correspondent that he recently had a visitor from Saginaw, Mich., his three-month-old granddaughter. The damage, he claims, was inflicted by this little girl. Now we ask you, how could a three-month-old baby wield a rolling pin?

The North Avenue freight station is being remodeled to house the 14 units of the Service Club and the Hiawatha Band. The executive board of the Club and the band are grateful to Supt. Bannon for his assistance in making this room available. Agent Brownell's help is also appreciated.

Your attention is called to the Nash automobile which will be given away at the Hiawatha Service Club picnic, Aug. 17.



—Long Lines Magazine.

### Muskego Yard

F. J. Ladwig, Correspondent

Recent promotions in Milwaukee Terminals include:

John J. Crowley appointed stationmaster at Milwaukee, as announced in another item in this issue. His shoes, as night general yardmaster, are being filled by Eddie Bauman, for the past five years assistant general yardmaster.

John Dombrowski, the squire of Friess Lake, for many years yardmaster and train director in the Terminals, has been promoted to assistant trainmaster, with headquarters on the North Side.

Ray Birchard, tall and handsome chief train clerk at Muskego yard, is now car supervisor in Milwaukee Terminals.

Yard Conductor Richard Caswell, recently promoted to yardmaster at the east end of the Air Line yard, is now acting in the same capacity in the rarer atmosphere at the top end of the same yard.

Yardmaster Wm. Cahill, who accumulated considerable avoirdupois from inhaling the coal dust in the canal district for several years, is being given an opportunity to reduce by being transferred to the Air Line yard as day yardmaster, and Yardmaster P. Schroeder, in need of nourishment, moved to the Canal District.

Yardmaster Louis Mindel, just returned to work on the Air Line yard after tilling the soil on his farm at Prentice, Wis. Farmer Mindel reports good prospects for a bumper crop, which of course he will ship Milwaukee Road.

Mrs. Hattie Mickelson of Muskego yard office is convalescing at home after a session at Milwaukee Hospital. We are glad to report that she is getting along nicely.

### Here and There in the Milwaukee Terminals

E. W. Grant, Correspondent

Machinist John Puffer sings, Helper John Kelly dances, and Helper Patrick McGill plays the accordion during the lunch hour at roundhouse No. 1, while the boys are eating their lunch every day, after which a collection is taken up to buy a flag to be placed on a flagpole northeast of the roundhouse. So far \$3.55 has been collected.

Hostler Helper Theodore Ihde and wife started for Denver on July 1, to attend the convention of the B. of L. F. & E., where Mrs. Ihde will represent the local lodge of the Ladies Society.

Machinist Daniel (Packy) Macfarlane and family departed July 2, via auto, on a 30-day trip to visit his brother in old Virginia, and relatives in Toronto, Canada.

Engineer Burt A. White died at the Milwaukee Hospital July 3. He was a veteran of 50 years and is survived by his wife and son.

Carpenter Silvester J. Weirzba has been promoted to foreman over all carpenters in roundhouse No. 1, and you can tell he is happy when you hear him humming, "How dry I am."

Machinist Roman Warzela returned to work July 9, after being lost in the woods near Eagle River for two days while on a fishing trip.

Car Clerk Clement O'Halloran will pass his vacation on a dude ranch and learn how to meet cows that are in a hurry. On June 28 a cow butted him into the emergency hospital after her escape from a truck at the stockyards.

On July 11, Conductor and Mrs. A. J. Hammerer celebrated their 50th wedding anniversary at their home in Milwaukee and renewed their vows at St. Agnes Church. Congratulations.

Engineer Grant E. McEvoy died at his home in Milwaukee on July 11. He is survived by his wife, one son and three daughters.

## Milwaukee Shops

### Car Department

George L. Wood, Jr., Correspondent

#### SHOP PATTERN

The blare of bands (a saxophone and accordion), banners waving, throngs of people marching along West Forty-Ninth Street to the tune of "From This Valley They Say You Are Going"—it couldn't be a homecoming. Upon investigation, we found it to be just the reverse. Pigsville tendered a loving farewell to our Frank

## BINKLEY COAL COMPANY

Shippers of

"The Pick of the Fields Coals"

From:

Illinois, Indiana, Missouri,  
Iowa, Arkansas, Oklahoma,  
Kentucky, Virginia,  
W. Virginia.

General Offices:

230 N. Michigan Avenue, Chicago

Branch Offices: Indianapolis, St. Louis,  
Kansas City, Minneapolis, Ft. Smith,  
Evansville

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

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

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

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

Beno who was persuaded to dine at government expense for about a year. This notable occasion took place the latter part of June and we recently learned Frank is now enjoying army life at Camp Callen, San Diego, Calif. . . . Gus Reichert smiles and we know why. His baseball team, the Sioux, are leading the Milwaukee Road League. Gus is also happy due to the fact that team captain Ray Baum got on first base the other day . . . Any similarity to the following and a fashion column is purely coincidental: Jimmy (Scotty) Walker can be seen any Sunday afternoon bowling on the green at Lake Park wearing a classy pair of "ice cream trousers." Incidentally, friends predict Jimmy will win, place, or show, in the city lawn bowling tournament next month . . . We thought suspenders had one use exclusively but not so. A rope fastened around the trousers answers the same purpose, as proved by Frank Czernewski, cable splicer, who approves of the rope during working hours and gets back into the snazzy galluses when he goes home. Bear in mind the law of gravity, Frank . . . It is with pride we announce that one of our own brethren, Vernon Waterworth, carman helper, is top man in the Hiawatha Golf League . . . Foreman Charles Prust has been confined to the Deaconess Hospital due to illness. We are all hoping for a speedy recovery. . . . Apprentice Dick Weatherall, who was drafted recently, has used to advantage his knowledge of medicine, acquired through the University of Minnesota, in Uncle Sam's Army. With only three months' training, Dick has been promoted to corporal in a Medical Division, and will remain at Camp Grant as an instructor of the new draftees . . . Frank Synek and Walter Zirbel's conversations concerning the war situation, while riding to work on the street car, are strictly pro and con-vo . . . We thought comedians were vacationing for the summer but Ambrose Sery, carman, has proved otherwise. He had a quarter of a million Milwaukeeans in stitches as he marched behind the Hiawatha Band with his breezy portrayal of a clown drum major in the Milwaukee Mid-Summer Festival parade . . . Here's another one for Ripley: Blacksmith Helpers Michael Hannon and Morgan Flaherty, who are working hand in hand constructing brake beams, are both natives of Ireland and had a double feature celebration on the 29th of July, each celebrating his 60th birthday . . . Those among you who have never experienced the proletarian thrill of communing with royalty, who lacked the required \$20 to attend Mrs. Vanderbilt's recent all-out effort for defense and whose closest contact with our mighty politics has consisted of wearing a button or smoking one of their alleged cigars, do not lose hope. An opportunity is at hand comparable to all three. You guessed it—the general picnic to be held at Greenfield Park on Aug. 17. This day will inspire us to partake in one of our childhood pleasures—convert weiners into hot dogs. Yum! Yum! Here's hoping we see you all there.

#### CONGRATULATIONS

Carman Carl Klavitter stopped work long enough to do a little dispensing. The commodity dispensed was cigars. The reason—an heir, approximately 7 lbs of blessed event born on July 8. Mother and child doing well. It is a third daughter.

Machinist Apprentice Harold Schuelke promised to love, honor, and oh-baby Miss Wilmette Ulrig, the latter part of June.

Apparently the Milwaukee Car Department will become confirmed cigar smokers. Welder Malcolm Burr and Upholsterer John Snyder are the proud fathers of baby boys, who arrived just in time to usher in July.

#### CONDOLENCES EXTENDED

To the family of Michael Mahler, retired painter, who passed away on July 3.

To the family of Ferdinand Ebert, retired carman, who passed away on July 8.

To the family of William F. Zuehlsdorf, retired blacksmith helper, who passed away on July 11.

## Store Department

Earl Solverson, Correspondent

### CAR DEPT. STORE

Emil Zanders plans to attend the V.F.W. Convention in Philadelphia the last week in August. What has Philadelphia got that cannot be found in Milwaukee with its world famed products? Possibly going to take in the new scenery, to represent Milwaukee, and to meet old and new comrades.

Chas. Szazama's wife is going on a two weeks' vacation. Chas. is planning to make the most of this once-in-a-lifetime event.

L. Kirkhoff is to move by Aug. 1. Has anyone a tent to lend him? He could possibly find a few days' shelter with the circus coming to town.

Wanted—roller skates for Frank Banaszak, to keep up with the material coming in and going out. This should put him in shape for the coming Legion parades.

### STATIONERY DEPT.

Miss Norma Elizabeth Lemay is the new steno and it is reported the boys are wearing ties. Even though the temperature reaches 100 or more, which is usual.

Need a handwriting expert to decipher Jack Waldman's shorthand code. He's the office boy's delight.

### NUT AND BOLT SECTION

Stockman Freuler spent a week at Puck-away Lake and returned with plenty of fish stories but no shred of evidence. A post card sent to him at the lake informing him that his section never functioned better worried him considerably and he hurriedly returned to work.

Ass't Stockman Timothy Reidy has gone to Summit Lake. Going to try out the dime store rod and hooks he bought and intended to use last year.

Jack Strota has moved into his new home on the Highlands. New refrigerator, stove, carpets all over. We are awaiting that "OPEN HOUSE" invite. Jack plans glider service from his home to the shops in the valley.

### GARAGE

Kenneth Kulk, the timekeeper, forgets to turn in his own time slips.

Pat O'Connor, shop chauffeur, was gone for a week. It is reported that two men were required to replace him.

William Fuss, son of Garage Mechanic Irving Fuss, paid a visit to the shops last week. He's serving in the quartermaster corps having been promoted to corporal.

### UPPER FLOOR SECTION—MAIN STOREROOM

Startling news! The only Scotchman known to pay cash. He attends Service Club meetings, co-worker parties, buys tickets to most events. That's Wm. McKenzie. After one such event he found raw hamburger in his hair the next A. M. He really enjoys life.

### LOWER FLOOR SECTION—MAIN STOREROOM

Casey Gorman is the star of the Hiawatha Band with his ha-cha music and "Beer Barrel Polka." It is reported that he has turned down offers with famed orchestras.

### SCRAP YARD

Clarence E. Peck, about that size, plans to spend two weeks at Pleasant Valley Lake in July and Aug. He should get any amount of bites (from the mosquitoes attracted by those purple-pink summer slacks).

Ratzow just returned from Okauchee Lake. Had the frying pan all greased on several occasions but evidently the fish got away.

### MAIN OFFICE

Myrtle Bishop plans to visit several places in Michigan. The boys are worried lest it be her honeymoon and they miss the

nuptials and the opportunity to serenade and cut a few capers.

Art Metzen, the big Eagle, is impatiently awaiting the National Convention of Eagles in Milwaukee so that he can escort the visitors through the breweries.

### IRON HOUSE

Harry Gehrke is all set for the Peshtigo River and promises everyone a fish. He's gonna take that push-reverse-shift ticker-tape adding machine along to count 'em.

### BUILDERS

Builder Storekeeper Al Epp is still among the top-notch skat players in the state. One of the first five to collect at the recent state skat tournament. Any challengers?

Herman Jahnke, of the lower floor section, also collected one of the big prizes.

### DAVIES YARD STORE

Fred Scheible, the genial chairman of the Store Dept. Unit of the Hiawatha Service Club, spent a week at the Eagle River recently. He has spent about 20 seasons up there and knows more muskies than the natives. Always returns with a deer (dear) in the late fall, 'tis reported.

### LUMBER & DIESEL STORE

Harry Roe is the new CC, we hear, Don Shedler having moved from the main office to this section. Lumber baron, Al Kulk,

## 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.

## CARTER BLATCHFORD, INC.

E. JACKSON BLVD.

CHICAGO

### RAIL JOINTS

Reformed to meet specifications for new bars.

VULCAN XX STAYBOLT IRON  
VULCAN ENGINE BOLT IRON  
VULCAN IRON FORGING BILLETS  
LOCOMOTIVE FORGINGS

AXLES

CRANK PINS

PISTON RODS

HAIR FELT INSULATION

## 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.

## FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs  
Our Specialty

Phones Roosevelt 1903, all departments

W. M. WALKER

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

## BEAVER BRAND

### Carbon Paper

and

### Inked Ribbons

"There's no other just  
as good"

## M. B. COOK CO.

508 S. Dearborn St., Chicago

## LOCOMOTIVE:

FEED WATER HEATERS  
(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS

CENTRIFUGAL BLOW-OFF  
MUFFLERS

GRID SECTIONAL AIR-COM-  
PRESSOR RADIATION

## WILSON ENGINEERING CORPORATION

122 So. Michigan Ave., Chicago

## CREOSOTED MATERIALS

and

## COAL TAR PRODUCTS



## Republic Creosoting Co.

Minneapolis

visited his son at Camp Grant over the Fourth, before his son was transferred elsewhere. Heard that he was almost snared into service at the camp through the mistaken identity of rookie MP's. Too bad!

## Locomotive Department

John A. Macht, Correspondent

Due to the fact that Ed Carey has been transferred to another department, I have been asked to act as correspondent for the Locomotive Department. So that this column can be made of interest, any news items you may have will be appreciated.

The Annual Mechanical Department Golf Pow Wow was held at Waterford Woods on June 15, and it was a great success, partly due to the fact that, even though Old Sol did not make his appearance, it was the first day it did not rain for over a week. First prize was won by F. Dollarhide of Western Avenue and second went to H. R. Abrahart, who, we understand, used a set of lady's clubs (borrowed). We wonder what he would have done if he had used his own clubs. G. Lamberg, retired shop superintendent at Minneapolis, was also present. Walt Bates was the master of ceremonies.

Immediately after the Pow Wow, Walt Bates left for the tall timbers for a couple of weeks of fishing, somewhere around Minocqua. Jim Elder went with him to help carry the fish.

Harvey Trevillian has again started to commute over the week-ends to his island fortress at Minocqua. Don't be surprised, Harvey, if a gang of us parachutists drop in for a visit some day.

Wild Bill Kilimann, the new special representative to S.M.P., says he is glad to be with us. Might say we are glad to have him.

June 21 was a red letter day in the S.M.P. office, for Norbie Kiemen took the fatal step that day. Congratulations, Norbie. The entire office force was invited to the wedding and a representative crowd attended the reception at the Stratford Arms Hotel. Everyone had a good time in the air conditioned ballroom, even though the air conditioning was not effective, it being about 99½° all evening. George Jung was so efficient in handing out the liquid refreshments that the lights were turned out in order to get the ballroom vacated so that the guests in the hotel could get some sleep. The happy couple made a trip to the West Coast on their honeymoon.

The Locomotive Department Credit Union paid a 5% semi-annual dividend on July 2.

The following are recent changes made in the personnel of the Locomotive Department offices:

Ed Carey has been transferred to the Test Department.

Arno Bartz replaced Ed Carey as stenographer for Mr. Abrahart.

John Ryan, a newcomer, replaced Arno Bartz in the roundhouse office.

Johnny Gibbons in the general foreman's office now has an assistant; his name is Raymond A. Skiba.

She: "Were you in the army?"

He: "Sure."

She: "Did you get a commission?"

He: "Nope, straight salary."

## I&D Division

Marie E. Randall, Division

Editor pro tem

Superintendent's Office

Marquette City, Ia.

## Marquette-Sanborn

Rufus Alford, one of the oldest employes in the Mason City roundhouse, passed away during July and we wish to extend our most sincere sympathy.

Carrie B. Rugee, superintendent's stenographer at Mason City, underwent an operation the latter part of June and is now back to work greatly improved.

J. (Honey) Kluss has taken the run on Nos. 3 and 18 between Marquette and Mason City, as brakeman, commencing July 11. The Kluss family formerly lived at Mitchell, but have moved to Marquette to make their home.

Frank E. Schmidt, foreman in Mason City Store Department, and wife vacationed the first two weeks of July in Washington, D. C. Frank says he is trying to get the hang and feel of politics. They also spent some time in the South visiting Mrs. Schmidt's family and we understand Mrs. Schmidt brought back some more very fine recipes with which she hopes to bring up Frank's avoirdupois to increase his striking power in next year's bowling tournaments.

The Milwaukee employes at Mason City seem to be engaged in a duel of flowers; Roundhouse Foreman McCaughey and Storekeeper Smola have each purchased new homes and they have a profusion of flowers in bloom, which are the talk of the town. The contest between these two stands at a draw, but we are told that Al Kirby says he has them beaten with his roses at Clear Lake.

## Sanborn-Rapid City

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

All indications point to a huge crowd from this vicinity who will attend the Spencer fair this fall. Owing to the rush of business our genial agent, Barney, at Sanborn, has lost about 20 pounds and is now in good shape to become a first class jockey. Understand that he will ride Lightning, Chief Dispatcher Platt's steed, at the fair and we are hoping that Barney will show, if nothing else.

Dispatcher Kearney is enjoying his two-week vacation and is being relieved by Dispatcher Drury of Mason City.

Carl Anderson has left Mason City where he was successful bidder for the third trick dispatcher and is being relieved by Bill Marge of Sheldon.

Dell Burke has left the I&D for Montevideo where he bid in third trick dispatcher's job.

Brakeman Francis Olson took unto himself a bride recently and we extend our congratulations.

Several recent hailstorms raised havoc with much of the small grain and corn in this vicinity early in July.

## Sioux Falls Line

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

Ben Jansa, 69, retired trucker, Sioux Falls freight depot, died at his home June 29.

Conductor Roy Reed attended a local theater July 4 where a game of Screeno is held each week and he was fortunate in getting the jack-pot—which only contained two-bits.

Corporal Donald Overcash, with staff sargent specialist rating, visited with parents for 10 days the fore part of July. Don is stationed with Air Corps at Barksdale, La.

William N. Bowers, retired engineer, visited with boys in the yard at Sioux Falls

Youngstown Steel Sides for Repairs to Freight Cars  
Youngstown Corrugated Steel Freight Car Doors  
Camel Roller Lift Fixtures

## Youngstown Steel Door Co. & Camel Sales Co.

322 S. Michigan Ave.  
Chicago

—OFFICES—  
The Arcade  
Cleveland

500 Fifth Ave.  
New York

—PLANTS—  
Hammond, Indiana • Youngstown, Ohio

recently. He now lives in Sioux City and is in pretty good shape for his 90 years of age.

O. K. Johnson and wife returned from a fishing trip in Northern Minnesota with some fish that he claims were lute-fish—oh well.

On the hobby list is Trainman Meacham who built a canvas motor boat. More dope on this later. Maybe it works.

### Sioux City and Western Branch Lines

*Fred Costello, Correspondent  
Asst. Superintendent's Office  
Sioux City, Ia.*

Two sons of Lineman Al Erickson of Sioux City are now in military service, Neal in the Air Corps and Glenn in the Marine Corps. Both boys enlisted.

Arthur H. Little, passenger engineman, died suddenly at his home in Sioux City on June 27. He had been in good health up to the time of his death.

B & B Carpenter John Kvidahl is the proud papa of a new baby boy, born at Sioux City on July 5. Those cigars were grand, John.

Brakeman Adam Foerster, formerly of Yankton, has moved to Sioux City.

Train Dispatcher Cecil B. Davis has drawn an assignment at Milwaukee.

There was considerable handshaking by Passenger Conductor Ewell B. ("Ed") Delaney on train 503 June 30, that being Eddie's last run before retiring on July 1. All employes and friends of Conductor Delaney were at stations to bid him farewell and wish him luck.

After returning home from a fishing trip, Shirley, daughter of Train Baggageman George Murphy, suffered an attack of appendicitis, necessitating an operation. She is now recovering nicely. George says she caught her limit every day and is a better fisherman than he.

Brakeman Glenn Houser came in off his run recently to find his son in the hospital with a ruptured appendix. Now getting along very nicely.

### Council Bluffs Terminal

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

#### SO THEY TELL ME

That anyone finding Carman Nels Jensens' little white rabbits please get in touch with the Lost and Found Dept.

Carl Schonberg is believed to be the only carman in town who possesses a tuxedo. While many occasions arise for this form of dress, our boy Friday on the rip really does own one. As to the moth ball odor issuing from said suit, I cannot say.

The Roy Michael, Sr. and Jr., family took off for the Colorado foot-hills for the much needed rest a switchman seems always to enjoy. That is, away from the engine.

Doc Leffert is now up and around after a serious illness, and Papa Madsen reported back to work the first of July after his close Knock on the Door. Glad to see you around, fellas, and if we can just get old man Webster back in form, the yard crew will be 100 per cent again.

Since our little item in the May issue concerning one Eddie Kinder holding a license to pilot a plane, floods of fan mail have poured in from the females hereabouts for a ride. After Tail Spin takes his trip to Sacramento, Calif., in said plane this summer, a red-headed secretary will be needed to take care of this boy's letters.

The adage that being forewarned is being forearmed came true to the boys early in July when around 5 a. m. a small tornado decided to tear through the yards at about 50 per. And did the car toads, snakes, and dingers scatter? You said it. Nels Jensen and his crew lit for the open protection of a good fit grain car, while the night yardie headed toward our new

half moon library. After the storm: No casualties, but a pretty scared bunch of rails finished out the night with goose-pimples and chattering teeth. They tell me it blew Uncle Oscar Henderson's garters up around his neck.

#### SIGNS OF THE TIMES

It looks as if good things are on the way for the rail carriers on this and the many other roads running into this man's town. A continuous increase in car loadings and transit total of cars handled is definitely on the move, not to mention advertisements several roads have entered in the local papers calling for switchmen, brakies, and firemen. And by the way, crops out hyar are lookin' good, too. New men hiring out in this yard are Irving Lee (son of Foreman Ed Lee), Nugent and Britt, who all have the making of good men.

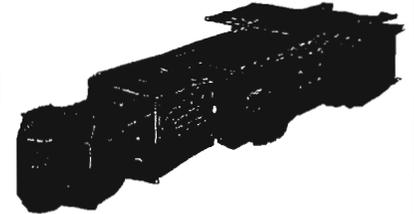
### Iowa Division—Second District

*G. W. Munns, Correspondent  
DF&PA Office, Des Moines, Ia.*

The Des Moines Division added another to its ranks recently by hiring as brakeman, R. R. Erickson, formerly red cap at Madrid. We are also expecting to have a couple of new conductors one of these days when J. E. McReynolds and F. C. Flynn complete their examination. Conductor L. R. Santee is back to work on the north end after a two-week layoff because of sickness.

George Finnicum, a long-time engineer on the Des Moines Division, passed away in June in Los Angeles, where he had lived since retiring several years ago. In addition to his widow, he is survived by his brother, Will, retired conductor of Des Moines, and his sister, Mrs. Edward Mc-

### "BUCKEYE" YOKE and Draft Attachments



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

**THE BUCKEYE STEEL CASTINGS COMPANY  
COLUMBUS, OHIO**

New York - Chicago - Louisville - St. Paul

THE CAREFUL INVESTOR JUDGES A SECURITY

BY THE HISTORY OF ITS PERFORMANCE

**KERITE**

IN THREE-QUARTERS OF A CENTURY OF

CONTINUOUS PRODUCTION HAS ESTABLISHED

A RECORD OF PERFORMANCE

THAT IS UNEQUALLED IN THE HISTORY OF

INSULATED WIRES AND CABLES

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

### STATEMENT OF CONDITION JUNE 30, 1941

#### RESOURCES

CASH AND DUE FROM BANKS.....	\$7,127,692.86
UNITED STATES GOVERNMENT OBLIGATIONS, DIRECT AND FULLY GUARANTEED.....	7,604,187.52
Municipal Bonds.....	653,416.67
Other Marketable Bonds and Securities.....	587,512.78
Loans and Discounts.....	6,241,445.27
Real Estate Owned.....	30,142.57
Interest accrued but not collected.....	45,802.33
Other Assets.....	2,319.78
	<u>\$22,292,519.78</u>

#### LIABILITIES

Capital Stock.....	\$ 600,000.00
Surplus.....	600,000.00
Undivided Profits.....	80,346.55
Reserve for Taxes, Contingencies, etc.....	88,695.39
Reserve for Bond Premium.....	174,844.48
Interest collected but not earned.....	21,741.72
DEPOSITS.....	20,726,891.64
	<u>\$22,292,519.78</u>



### MERCANTILE NATIONAL BANK OF CHICAGO

5 4 1 WEST JACKSON BOULEVARD

MEMBER FEDERAL DEPOSIT INSURANCE CORP.

# FLEMING COAL CO.

STRAUS BUILDING CHICAGO, ILL.

*Miners and Shippers of*  
**West Virginia Smokeless & Bituminous  
 Eastern & Western Kentucky  
 Illinois and Indiana Bituminous Coals**



## MORDEN SECURITY ADJUSTABLE RAIL BRACE

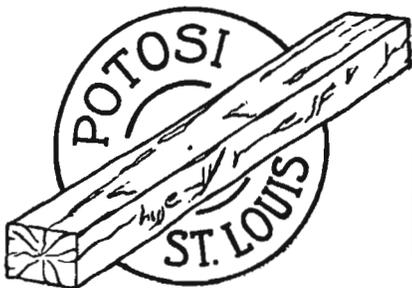
Standard on The Milwaukee Road. Designed for super-strength to meet the requirements of modern high-speed traffic.

### 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.

Representatives in  
 Cleveland, Ohio  
 New Orleans, La. St. Louis, Mo.  
 Louisville, Ky.  
 Washington, D. C.



TREATED AND UNTREATED  
**CROSS TIES  
 SWITCH TIES  
 PINE POLES**

**Potosi Tie & Lumber Co.**  
 ST. LOUIS DALLAS

DELICACIES FOR THE TABLE  
*Specialties*

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

**E. A. AARON & BROS.**  
 CHICAGO, ILLINOIS

Lucas, also of Des Moines. Burial was in Denver.

Baggageman W. C. Moody, off for some time because of sickness, is back from the hospital, looking fine and working the baggage job on the Hiawatha connection between Des Moines and Madrid.

Robert Berman, son of Baggage man Harry Berman of Des Moines, vacationed in Des Moines in June. He and his sister, both recently admitted to the bar, are government employes in Washington, D. C.

Former Conductor N. McGrath has changed his Tampa, Fla., address and is now residing at 1206 Gunby Ave., Des Moines. Would be glad to have a card from anyone.

Vacations have been taking their usual toll, with Agent Albert Schroeder of Redfield spending three or four weeks with his son Robert in Denver, where he is employed by the D&RGW. Miss Lotta Davis, in Mr. Warren's office, Des Moines, was off for a Great Lakes cruise in June.

Work on the pipe-line station at Clive is coming along in good shape and it is rumored that it should be in operation by mid-September.

## La Crosse & River Division—Second District

*F. O. Anderson, Correspondent  
 Red Wing, Minn.*

Nels Estlund, carman at Red Wing, Hastings and Minneapolis for many years, is taking life easy these days. Nels retired on pension the first of July. Has not decided whether he will continue to make his home at Red Wing or return to Hastings.

Mrs. Ed Tebbe, wife of baggageman at Red Wing, recently returned from a trip through the West. While in California she visited her son who is with Uncle Sam at Camp Hahn, Calif.

Mrs. C. O. Henry, wife of Roadmaster, and Mr. and Mrs. Nels Estlund have also recently returned from a trip to California where they visited with friends and relatives and down to Camp Hahn to see their sons who are in training with the National Guard there.

It seems there are some along the River Division who are what is known as "brutes for punishment." We scheduled a baseball excursion train last year to see a game between Minneapolis and St. Paul and everything went along fine until about an hour before game time when the bottom seemed to drop out of the sky and rain came down in bucketsful. This did not seem to dampen the spirits of those in charge, as I understand they are going to schedule another to be run on Aug. 17. We hope the weatherman co-operates a little this year.

The Mississippi Valley Service Club has arrangements all made to hold their annual picnic at Menomonie, Wis., on Sunday, July 27. It's going to be bigger and better than ever this year from what yours truly has heard.

## D&I Division— First District

*Eunice Stevens, Correspondent  
 Superintendent's Office  
 Savanna, Ill.*

### CONGRATULATIONS TO:

Switchman and Mrs. Earl Harper of Davenport on the birth of a son.

Mr. and Mrs. Percy Geelhart, now of Minneapolis, but formerly of the Engineering Department in Savanna—a daughter, on June 18.

J. R. Brown, well-known conductor on the Iowa Division and a veteran employe, was found dead in bed at his home in Savanna on July 3.

Brakeman Earl Hardwick, who had been confined in Washington Boulevard Hospital since the early part of May, passed away on June 14.

Frank Sturtevant, B&B pump repairer, who has been stationed at Davis Jct. for the past few years, died as the result of an accident at Stillman Valley on June 23. Mrs. Sturtevant and daughter, Bonnie, wish to thank the officials and other employes who so kindly rendered assistance at the time of and following Mr. Sturtevant's death.

Wm. Bilhorn, retired roundhouse employe at Savanna, died at the home of his son, Conductor Fred Bilhorn, on June 30.

Engineer J. P. Crowley, of Savanna, died on June 13. Mr. Crowley has been employed in the Locomotive Department of the Milwaukee since 1901.

On June 12 occurred the marriage of Miss Edith Bronson, of Chicago, and Vernon Krahn, of Savanna, in the Presbyterian Church at Savanna. Mr. Krahn is employed in the Signal Department, and the young couple will make their home in Savanna.

On May 24 in a beautiful ceremony conducted in St. John's Church, in Savanna, occurred the marriage of Miss Kay Henry, and Edw. Reese, machinist in Savanna roundhouse. Mrs. Reese is the only daughter of J. A. Henry (supervisor of signals and telegraph at Savanna) and Mrs. Henry.



## La Crosse & River Division—First District

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

We are all glad to see Raipn Jones back on the job after his enforced leave of absence. They took good care of him in the hospital, as he looks fit now.

Our roundhouse foreman, A. Yates, chose the eastern states for his vacation, brushing up on his Yankee dialect. I received a card from Boston wherein he states the beans are more appetizing than ever.

Our former extra baggageman and warehouseman, Wm. Koch, who was drafted

into the army, is now located at Fort Lewis, Tacoma, Wash. Howard Bryan, who was a redcap at Portage station, is located at the same place in the medical corps.

The summer season is in full swing at Wisconsin Dells, the fourth of July holiday period bringing the biggest crowd the old residents can recollect ever having had. The weather was perfect, and the trains and the highways were crowded to capacity.

John Steen, our wide-awake ticket agent at Watertown, was recently playing the good Samaritan by helping some passengers onto the Hiawatha while an elderly woman was getting off with a grip that had seen better days; John took hold of it and the clasp opened up, spilling various articles on the platform. Was John's face red!

Haven't heard any good fish stories or seen any oversized specimens yet.

Our train dispatchers in La Crosse are all air conditioned but not noise conditioned. They are looking for someone to patent a muffler for the engines that park under the depot windows.

## Terre Haute Division

*Christine Hammond, Correspondent*  
*Superintendent's Office*  
*Terre Haute, Ind.*

We are glad to welcome to our division family Mr. and Mrs. G. H. Lane from Beloit, Wis. Mr. Lane's position is trainmaster with headquarters at Terre Haute.

The happy fellow in the Engineering Department is Bruce E. Daniels. The reason—a son, Gary Bruce, born July 2.

C. E. Schwarts, clerk in the West Clinton Car Department, is pinch-hitting for A. H. Austin in the general car foremen's office at Terre Haute. The latter is reported to be vacationing at home, keeping the weeds out of his garden.

One of the most interesting vacation trips to be related thus far is that of Miss Maxine Beerman, daughter of Supt. Beerman, who, accompanied by her friend, Miss Evelyn Schroeder of Mason City, Ia., motored to Alexandria, La., by way of Missouri and Arkansas, and after a visit there, drove to Baton Rouge, then up the east side of the Mississippi River, stopping at Memphis, Tenn., on the way back to Terre Haute. The trip included a visit with Miss Schroeder's uncle, a captain at Camp Claiborne, La., where the two ladies viewed at firsthand the many phases of a military training camp, including a visit to the maneuvering grounds.

Sympathy is extended to the bereaved family of Car Inspector Emmett Zigeler of West Clinton, Ind., who passed away on July 10.

On June 26 Dorothy Marie Males, daughter of Conductor R. W. Males of St. Bernice, Ind., became the bride of Jack Charles Dorfmeier, Car Department employe and son of Car Inspector Preston Dorfmeier. The young couple will live in Terre Haute.

Gay G. Conrad, aged 57, passed away on June 28 at Terre Haute, Ind. Mr. Conrad was employed as locomotive engineer in September, 1916, but had worked as crossing watchman at Hulman Street, Terre Haute, since 1917, having been injured in an accident at that time which resulted in the loss of a leg.

While working as fireman on a Big Four freight train on June 25, Emery Wooten of St. Bernice, Ind., locomotive fireman on this division, was instantly killed in a head-on collision between an N.Y.C. passenger train and the Big Four freight train near Danville, Ill.

Mr. and Mrs. Alva Young have just returned from a delightful tour through the Smoky Mountains and other points south. Mr. Young is a locomotive fireman and is returning to work after being on furlough for a number of years.

## Chicago—Freight Traffic Dept.

*Wesley S. McKee, Correspondent*

It is our sad duty to report the sudden passing of Owen T. Cull, assistant freight traffic manager, who departed this life on July 16, leaving his bereaved wife and son and a host of friends. Many friends and business associates from all over the country attended the funeral.

The annual Forest Glen party of the Traffic Department, which was to have been held July 18, was cancelled out of respect to the memory of Mr. Cull.

Fran Burke has just returned from Callander, Ont., where he made a special trip to see the Dionne Quints.

Frank Trom, our cavalryman, has received his first stripe, and his horse is so proud of him that he lets him stay in the saddle.

Werner (Hymie) Fisher, better known as "Bum Dogs," recently won the Pearsall Golf trophy for the first consecutive time. Werner's handsome portrait was prominently displayed in his home town papers. This famous athlete will be interviewed shortly and perhaps he will give some valuable tips to amateurs.

"Pops" Maday and family are on a second honeymoon at Fox Lake, Ill.

A recent and very welcome visitor in our midst was R. C. "Doc" Sanders, our general freight agent from Seattle. Certainly looks like the West Coast climate agrees with him.

W. A. "Curly" Gabriel, of the Oriental Freight Department, is going to fly down to Louisiana to visit his son, a selectee, who is stationed there.

We do not have an organized softball team any more, but I understand a game will be scheduled shortly with the Fullerton Avenue Building, the losers to pay for a barrel of mait tonic.

Then there was the woman who mailed a package of home cooked food to her son at camp. On the wrapper she wrote: "If not delivered in 10 days, never mind."

TAKE THE ADVICE OF AN OLD TIMER

HE'S seen them come and go, from iron horses to streamlined Diesels, and still he puts his trust in the safety that Biltrite Rubber Heels and Cord-On-End Soles provide. Ask him why and he will tell you that on the testing ground of experience Biltrite is the first choice among railroad men.

**WILL NOT SLIP**

**BILTRITE** RUBBER Heels CORD-ON-END Soles

AMERICA'S FINEST

At Leading Shoe Rebuilders Everywhere

YOU CAN'T OVERWORK THEM

**FIFTY YEARS OF GREATER SECURITY**

Back in the days when wood-burners ran the rails, Continental pioneered in writing Accident and Health insurance for railroad men. Today, as then, it continues to offer the greatest protection for the lowest possible cost. Service, backed by thorough knowledge of railroad men's problems, is your guarantee of insurance value.

"The Railroad Man's Company"

**CONTINENTAL CASUALTY COMPANY**  
 CHICAGO - TORONTO - SAN FRANCISCO

*Still Greater*  
**PROTECTION**  
 for CARS and LADING

CARDWELL WESTINGHOUSE  
 FRICTION DRAFT GEARS

*to absorb horizontal shocks*

CARDWELL FRICTION BOLSTER  
 SPRINGS

*to absorb vertical shocks*

●  
 CARDWELL WESTINGHOUSE CO.  
 CHICAGO  
 CANADIAN CARDWELL CO., LTD.  
 MONTREAL

**LUMBER**  
 PILING—TIES

and

**MINE TIMBERS**

Egyptian Tie & Timber  
 Company

St. Louis

Chicago

**Chicago—Fullerton  
 Avenue Building**

*Eugene D. Heing, Correspondent*

We again have reports from 'most everywhere.

Members of the softball team are sporting new uniforms. They aim to cop second round in the Lincoln-Belmont YMCA League. The lads are also tuning up for the big game in Milwaukee on Aug. 17. They will play the home team there at the big Service Club picnic at Greenfield Park.

Some 28 members of the Tennis Club arranged a beach party at "No Man's Land" a few weeks ago. Rumors have it that Dan McCarthy was ace beachcomber and Harry Baldicini chief eye winker. Mr. B almost came in for more publicity but it may be wise to wait for the story to ripen—or perhaps it will be wiser to wait longer and let it rot completely.

Sgt. Len Janke, former custodian of these lines, had a short leave from Camp Forrest and spent a few of those valuable hours visiting friends here in the building. Army life must be agreeing with him for he has regained his once streamlined physique. Pvt. John Sebastian stopped in while on leave prior to maneuvers. He is stationed at Camp Livingston, La.

J. J. Cassin is now employed as a credit man for Assistant Treasurer F. H. Jeffrey, formerly the auditor of station accounts here at Fullerton Avenue.

Roy Schiffer is asking for used crank case oil. His base running on Sunday mornings at Welles Park demands a more solid and dust-free infield.

Nettie Fields was married a couple of months ago in Lexington, Ky. . . . Mary

Mazur, formerly of Western Ave. and now of Aberdeen, Maryland, was visiting friends here. . . . Ruth Lundblon, now a resident of Knoxville, Tenn., was back to see her old friends.

The Car Accountant's office reports that Bernice Miller is sporting a diamond ring. . . . Betty Childs came along with her diamond after her vacation. . . . Cora Eckerly has been confined to her home since early June. . . . Florence Haeger, and Nellie Harlow of the Freight Auditor's office now sing the praises of Alaska, having just returned from a glorious trip up there.

Ralph Osmundsen will christen his new lawn furniture at a party on Aug. 2. . . . John Mischke of the Wayne Avenue Mischke's painted his house—and how.

Theresa Meyer, Supervisor of Payroll Taxes' office was married and now answers to the name of Mrs. Visser.

Mildred Rezab Kohlstad and Grace Domers, both of the Computing Bureau, have left the service to take up duties as homemakers. Tom Gavin recently returned from California and brought with him a 192-pound fish story.

**Kansas City Division**

*K. M. Gohmann, Correspondent*  
 Superintendent's Office  
 Ottumwa, Ia.

The Milwaukee employes made a good showing in the recent U.S.O. drive, \$260.30 being the total contributed by the employes in Ottumwa to this very worthy cause.

After 17 years as agent at Williamsburg, Ia., G. L. Gallaher retired on July 1, having had over 47 years' service with the Milwaukee. Mr. Gallaher and wife were the honored guests of the Marion Line Service Club on July 17.

C. C. Carnes has been appointed agent at Williamsburg and L. M. Boughtin, former agent at Haskins, has been assigned to the agency at North English, succeeding Mr. Carnes.

Mr. and Mrs. E. R. Davis of Ottumwa celebrated their 57th wedding anniversary on June 30 in their home; Mr. Davis is a retired Mechanical Department employe. Joining them was their son and daughter-in-law, Mr. and Mrs. Norbert Davis of Ottumwa, who celebrated their 20th wedding anniversary on the same date.

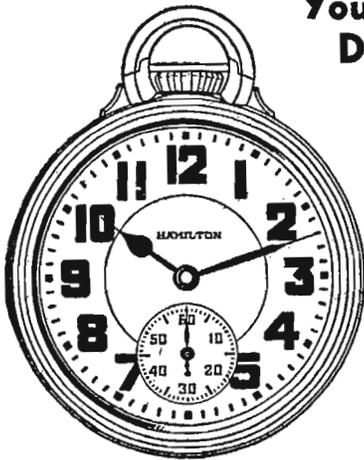
Either he is an excellent fisherman, or good at telling fish stories, for Robert Dobratz, engineer, boasts of getting his limit every day while fishing at various lakes in Northern Minnesota; also, that he shipped home his quota allowed under the law and that he supplied his friends and acquaintances with fish daily.

John Thomas arrived on June 29 in the home of Water Service Inspector C. C. Clinker, Ottumwa.

Everett Bradley of the Store Department west yard, Ottumwa, has a new son, Michael Joseph, born on July 8; Yard Conductor H. J. Bradley is the grandfather.

Recent visitors in the home of Cashier J. W. Mills of the Ottumwa freight house were much impressed by the excellent serv-

**Your Local Watch Inspector  
 Deserves Your Patronage**



**CHAS. H. BERN**

Union Station Bldg. -- Chicago, Illinois

**MILTON J. HEEGN**

29 E. Madison Street -- Chicago, Illinois

**H. HAMMERSMITH**

332 W. Wisconsin Avenue Milwaukee, Wis.

**ALLEN & BERG CO.**

255 Hennepin Ave. Minneapolis, Minn.

*The above  
 are Official  
 Watch In-  
 spectors for*



*The* **MILWAUKEE ROAD**

*Consult them when considering the purchase of Watches or Jewelry*

**MARSH & McLENNAN**

INCORPORATED

**INSURANCE**

FEDERAL RESERVE BANK BUILDING

164 WEST JACKSON BOULEVARD, CHICAGO

NEW YORK  
 DETROIT  
 PHOENIX  
 VANCOUVER

BUFFALO  
 INDIANAPOLIS  
 SAN FRANCISCO  
 MONTREAL

PITTSBURGH  
 MILWAUKEE  
 LOS ANGELES  
 BOSTON

CLEVELAND  
 MINNEAPOLIS  
 PORTLAND  
 ST. LOUIS

COLUMBUS  
 DULUTH  
 SEATTLE  
 LONDON

# WEST COAST WOOD PRESERVING CO.

〔 We are proud to serve "The Milwaukee Road" in  
supplying treated ties and structural timbers. 〕

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

ice and the comfortable trip they enjoyed enroute from Seattle to St. Paul on our Olympian train; they returned to Seattle via the same route and looked forward to the trip, via the Milwaukee enroute home.

## Spokane and Inland Empire

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

Roundhouse Foreman P. T. O'Neill of Spokane attended the Safety First meeting in Seattle on June 25 and the board meeting of the Milwaukee Hospital Ass'n on the 26th and 27th, after which he started on a two-week vacation. Mr. O'Neill spent some time at his cottage on Spirit Lake, and while there was bitten by a wood tick, which was removed at a local hospital.

W. E. McCaughey, car inspector, East Spokane, spent two weeks at Davis Lake with his family the first half of July. Mac says he always likes to spend his vacation at some quiet spot, where he can fish and rest. From the amount of company he said he was going to have, we wonder if he did.

Lounge car service is now a feature on trains 15 and 16 between Spokane and Minneapolis. The first one of this summer's season arrived in Spokane on June 30.

John Kelly has taken the job of coach cleaner at the Union Station at Spokane.

A 12-pound baby boy was the Independence Day celebration at the home of Locomotive Fireman Ed Kalinoski of Spokane.

The issuance of a marriage license to Albert Lee Bill, bridge foreman, was announced in a Spokane paper the latter part of June.

W. T. Emerson, former traveling engineer on the Coast and Rocky Mountain Divisions, who retired several years ago with 50 years of service, has just written to his former fellow workers via the multi-copy system, and enclosed a photograph of his beautiful new home which was recently completed in Seattle.

The many friends of Harry Hill, car clerk at the local freight station, Spokane, were very much shocked to hear of his sudden death on July 9.

Engineer Xavier E. Harrington of Spokane and Cle Elum was killed in an automobile accident at Bakersfield, Calif., early in July. Mr. Harrington had been off since May 25 and was touring the country with his wife, who was also badly injured in the same accident. Burial was at Los Angeles, where their children are located.

E. Matson, agent at Clarkia, Ida., was assigned the agency at Cusick, Wash., on June 15, relieving Bud Beal, who had been there temporarily. J. W. Heatherly is now stationed at Clarkia.

Two new industries have recently located on the Milwaukee tracks at East Spokane. The Lehigh Portland Cement Co., which is building a large storage and shipping plant, will be in operation about Sept. 1; the Butane Gas Corp. also located there.

The third shift switch engine was put on in Spokane yard effective July 14 owing to heavy business.

Some heavy track work and changing

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

**UNION REFRIGERATOR TRANSIT LINES**  
Milwaukee, Wisconsin

out of rails is now the program in Spokane yard. Section Foreman Jim Wilson and his crew from Dishman were called in to assist in this work.

Harry Miller has taken the OS&D desk in the local freight house at Spokane because of George Gaub taking the pension. Tommy Quinn is working temporarily on the car desk, and Don Hays is holding down the claim desk.

## Tacoma & Coast Division —West

R. R. Thiele, Correspondent  
Agent's Office, Tacoma, Wash.

On June 25 Mrs. Bertha Woodard, wife of William Woodard, city freight and passenger agent, of Tacoma, was drowned as the result of an automobile accident on 15th Street Bridge, Tacoma. Besides her husband, she leaves a son, David, and daughter, Barbara Jean.

Supt. Givens and wife met their son, William, at Sioux City recently. He came from Quantico, Va., where he was commissioned second lieutenant in the Marine Corps. He will probably remain at Quantico until Sept. 1.

Brakeman Arthur Kirsch is ill and has been taken to Lakeview Sanitarium, near Tacoma.

Betty Clinch, stenographer in the division storekeeper's office, Tacoma, is still absent on account of eye trouble, and will be away for several months; Ken Anderson is taking her place temporarily.

Roy Takahashi and wife have returned from two weeks' vacation in San Francisco, Los Angeles and Salt Lake City. His son, Harley, took his place as red cap at the passenger depot in the meanwhile.

Clair Jones is on the second trick at the yard at Tacoma.

## MAUMEE INDIANA WASHED COAL

CLEANER  
HOTTER  
BETTER

Mined on  
THE MILWAUKEE RAILROAD

## THE MAUMEE COLLIERIES COMPANY

Coal Miners and Shippers  
TERRE HAUTE, INDIANA

## EDWARD KEOGH PRINTING COMPANY

Printers and  
Planographers

732-738 W. Van Buren St.  
Phones: Monroe 0432-0433-0434

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

# DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT  
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

## ELECTRO-MOTIVE CORPORATION

Subsidiary of General Motors  
LA GRANGE, ILLINOIS

Time-Credit Plan

# PERSONAL LOANS

When you need extra cash, borrow on a sound and thrifty basis. Establish personal bank credit . . . on the liberal terms of our Time-Credit Plan. Single-Signature, Co-Signer and Automobile loans at low cost . . . for personal and family needs . . . payable in monthly installments. Time-Credit Collateral Loans at even lower cost. Apply at any First Wisconsin office . . . or phone Marquette 1300.

CASH YOU RECEIVE	MONTHLY PAYMENTS*	
	12 Months	18 Months
\$100	\$ 8.95	\$ 6.10
200	17.73	12.10
300	26.52	18.09
500	44.09	30.08

\*These installments repay your loan and cover all costs, including a \$2 service charge.

**FIRST WISCONSIN  
NATIONAL BANK**  
OF MILWAUKEE  
13 Convenient Locations

Adam Hoffman has left the Store Department and has gone to the roundhouse; we understand that he intends to become a fireman eventually. Earl Bartle is likewise quitting the Store Department and will shortly take the brakeman examination.

We regret to report the death of Arthur L. Green, husband of our former employe, Margaret Olsen, of the superintendent's office, Tacoma; the funeral services were held in Tacoma on July 7. Mrs. Green is at present residing in Hollywood, where she has been employed by RKO Studios.

A number of employes from Chicago took the occasion of a brief vacation to visit their former friends of the district accountant's office, lately removed from Tacoma. They were Miss Ruth Phelps and Messrs. Albert Janosky, Claude Peterson, Jack Clark, and Harry Anderson.

F. J. Alleman, formerly local agent at Tacoma, has almost recovered from a slight stroke suffered recently, and is again able to be outdoors.

H. A. Mosher, the new third trick train dispatcher, is getting acquainted with the division and will soon be at work. He was formerly operator at Moberly and worked as dispatcher at Miles City.

Conductor Charles Russell of Maytown is back at work again after a brief lay-off.

W. H. Smith, operator from the extra list, is relieving Clinton Miles at the yard office while Clinton is working on the third trick until H. A. Mosher can get to work.

A number of yardmen from the Tacoma yard went up to Lake Crescent and to Lake Quinault on a fishing trip beginning July 2. They were: Bill Martin, Don Nuems, Leland Branscomb, Oscar Lund and Bob Kendall. However, we haven't heard about the results yet.

Eddie Alleman, son of the late Billie Alleman, has his foot on the ladder now by working as extra messenger. Let us hope he reaches the top in course of time.

Bobby Huntsman is now working as extra clerk at the Tacoma local office, while Glenn Graham is working Bobby's old job—at least for the time being.

Karl Ziemer is now on the morning trick at the yard, after working at Sumner for several years. We used to know him over at Spokane, when he came in from the "sticks," as he terms it.

There was quite a commotion and quite a rush to the telephone the other morning when one of the Tacoma papers had the news of Bob Shipley's marriage license, and it took quite a while before it was cleared up that it was another Shipley. Bob is still a widower (he is on the ware-

house foreman's job, you know) and intends to remain so.

Roy Edwards landed the interchange clerk's job at Seattle, while O. N. Stromberg was appointed tylist expense clerk and J. E. Hart general clerk and stenographer, also at Seattle. John Lee landed the assistant chief yard clerk's job and A. L. Powell is another interchange clerk at Seattle. H. R. Miller was appointed revising clerk at Spokane. George Gordon is now assistant chief yard clerk at Tacoma. We are all glad to see him back here again.

Since June 22 the superintendent's office at Tacoma, combined with the office of the division engineer from Seattle, have all moved to their new quarters at the freight office, and you should see the commodious offices they have! Across the front of the building is a large office for the superintendent, then a smaller one for the assistant superintendent, and another one for the trainmaster; there is a very large office for the superintendent's staff, across the hall are a telephone office, a telegraph office, and a large office for the chief train dispatcher, with smaller ones for the dispatchers; then still farther back is a very large office for the engineering force and the roadmasters; with all kinds of odd rooms for storage and the like—well, all we can say is for you to come and see it. The only drawback is that it is upstairs in the freight office and a little out of the way, but then look at the beautiful view they have of the new state liquor store just across the street!

### Tacoma Car Shops

*Gil Garrison, Correspondent*

Mr. and Mrs. Cecil Snyder have just received this year's award of the Tacoma Planning Commission for the outstanding contribution they have made to their community. This for the wonderful job of completely rebuilding their home. Cecil did it all with his own hands and it surely is a masterpiece in design and beauty. Cecil is our newest mill man, having been promoted from car inspector on June 2. If the new home is any criterion at all, Cecil will make a good mill man.

Steve Loughlin's wife passed away on June 22 after a long illness and to him we express our sympathy.

### Rocky Mountain Division

*Nora B. Decco, Correspondent*

*Three Forks, Mont.*

All any of us can think of is, what is there cool to drink that we have not already had to drink? . . . Maybe it's just because old man sun at last came out a-shinin'—after all that rain.

Park business is so good that Dan Young has already quit writing his colyum . . . or has he? Anyway our red cap, Raymond Callahan, he of the smile the lady tourists fall for, has two caps—they both say the same thing, however. Find out from Raymond what it is.

There arrived through the mail a few days ago about the most clever announcement I have ever seen, and look who got his name in the newspapers, and now in the magazine. Alfred Franklin Dougherty, Jr., of Helena, Mont., was born July 5 in Helena, at Alfred and Nora's house . . . his mother is the eldest daughter of Conductor and Mrs. Kilpatrick of this place. We extend congratulations to all, including grandpa.

Henry Kilpatrick, who has been away several years in the Navy, has returned home for a visit. He has been stationed in China for some time.

A son, named Robert Boland, arrived at the home of Trainmaster and Mrs. Middleton July 5 in Butte. Suppose his father will stick pretty close around Butte now until Robert, Jr., at least can walk and

talk, which won't be long, judging from reports we have.

A wedding of interest to our division which occurred at Manhattan on July 6 was that of Miss Ealine Grace and Sam Morgan. Mrs. Morgan is a sister of brakeman Jack Grace and one of Three Forks' lovely and popular girls. We extend our very best wishes to this young couple.

A daughter was born to Mr. and Mrs. Eben Dickenson July 7. Mr. Dickenson is in train service on this division.

Conductor Kirwan is working in the east end ring and Conductor Vanderwalker has his run now on passenger.

Howard Ullery, who was one of those we used to know over this way, is now a full fledged train dispatcher, and he starts out like he was going to be the best or know the reason why. Mr. Whaley is working first on the Northern Montana, and the line is cut at our station working east with one set and west with the other. . . . Business is good and getting better and more new brakemen are making student trips every day.

N. C. Grogan is working first at Three Forks; L. J. Setchell has been assigned to third at Harlowtown; J. L. Searle is second at Butte yard; Alvin Pitman has a job as second at Ringling, with his father as agent, which suits both of them fine . . . and a very pleasant young man named Cornwell is working second trick at Deer Lodge. Louie Searlues on the 37 job at Butte is off for a while, relieved by none less than Bill Stetzner.

## H&D Division

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

G.H. Smith has been appointed agent at Brampton, N. D.

W. A. Wheelton has been appointed agent at Wild Rice, N. D.

G. W. Dietl has been appointed second trick operator at Cologne, Minn.

Johnnie Faeth of the Superintendent's Office, Aberdeen, gained a sort of distinction for himself recently when he was given the baton and the privilege of conducting Lawrence Welk's orchestra at a dance in Aberdeen.

The Milwaukee diamond ball team at Aberdeen is slumping down in the hole. Maybe the boys aren't getting enough support.

The H&D has hired a number of new extra men for the Operating Department.

Everett Miller, agent at Ipswich, S. D., was back around the country recently before returning to the hospital for another operation. He was looking hale and hearty.

## Cedar Rapids Terminal

*Clifford R. Taylor, Correspondent  
Cedar Rapids, Ia.*

George Struck, of the roundhouse foreman's office, has had a new title bestowed upon him, that of grandpa, a son having been born to Mr. and Mrs. Bernard Struck, June 30. All concerned getting along fine, especially grandpa.

We understand that Switch Foreman Fred Chermak has a couple of pairs of field glasses for sale, and we are informed that they may be bought very reasonably. It seems they were bought for a vacation trip down into Mexico and whether he was disappointed in the señoritas, or whether the "Mrs" took care of the situation, we cannot say, but we would say that, what with two pairs of glasses, a very accurate description should be forthcoming.

When General Yardmaster J. W. Chermak found out that the "big" brother was contemplating his vacation in the South, he decided that it would be best to head the opposite direction, so packed up the family and headed for the wilds of Canada and northern points. All reports indicate

that plenty of fish were caught and the scenery was fine.

Relief Yardmaster Leo Williams was in charge of Cedar Rapids yard while General Yardmaster Chermak was on his vacation the latter part of June. Night Yardmaster "Doc" Hall has not said much about the above subject, but think he is slipping and will be departing for some distant point one of these days.

Clyde Williams, N. Pappmeyer, and Elmer Johnson all packed up their fishing tackle for a fishing trip at Delhi on July 8. Clyde says that although they only got BACK, they did acquire a nice coat of tan and had the pleasure of watching some other fellows catch some nice big ones.

Mrs. Stewart Saylor visited with her son in Oakland, Calif., the latter part of June. The young man has been stationed in foreign waters for some time and was being transferred into submarine duty. As he was to be in Oakland for several weeks, Mrs. Saylor took advantage of this and spent the time with him.

Miss Mary Kelly, daughter of the late J. A. Kelly, who for many years was an operator on the Iowa Division, and Everett Rollison, son of retired Engineer Dan Rollison, were united in marriage July 12. After a short wedding trip the young couple will reside in Washington, D. C., where Mr. Rollison, son of retired Engineer Dan Rollison of Investigation.

Check Clerk Joseph Metela and family visited at the home of their daughter in Denver, Colo., the latter part of June. Joe says that the mountains are fine and the cool weather wonderful, but when they took him fishing and he saw the size of the fish they catch out there, it surely did spoil the fun of fishing in the good old Cedar River when he got home.

David W. Perkins has been assigned to the position as night yard and bill clerk at Cedar Rapids freight house, relieving John Feiereisen who has been assigned to the position of general clerk. Bobbie Wood is working the swing job at Cedar Rapids yards left vacant when Harold Kennedy went switching.

## 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.

**NATIONAL ALUMINATE CORP.**  
6216 West 66th Place CHICAGO, ILLINOIS

Present Day  
**SAFETY Requirements**  
**DEMAND the Best**  
**Equipment**

## LAKESIDE FUSEES

Fill the Bill  
**SAFE DEPENDABLE EFFICIENT**

**LAKESIDE RAILWAY  
FUSEE COMPANY**  
Beloit, Wisconsin



## 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.*

**AIR REDUCTION SALES  
COMPANY**  
**MCCORMICK BUILDING, CHICAGO**

**CHICAGO**

**MILWAUKEE**

**MINNEAPOLIS**

**SEATTLE**

## Superior Division

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

Engineer Mark Ennes died June 11, at Escanaba, Mich., and Engineer Kline Wallace died at Green Bay, Wis., on June 29. The sympathy of all Milwaukee Road employes goes to the families of these two men.

Oscar Langheinrich, retired on June 1, after 51 years of service. He was agent at Cedarburg, Wis., and was the oldest employe on the division. E. A. Kenney has been appointed to succeed him as agent.

Chief Clerk Roland Schwalenberg has returned to service after being off a considerable length of time, due to illness.

L. R. Scholtz has been appointed cashier and operator at Appleton.

The Superior Division again enjoyed a splendid passenger business on the Chippewa over the Fourth of July holiday and it was necessary to operate more than one section to accommodate the large number of people traveling by train.

The ore business is the best it has been for some time past and a number of men who have not worked on the division for some time have been called back.

## Employe's Daughter Wins Poetry Contest



LUCILLE NELSON, a junior in Washington High School, Sioux Falls, S. D., has brought a degree of distinction to her family by winning first place in a state-wide poetry writing contest held in the spring; later, the winning piece of verse was entered in a national contest for high school pupils and won third place. Her father, Victor Nelson, is a yard section laborer in Sioux Falls.

Here is the poem which won the two prizes:

### DAD KNOWS

Last night as I sat by Father's knee  
And looked at his careworn face,  
I wondered why he left his parents  
To come to a strange new place.  
He came five and twenty years ago  
From Denmark so far away;

'Twas a beautiful morning he landed  
here—

He'll never forget the glad day!  
He loved the freedom of this new land.  
He was happy and he was pleased;  
"I'll never leave here," he firmly said,  
"Until my life has ceased!"

'Twas just a year later he raised his  
hand,

And promised to always be true  
To the country that gave him liberty—  
To him—and to me and you!  
His family were taught to be loyal and  
true,

Good Americans they should be,  
And now we humbly bow our heads  
Whenever the Flag we see.  
We thank our God for our liberty,  
For the fairness and freedom, too.  
We raise our voices in endless song;

We're proud of our red, white and  
blue!

Dad knows what it is to be bound and  
tied,

Dad knows what it is to be free.  
Dad's thankful that he's an American,  
Dad's proud of his liberty.

Dad wants us to know how much we  
have

(His portion was—oh, so small),  
Dad wants our patriotism to rise,  
Shout, "I'm an American" to all!

And then, in the dusky twilight  
I turned the radio on

And a myriad happy voices  
Burst forth in joyous song:

"From the mountains to the prairies,  
To the ocean, white with foam,  
God bless America,  
My home, sweet home!"

## OUR DEMOCRACY—by Mat

### THE U.S. AND IT'S RAILROADS

WE'RE JUSTLY PROUD OF  
OUR HIGHWAYS AND OF  
OUR MOTOR CARS  
AND AIRPLANES.

BUT FOR THE LONG HAUL  
OR THE BIG HAUL WE MUST  
HAVE OUR RAILROADS TOO.

INDISPENSABLE IN NATIONAL DEFENSE,  
THEY HAVE BEEN THE GREATEST  
SINGLE TECHNOLOGICAL FACTOR IN  
MAKING AMERICA WHAT IT IS TODAY.

THEN—OPENING THE COUNTRY

NOW—SERVING IT

31% OF POINT-TO-POINT MILEAGE OF THE WORLD.—  
56% OF WORLD'S FASTEST PASSENGER TRAINS —  
AVERAGE SPEED OF FREIGHT TRAINS UP 61%  
SINCE 1920, WITH "HOT SHOT" FREIGHTS NOW  
DOING 60 MILES PER HOUR.

# MAGNUS METAL CORPORATION

*Journal Bearings and  
Bronze Engine Castings*

NEW YORK



CHICAGO

## THE BETTENDORF COMPANY

STEEL FOUNDERS

CAR BUILDERS

ORIGINATORS OF THE



**ONE-PIECE SIDE FRAME**



OFFICE AND WORKS

BETTENDORF, IOWA



### *The* IMPROVED FAIR RAIL ANCHOR

A rail anchor of greatly improved efficiency in eliminating the creeping of rail.

THE P. & M. CO.

CHICAGO • NEW YORK

## PREVENT CORROSION on your Pipe Lines



You can stop pitting and corrosion on your pipe lines by using NO-OX-ID and NO-OX-ID-ized Wrappers. NO-OX-ID Combinations provide four-way protection. They resist the shearing effects of soil action, repel bacterial attack, prevent moisture penetration, and stop underfilm corrosion.

### DEARBORN CHEMICAL COMPANY

310 S. Michigan Ave.  
Chicago

205 East 42nd St.  
New York

**NO·OX·ID**  
IRON+OXID=TRUST  
TRADE MARK  
The Original Rust Preventive



## We *WON'T* let him down

**M**AYBE he is your son—who smiled so cheerfully when he boarded the troop train. Or maybe he is that serious young fellow who worked next to you. Or that happy-go-lucky boy of your neighbor's.

Whoever he is, he's an American and he is proud to do his bit for Uncle Sam. *He won't let us down!*

And *we* won't let *him* down either!

We're going to do our part to provide him with the food and clothing and things he needs to keep healthy and strong and comfortable. We're going to do our part to provide him with the planes, ships, guns, tanks, and all the other implements of modern warfare he needs to protect himself and to defend America.

Remember this—only the railroads can transport the huge quantities of food and ma-

terials and supplies and equipment he will need. Only the railroads handle that job and, at the same time, take care of the other mass transportation needs of the nation.

The speed and vastness of the defense program and the need for adequate, efficient railroad transportation constitutes a challenge to every railroader. But so far we have met that challenge. And we will continue to meet it in the future!

We have the plant. We have the man-power. We have the skill and the ingenuity to do the transportation job that only the railroads can do. Above all, we have a tradition of service to the nation that is the proud heritage of every railroader.

Neither the railroads nor the nation's loyal army of railroaders will let America down!

★ ★ ★ ★ ★

Association of **A** M E R I C A N **R** A I L R O A D S *Washington, D. C.*