

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

AUGUST, 1934



Shakesporean Players of Merrie England Village—Century of Progress, 1934

A New Gem in the Milwaukee Road's Lustrous Crown of Achievements

A 'BOARD!

Conductor C. E. Albright, watch in hand, paced a bit nervously alongside the five cars in the Chicago Union Station that made up Milwaukee Division train No. 29 the morning of July 20th.

It was almost 9 o'clock, departure time on the 90-minute run to Milwaukee. Overhead, at the rear of the train shed, the signal light flashed to show that the track ahead was clear.

A'board!

Frank J. Diefenbach, Depot Passenger Agent, stationed at gate 19, glanced at the station clock, scanned the concourse hurriedly, his alert eye discovering no stragglers, pushed a button to signal that departure time had arrived.

Upward shot the brawny right hand of Conductor Albright. Down the track in the cab of engine 6402 Fireman Ward B. Kirby shouted, "Highball." Quickly the steady left hand of Engineer William H. Dempsey clasped the throttle. Not train No. 29 but second No. 27 was under way.

It passed Western Avenue on time; Pacific Jct., on time; Grayland, on time; Mayfair, three minutes ahead of time.

Back in the coaches and parlor cars the passengers read and dozed. In the smoking compartment a "drummer" glanced out to see the telegraph poles blend into palings. "Say," he called to Porter Hunter, "where's the fire?" Another passenger spied an aeroplane skimming the tree tops almost abreast the car windows, a Paramount Newsreel camera man grinding vigorously. "What's up?" he demanded of Brakeman Peter Mick. For up in the cab of 6402 things were happening. Bill Dempsey had "opened her up a bit" and the *World's Record Speed Run* was under way.

In the rear car, which was the business car of Vice-President J. T. Gillick, a most unusual scene was taking place. Crowded about a speedometer were rail officials, newspaper people and newsreel camera men.

Railroad watches that had been given a special inspection the day before were being clutched in one hand, pencils in the other moved quickly over working time cards, while the glances of the keen bright eyes of the operating and mechanical department officials fitted between their timepieces and the speedometer that had been officially checked by the Illinois Laboratories before the start of the run.

C. H. Bilty, Mechanical Engineer, was keeping an official log of the trip with the assistance of A. G. Hoppe, Engineer of Tests. R. D. Miller, Assistant Superintendent, aided by J. L. Brown, General Superintendent of Transportation, did rapid calculation to supply

the newspaper people present with a running account of the journey.

"We're hitting 92 now," shouted N. A. Ryan, Assistant General Manager, under whose supervision the demonstration was conducted, as the train neared Northbrook. "It's 97; now she's 99—watch her pass the 100 mark."

There was no slacking of speed along the way for grade crossings. L. J. Benson, General Superintendent of Police, had mustered his forces to protect all of the crossings where there is an appreciable volume of traffic.

"Look," yelled N. A. R. later, "she's hitting 103. We're going over the Root River at Oakwood. We could do 105, but this is as fast as we'll go; Dempsey will have to start pulling her in soon."

Rapid calculators announced to the assemblage that the run from Edgebrook, Ill., to Oakwood, Wis., a distance of 61.4 miles, was made at an average speed of 92.62 miles per hour, thereby establishing a new world's speed record for steam trains for distances over 50 miles.

Then did a lusty cheer go up. And there was much rejoicing on board.

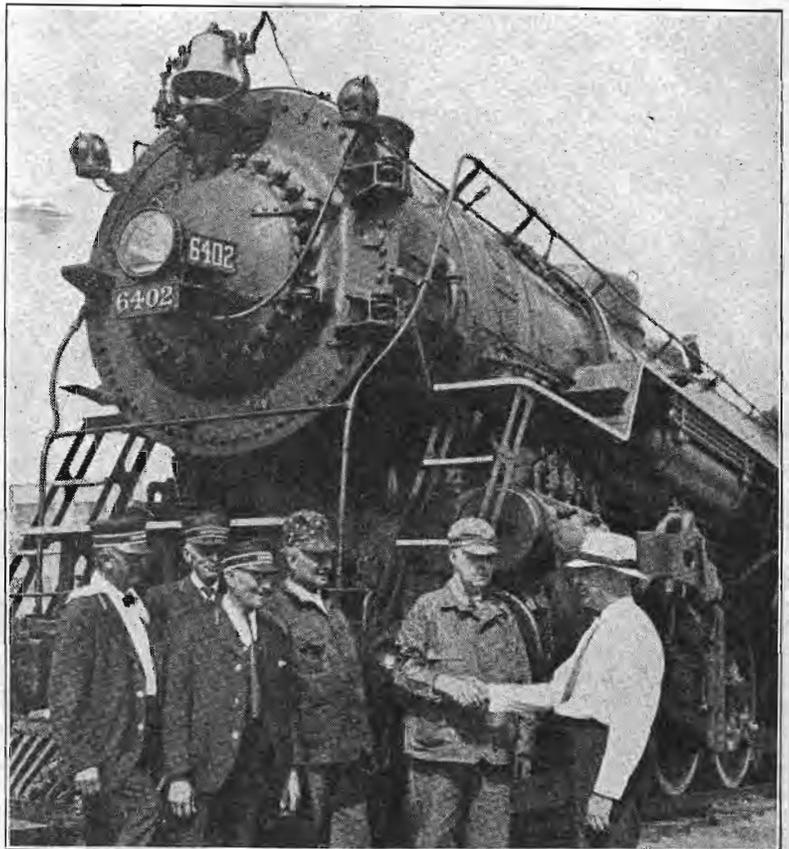
Another *FIRST* for the good old Milwaukee Road.

There was shaking of hands, patting

of backs, and the inevitable "I told you so." The perennial smile of George B. Haynes, Passenger Traffic Manager, was broader than usual as he called to W. B. Dixon, "We'll have plenty to tell the traveling public about speed and safety now," and the genial General Passenger Agent indicated that he was "raring" to get the good news to the soliciting forces. Joseph Caldwell, Assistant General Passenger Agent, smiled his satisfaction as he contemplated the renewed confidence with which he would build future schedules. George A. Semmlow, Advertising Agent, grinned as he reflected upon the forceful copy that he would prepare and the modest member of the road's publicity department closed his eyes to better visualize the broad headlines that would tell the story in the newspapers throughout the world.

Soon the brakes were applied. Shortly the train halted at Milwaukee passenger station. Flagman Frank Peterson commented, as he opened the vestibule traps, that he was mighty glad that he hadn't been "whistled out" along the way. As the joyous throng, passengers included, detrained, it was quickly determined that the elapsed time from start to stop was 67 minutes, 35 seconds. The average speed for the entire 85.7 miles was 76.07 miles per hour.

In commenting upon the remarkable run Vice-President Gillick said that the outstanding accomplishment is a splendid tribute to every member of the Milwaukee Road organization. "Without the fine spirit of loyalty and co-operation that exists on the Milwaukee Road the feat would have been impossible," Mr.



The Record Trip Crew: From the left: F. Peterson, brakeman; C. E. Albright, conductor; Peter Mick, brakeman; Ward B. Kirby, fireman; Wm. N. Dempsey, engineer; N. A. Ryan, assistant general manager.

Gillick said. "It indicates that everyone concerned with the operation, either before or during the run, did his particular job well, and without having had any advance information as to what was expected of them. It has made me very happy."

No public announcement had been made in advance of the test run. After its completion newspapers throughout the country heralded the achievement. Railroad men generally were jubilant that the world's speed record was returned to the United States. Formerly the record was held by an English railroad which operated a train on a special speed test between Swindon and London, a distance of 77½ miles, at an average speed of 81.6 miles per hour. The highest speed attained on that trip was 92 miles an hour, though the train hauled was considerably lighter than

the Milwaukee Road train that broke the speed record July 20th.

Particularly happy were many because the record run demonstrated convincingly that the possibilities of steam power have by no means been exhausted and that without the necessity of waiting to redesign and rebuild locomotives and cars the steam roads are able to show something interesting in the way of speeds.

Other Milwaukee Road men who assisted aboard the record breaker included Walter Bates, Assistant Master Mechanic; John C. Prien, General Agent Passenger Department; Frank J. Wozny, Acting Commissary Agent.

In the car "Wisconsin" attendants Bailey McFall and Columbus Crawford dispensed cooling beverages as they joined the general rejoicing over the triumph of the "Iron Horse."

tractions, is doing business as formerly. The General Electric wizards are on hand to demonstrate and talk about the uncanny achievements of the vibrating blue lamp which commands the cosmic rays, the ether waves and whatever else comes in its way, popping corn, playing phonograph records, producing the color of sound and the sound of color, and in other countless ways demonstrating the limitless potentialities of the mysterious agent that, uncontrolled, can carry death and destruction, yet harnessed, becomes the docile purveyor of happiness and comfort to mankind. The "wonders God wrought" for mankind a generation ago, when the trans-Atlantic cable flashed the message under the sea, were scarcely a beginning as progress advances steadily from the improbable and impossible of the yesterdays to the realities of today that are on parade under the roof that houses the electrical displays.

The R. C. A. girls are on hand again making radio tubes, and all the new developments of radio are exhibited, together with short-wave programs from all over the world.

A side trip, now, to see "Bring 'Em Back Alive" Frank Buck's monkeys and snakes. The monkeys are of all varieties, gorillas, gibbons, baboons and what not, and some of them do stunts and tricks and about everything except speak English. If snakes lure you, he also has them in numbers and variety.

A monster python has acquired note because of his exceedingly temperamental disposition. Apparently the cool lake breezes are not to his liking, or he has left his heart behind in the jungle, for he declines food, therefore has to be made to take nourishment, which is accomplished by means of a food chopper and conveyor into the serpent mouth. Forty pounds of meat have thus been pumped into the monster's stomach and seemingly with good effect, for he has lapsed into sleep during digestion, which his trainer considers a favorable symptom. This feature of the jungle exhibit does not operate on regular schedule, for it takes thirty to thirty-five days for a forty-pound feeding to digest; so like some of the uncertain geysers of Yellowstone Park, if you happen to be present when the show takes place, you've seen something.

Century of Progress In a Day's Visit to the Big Fair

WITHOUT question, this 1934 Century of Progress Show grows on one, and the more one sees it, the more one wants to see. To go once, is the certain lodestone for many visits. And to those who came last year, it may be unhesitatingly stated they "Hain't seen nothing yet." Color and life and high ideals are outstanding in this year's show.

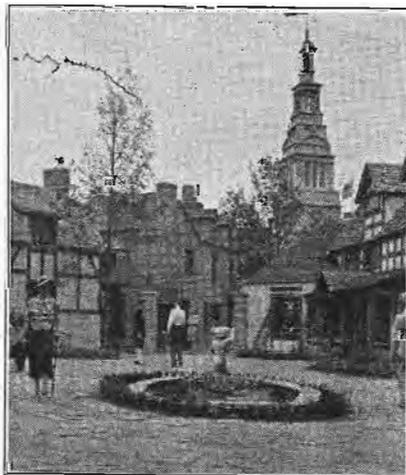
Amusement there is aplenty, and instruction, of course, because that is the intent of Progress, but there is also room for quiet enjoyment of beauty in art free from the noise and din of the loudspeakers. One never gets over the splendor of the night illuminations, go as often and stay as long as he will. The wizardry and witchery of the entire concept is something to be studied, for it illustrates the value of experience—the value of "toning." The first colors were gorgeous in the extreme with more than a hint of dissonance; these of today, are mellow and in harmony.

Protection against rainy weather is one of the latest features of The Fair. It has been provided by means of awnings and covered ways leading to buildings and exhibits, so that visitors will not be compelled to scurry between drops if there should be a sudden shower.

In the Chicago area, even though the day may start with a promise of heat, the lake breeze, like the trade winds of the west coast, usually gets into action around noontide, and the day turns out comfortably, while the evenings are more than often, too cool to sit outside without a wrap. Therefore, if you contemplate sitting out some evening show, better be provided with a coat or other wrap, which may be checked at convenient checking booths until needed. With air-conditioned train service on The Milwaukee and air-cooled lake shore in Chicago, no better vacation objective than this 1934 Century of Progress.

With this brief foreword, we are go-

ing to take a bus and ride over to the island where electrical wonders, wonder baking, radio marvels and a mass of new attractions are gathered. For as we have already told you, the so-called "midway" amusements are now foregathered on the island and are conveniently grouped for choice of scenery and show. "House of Magic," again, as last year, one of the great electrical building at-



Scene in Merrie England Village



Night at the Fair

Tiring of the island, one may take a bus and ride back to any station on the mainland where there are still countless new things to see, and as many old scenes to revisit with pleasure and profit.

Down at the south end where Travel and Transportation hold their perennial lure, the wonderful "Wings of a Century" Exhibit continues to attract thousands. In the T. & T. Buildings are many new as well as familiar things to see, not the least interesting being The Milwaukee's big electric motor that now stands in such a prominent position in the center of the building, where long lines of people continually form to enter at the front and emerge at the rear, while the electric signals at either end wink on and off operating exactly as if they were protecting trains in the electrified district of the Milwaukee Road through the mountains. Nearby, too, is the luxurious coach, typical of the new equipment that is fast going into service on our through trains.

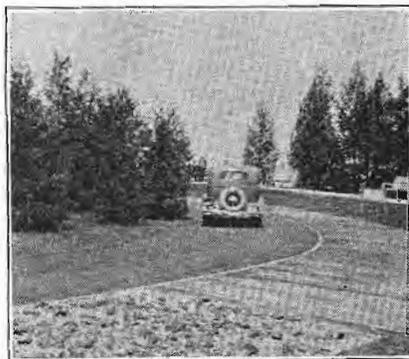
Across the road from the T. & T. Building is a show somewhat different, the Standard Oil Company's big zoo—elephants, tigers, lions, etc. A "Live Power" exhibit of jungle prowess—and every two hours during the day and evening, Allen King puts his trained cats through their paces in a big outdoor cage. Even though the big cats hiss and spit at their master in true feline fashion, they nevertheless mind the crack of his whip and leap about according to his orders. One big fellow with fierce black mane and tail switching in no pleasant suggestion, mounts a big roller and propels it across the arena. He does not look at all as if he liked his job, as being altogether too menial for a regal animal, but he "struts his stuff" and leaps back onto his pedestal with a growl of relief.

The elephants also put on a show and there is a burlesque which the spectators are adjured to remain and witness, and everyone waits to see the final thriller. This is all free entertainment.

The question is asked constantly about eating at the Fair this year as com-

pared with last. There are many new eating places where the food is excellent and the charges reasonable. On the Swift bridge are several of these. Those at either end of the bridge are most advantageously located, having a wonderful outlook on the lagoon; especially is this so at night after the illumination comes on. The many cafes and lunch stands in the native villages are lovely places for a quiet meal, with excellent food and reasonable prices. At the north end of the grounds is the noted cafeteria in the Sears Building, which was so popular a year ago, and enjoying the same popularity this year. Wonderful food and low prices. Nearby are the two new Thompson restaurants, overlooking the lagoon and the great fountain. In any of the above mentioned places, as well as countless others, good meals may be had from fifty to seventy-five cents. There are, of course, cafes where prices are higher and the service more elaborate. Of these, the Century Club, Old Heidelberg and The Casino are among the most popular, with prices for table d'hote meals ranging from two to three dollars for dinner and slightly less for luncheon.

An innovation of this year is the new bus service which allows of transferring from mainland buses to island buses without extra fare. The chairs and gondolas also have a taxi service that takes one from here to there at something less than the cost of the same service



On Ford's Road of Nations



Entrance to Enchanted Isle

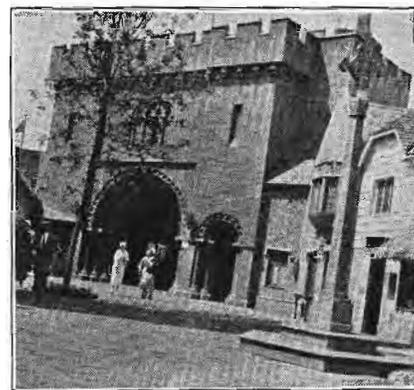
in 1933.

The foregoing is necessarily but sketchy and but briefly presents some of the things to be sandwiched into the more serious business of seeing the really magnificent things on exhibition and learn some of the inwardness of modern day progress. They are intended merely as guide boards for employes who have friends intending to visit the Exposition, or hear of prospective travelers to Chicago.

Merrie England

Immediately south of the American Colonial Village, which we visited last month, is the "Merrie England" Village and as the chimes in the quaint old clock tower peal out the hour, we enter under vaulted archway into the seclusion of a quiet country village.

People in plenty moving about here and there, strolling through the winding, narrow little streets that open on charming little "squares" around which cluster houses of typical English cottage architecture. Rounding into a narrow street, just ahead is the "Old Globe Theater," renowned down the centuries because on its stage William Shakespeare played and produced his own plays. Three hundred years ago, in London, this was the most notable playhouse of the period. And it was then a



A Little Crooked Street in Merrie England

playhouse with an eventful history. The first building to house the Globe, history tells us, was built in 1599. It was round and open to the sky and the galleries were thatched. This thatching caught fire on an eventful night, in 1613, and the theater burned to the ground. That was two years after Shakespeare had retired to his country home at Stratford-on-Avon. The building was rebuilt and stood until 1644, and on these historic "boards" the comedies and tragedies of the Bard of Avon had their premiers.

The Globe Theater of this Century of Progress, with a stage as nearly exact in reproduction as possible, puts on, daily, several of the Shakespearian comedies and one or two of the more serious. The stage, like the old theater projects out into the pit, partly sheltered by a roof supported on two columns. The stage is enclosed by curtains, and at backstage is a balcony, also curtained. There is no scenery and no "flies." The curtains are drawn when the play opens, or when the scene shifts, by two boys who sit at the back throughout the play, when they are not in action drawing curtains.

The company producing at this "Globe" is drawn from English and American talent. Their repertoire consists of "Comedy of Errors," "Taming of the Shrew," "A Midsummer Night's Dream," "Julius Caesar," "All's Well That Ends Well," "As You Like It," and "Dr. Faustus," by Christopher Marlowe. The action is spirited, the lines are well

(Continued on page 11)

The Patron's Viewpoint

Some Letters Expressing Commendation of Milwaukee Road Passenger Service

BY attention to the small details which oftentimes are overlooked in travel equipment; by the careful regard for high standards both in travel comfort and dining car service, a railroad makes and keeps its friends, promotes its travel and contributes to its revenues.

Great sums of money are spent by railroads providing the best of equipment, but unless the "human element" functions with equal excellence, the service suffers. It is therefore as necessary for employes to be as untiringly on the watch to see that patrons are adequately and courteously served, as it is for the Department to provide the means for such service.

Letters from patrons furnish a means of knowing how these efforts are succeeding and provide, further, a stimulus for renewed energy and effort toward a still greater perfection. On this page are some of the results of those efforts, expressed by satisfied patrons, and showing that they will return to the places where they have been well treated. Constant diligence sustains the reputation of The Milwaukee Road for high class service, and a word of praise is its own reward.

One of Those Things That Proves Attention to Patron's Comfort

From San Francisco the manager of the Standard Oil Company writes:

I was recently in Seattle and traveled on your good railroad to Spokane, and, as always, I noticed little things on your line that are not apparent on others. For instance, in the compartment I had there was a clock. I do not know how many cars are equipped with this convenience, but I have never seen one on any other train I have traveled on—just one of those things that are proof of the attention your company has given to see that patrons are comfortable and well served. Besides, I have always admired the manner in which you have maintained your rolling stock; the color of your passenger cars, etc. From time to time I have seen some rather attractive paintings of the OLYMPIAN in the Cascades. If you happen to have one of these pictures I would appreciate it. If you have an original around collecting dust, I will see that it receives a conspicuous location in my office.

Very truly yours,
(Signed) E. J. McClenahan, Manager.

Agent's Kindness Is Appreciated

Mr. W. B. Dixon, Cleveland.
General Passenger Agent.

It is with the deepest appreciation that I take this opportunity in advising you about one of your employes, a Mr. L. E. Bergeron, agent at Coleman, Wis. He certainly should be commended for the courtesy shown my son Edward while he was stranded at Coleman, Wis. I had wired a ticket to my son and through the neglect of someone in Chicago the ticket did not reach him on time. I having advised my son to be at the depot at Coleman at a certain time, of course he was there, expecting his ticket, and when it did not arrive, Mr. Bergeron saw to it that my son was well taken care of. He even took him to his home for a couple of meals and watched over him until he made arrangements with Chicago for his ticket.

Sir

A word from you to him, advising him of our appreciation of his kind act, would be greatly appreciated by us.

Respectfully yours,
(Signed) Mr. and Mrs. Fred Brown.

Made at Least 120 Friends

Shriners Express Pleasure for Efficient Service

Al Malaikah Temple of Los Angeles, Calif., enjoyed their special train trips between Omaha and Chicago and expressed their pleasure in the following:
C. M. & St. P. R. R., Los Angeles.
Los Angeles, Calif.

Gentlemen: Al Malaikah Temple wishes to take this occasion to express through you to your officials our thanks for the wonderful and courteous treatment extended our special train by your railroad, to Chicago and Omaha, and for the very efficient service rendered by your traveling passenger agent, Mr. W. W. Sinclair.

Our boys were highly pleased by this wonderful service rendered by your road, and most especially for the marvelous breakfast served in your dining cars at such an extremely low price. This courtesy has made at least one hundred twenty friends for your railroad.

Trusting that we will have an opportunity at some future date to again travel with your company, and with very best wishes,
Yours truly,

(Signed) George J. Ramsey, Recorder.

She Will Tell Many of Her Perfect Trip

Mr. W. B. Dixon, Brighton, Mass.
General Passenger Agent.

I wish to express to you, and through you to the Milwaukee Railroad, my great pleasure in my first trip to Seattle. Every attention was given me and the service and meals in the dining car were as nearly perfect as can be. I shall speak to many persons concerning my delightful trip.

(Signed) Mrs. Arthur S. Kimball.

From Another Eastern Patron.

Mr. W. B. Dixon, Northampton, Mass.
General Passenger Agent.

I want to say that I thoroughly enjoyed my recent trip on the Olympian from Seattle to Chicago. The train was exceedingly comfortable and clean; the service excellent, and the courtesy of the Pullman conductor, Mr. Shield, and the dining car steward, Mr. Robinson, made the trip unusually satisfactory.

The contrast coming east was marked, for the service on the eastern roads cannot compare with what your road offered.

Respectfully,
(Signed) Mrs. W. T. Bronson.

Small Voluntary Courtesies Always Make Friends

Mr. G. W. Greene of Barrington, Ill., in the following letter illustrates the value of "small voluntary services" in making friends:

"Please let me compliment you on your ticket agent who was on duty Friday evening at Watertown. His courtesy could not do other than cement further the friendly feeling I have always had for the C. M. St. P. & P. Railroad.

"On Friday afternoon, May 25, after driving from Green Bay, I went to the Watertown depot and bought a ticket for Minneapolis and also made a reservation for a lower berth on the Pioneer. When friends took me to the station at 10:10 (the train is due at 10:20) the agent came out of the station to the car and said, 'Mr. Greene (he knew my name because of my Pullman

reservation), I'm sorry, but there has been a delay and the Pioneer will probably not get in before midnight. I'll confirm that, however. I thought I'd tell you in case you might want to do something else besides waiting in the station.' I followed the agent into the station while he confirmed the probable delay. When I elected to wait in the station the agent went to the ladies' rest room and brought out a rocking chair for me to use, which would be more comfortable while I waited than the waiting room benches.

"It is such voluntary service that makes friends and insures business. Because people too often remember to complain and forget too often to tell of the reasons for complimenting, I'm sure you'll be glad to know of service by one of your employes that pleased one patron."

Returned Lost Pocketbook with Contents Intact

The following letter is quoted, not because it is an unusual proceeding on the part of any Milwaukee Road employe, because on the contrary it is the very usual and unvarying thing on their part, but because the owner of the lost pocketbook desired to thank the employe who restored her property:

Mr. O. N. Harsted, Ottumwa, Iowa.
General Manager.

Two weeks ago I rode from Cedar Rapids to this place on your evening train, on which Mr. Higbee is conductor.

I found him a most courteous official and, more important still, an honest one, for I left my pocketbook on the train with more money in it than I cared to lose. The next evening it came to me with contents.

I feel very grateful and wish to express my thanks to him and to the company he represents.

(Signed) Mrs. Charles von Schroeder.

Transported Band Boys Speedily, Efficiently and with Courtesy

This letter from Mr. J. B. Layde, superintendent of Nicolet High School, West Depere, Wis., addressed to Mr. H. A. Goodell, Agent at West Depere, is a cordial acknowledgment of Milwaukee Road representatives' attention to giving good service:

West De Pere, Wis.

Mr. H. A. Goodell.

Dear Mr. Goodell: I wish to take this means of thanking you, your traveling passenger agent, and the C. M. & St. P. R. R. for the fine and businesslike efficiency shown in handling the transportation of our band to Des Moines last week.

Everything, from the time we got you out of bed at 5 a. m. to order a train for us, was handled with the same speed, precision and courtesy till we unloaded at De Pere Sunday afternoon.

It certainly speaks emphatically for Milwaukee Road transportation from the standpoint of efficiency and courtesy of its officials to convenience, speed and dispatch of the railroad system in general.

Please accept our sincerest thanks and kindly extend the same to your agent Foye, who was simply wonderful to us.

Respectfully yours,
(Signed) J. B. Layde.

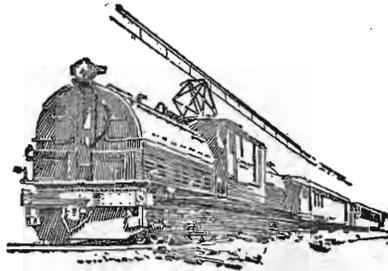
Testifies to "Fine Courtesy and Good Inexpensive Food"

Mr. Earl A. Rodman

A recent letter from the president of Dakota Wesleyan University has the following paragraph interesting to those who provide the means for supreme excellence of service and those who render that service. Mr. Rodman says: "I also want to add that in the past four months I have had to travel about twenty thousand miles and nowhere

(Continued on page 17)

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



COOPERATION

An individual cannot hope to perform his duties wholly independently of his fellow employes, hence the need for cooperation.

No matter what one's position may be, team work is necessary in order that we may produce the best results for the organization of which we are a part.

We can all cooperate with patrons and shippers by performing unusual services, little or big, and by keeping them informed of the schedules of our road and its connections and taking an interest in their needs and requirements from a service standpoint, gain new friends and additional traffic for the railroad.

The Milwaukee Road has an enviable reputation for courtesy and service, and we can all strengthen it by cooperating with one another and with our patrons.

A handwritten signature in cursive script, reading "J. D. Gillis". The signature is written in black ink and is positioned above the title "Vice-President".

Vice-President

Contributed by George P. Flood, General Manager's Office.





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CARPENTER KENDALL, *Editor*

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

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FAVORS CENTRALIZED CONTROL OVER TRANSPORT

Coordinator Declares Time Has Come to Put End to Unregulated Competition, in the Interest of the Entire Body Politic

Joseph B. Eastman, Federal Coordinator of Transportation, in a recent address before the New York Bond Club, outlined the financial condition and various other important phases of the railway industry. Discussing the subject of competition and regulation, Mr. Eastman said:

"For the past dozen years or more in the United States we have been promoting competition in transportation in every conceivable way and with a minimum of forethought as to what the results might be. In 1920 the investment in railroads was about 20 billions of dollars.

"Since that year about six and a half billions have been added, net, to that investment, and it is a conservative estimate that after making due allowance for facilities used in purely local transportation, nearly nineteen billions more have gone into agencies of transportation competitive, in one way or another, with the railroads. Facilities have more than doubled, and competition has increased by leaps and bounds.

Competitive Forces Run Amuck

"It is a common notion that some sort of a community of interest is recognized among the big business and financial leaders, who are symbolized by Wall Street, which prevents them from treading on each other's toes to any undue extent. With some few exceptions, I have seen no evidence of this in transportation. Big industries will without compunction use any club available to force from the railroads concessions, just or unjust, in rates, service or practices; and they have as little compunction in promoting the building of waterways and highways with government funds, if they can see any immediate gain for themselves. The railroads are no less ruthless when occasion permits.

"Current discussions of the problems created by these warring transportation agencies are very largely motivated by such considerations of immediate selfish advantage. The truck manufacturer, for example, is for whatever policy will enable him to sell more trucks, and similar considerations guide the cement manufacturer, the oil refiner, the farmer, the railroad employe, the railroad, and so on down the line.

"The time has surely come to deal with these matters with an eye to the general welfare of the community, which in the end foots the bills. The present situation is shot through with waste, which somebody must pay for, and it is creating conditions which are destructive in many different ways. To my way of thinking, and I have so reported at some considerable length, it is folly to let these competitive forces run amuck, and it is up to the federal government to step in and exercise some centralized control over transportation in the interest, not of any particular groups, but of the entire body politic, including the man who pays the taxes.

"Nobody of any discernment wants to stop development. New forms of transportation have their place and are entitled to it. But it is possible to have the benefit of progress without creating all manner of

duplication and waste and engendering the kind of competition which destroys instead of building up. The new forms of transportation, and particularly the truck and bus, can in many instances and with much advantage to all concerned be made an integral part of the railroad system.

"They also have distinct and valuable functions to perform as independent entities. The point is to find out where all of these transportation agencies fit, keep them within reasonable bounds, discourage public subsidies to any of them, and bind them all into a well-coordinated whole, which means into an efficient national transportation system.

I. C. C. Should Control

"These are, of course, counsels of perfection, and actual attainment will fall short of the ends at which we aim. Certainly much can be done, however, and it is time that we began to try. My candidate for the job of centralized control is the Interstate Commerce Commission. It is not a perfect institution but one which has survived for nearly 50 years and on the whole has commanded respect. It may be in need of renovation, like the railroads, but it is better to renovate a time-honored institution than to build a new one without any guaranty that it will be better.

"Unfortunately, Congress has not been able to take up these recommendations for the centralized control of transportation at the present session. They will be reinforced and renewed at the next session.

"I have given you only some of the headlights of the transportation situation as I see it. Like everything else, it is full of trouble, but on the other hand it bristles with most attractive and alluring possibilities. We are probably on the verge of rather radical changes in the mechanics of rail transportation, to say nothing of the other forms of transport. While 'bright and fair' would be too favorable a forecast, some sunshine may be expected."

All Veterans of All Railroads Are Welcome

The following invitation has been issued by the Society of Officers Associations of Railroad Veterans to all veterans of all railroads to attend the annual meeting of the Association to be held in Buffalo, N. Y., on October 6 and 7. It will be an interesting and enjoyable occasion.

C. E. Correll, President
Erie R.R.

J. W. Beakes, 1st Vice President,
N. Y. O. & W. R.R.

John Draney, Second Vice President
D. L. & W. R.R.

M. W. Jones, Sec.-Treas.,
B. & O. R.R.
Mt. Royal Station.
Society of Officers
Associations of Railroad Veterans
Mt. Royal Station,
Baltimore, Md.,
July 9, 1934.

This Society will hold its annual meeting at the Hotel Lafayette, Buffalo, N. Y., on Saturday and Sunday, October 6 and 7, 1934. All Veterans from all railroads will be welcome, together with members of their families. An interesting and educational program will be arranged, including a trip to Niagara Falls, a trip around Buffalo, and a banquet and dance on October 6.

There are no dues or charges. Each person present pays his or her own expenses. Full details may be secured from the secretary, M. W. Jones, care B. & O. R.R., Mt. Royal Station, Baltimore, Md.

Should be glad if you find it consistent to mention this in the next issue of your Magazine.

M. W. Jones,
Secretary-Treasurer.

Call for Board Meeting

The members of the Board of the Milwaukee Employees' Pension Association have been notified by the president, Mr. L. C. Boyle, of a special meeting on July 27th, to take action on the Railroad Retirement Act and its effect on the Pension Association.

The notice reads:

NOTICE

Pursuant to request of the Executive Committee, a special meeting of the Board of Directors is hereby called to be held in the headquarters of the Association at Chicago, Illinois, Friday, July 27, 1934, at 9:30 o'clock A. M., Central Standard Time (10:30 o'clock Chicago Daylight Saving Time), for the purpose of considering the effect the "Railroad Retirement Act," enacted by the last Congress, may have on this Association, and to take such action as may be deemed to be for the best interests of the members of the Milwaukee Employees' Pension Association, and for the transaction of such other business as may properly come before the meeting.

(Signed) L. C. BOYLE, President.

The action of the Board will be reported in the next issue of The Magazine.

The Milwaukee's Tax Bill in Wisconsin

MILLIONS of dollars in taxes were paid by the railroads in Wisconsin in June.

The tax bill of The Milwaukee Road alone for 1934 amounted to \$1,344,711.05, the first half of which was paid June 15th to the state treasurer. The balance is due October 15th.

The total tax bill for 1934, payable by all railroads operating in the state, is well over \$5,000,000, which will be used for the benefit of citizens of the state.

In the light of default in tax payments from other sources, it is significant.

cant to note that railroad taxes are paid regularly and promptly.

In past years the company's payrolls in Wisconsin have amounted to more than \$22,000,000 annually, divided among 13,000 employes. Its yearly purchases of materials and supplies from Wisconsin producers and manufacturers have amounted to over \$3,000,000 a year.

In the past 17 years the earnings of The Milwaukee Road have not been sufficient to permit payment of any return to its stockholders, but in that period it has paid to the state of Wisconsin in taxes, more than \$27,000,000.

The Milwaukee Road is truly one of Wisconsin's home industries.

The Crookedest Railroad Ever Built

Abandoned Because of Lack of Business
A LINE of railroad that for many years enjoyed the sobriquet of "The Crookedest Railroad Ever Built," was that extending between Zumbro Falls and Wabasha, Minn.

Because of insufficient revenue to warrant continued operation, this company applied to the Minnesota railroad and warehouse commission for permission to abandon that portion of the old narrow gauge railroad between Wabasha and Zumbrota. While originally built as a narrow gauge railroad with motive power, cars and coaches to fit, the line was rebuilt to standard gauge thirty years ago.

Upon receiving permission to abandon this line, the company offered its right-of-way, free of charge to the state for use as a highway between those points, thus converting the crookedest railroad into a crooked highway, if the offer of the railroad company is finally accepted.

Celebrates Sixty Years of Service

ON June 10th, P. L. Hinrichs, veteran traffic official of The Milwaukee Road at Davenport, Iowa, celebrated the 60th anniversary of his entrance into Milwaukee Road service, by giving a dinner to his associates and co-workers, at the St. James Hotel in Davenport. As his guests were: Messrs. J. H. Judge, J. A. Linehan, J. H. Riddell,



P. L. Hinrichs

J. C. Moore, and Jack Aloysius and Jim Patrick.

No representative of the railroad in that territory enjoys a wider acquaintance and popularity than Mr. Hinrichs. Always jovial, optimistic and with a helping hand or a kindly word to all who needed encouragement, his has been a genial and kindly service, making friends everywhere, not only for himself, but for the company he has so

loyally represented.

Mr. Hinrichs entered upon his railroad career in 1864, at Brookfield Junction, Wis., as night operator, transferring thence to Madison on a similar position. From there he went to Prairie du Chien on the day job. He acted as operator at various places on the old "Prairie;" then receiving appointment as dispatcher on the Prairie du Chien, La Crosse, and C. & M. Divisions.

In May, 1880, Mr. Hinrichs went to Cross Plains, Wis., as agent, marking the beginning, in a way, of his long association with the traffic department. He went to Davenport on April 1st, 1901, as commercial agent, where he has remained up to the present time.

Mr. Hinrichs is 77 years old, and proudly wears a sixty-year service button of the Veteran Employees Association.



Sweets for the Sweet

PRETTY Mary Bulman, stenographer in the Milwaukee Road dining car department in Chicago, just couldn't resist the temptation to sample the fancy cake pictured above which was presented last month to Water-in-Charge

L. T. Speed, who caters to the road's patrons on the Wisconsin Valley division.

Beautifully decorated in colors and embossed with the name of the recipient and the letters "C., M., St. P. & P." the cake was presented while train No. 105 was at Wisconsin Rapids by Mr. Lester P. Daniels, proprietor and manager of the Hotel Witter there in appreciation of courteous service he has received on Mr. Speed's car.

The presentation was a surprise to Mr. Speed, but it was observed by an alert employe who sent word of it in to the Magazine.

Courteous treatment of patrons by employes combined with intelligent service attracts business to a railroad and continues as well as creates employment. While the "bouquets" a rail worker receives are but few the inward feeling of satisfaction and contentment that comes to a courteous employe in the knowledge that he has performed his task well is a priceless reward. The Milwaukee Road is fortunate to include in its ranks such a vast number of employes who combine kindness with politeness in their relations with the public and with fellow workers.

Fifty Years Ago in June

FROM The Milwaukee Sentinel Files, June 4, 1884: "The annual meeting of the Chicago, Milwaukee & St. Paul Railway Company was held at the general offices here. The following were elected to the new board of directors: Selah Chamberlain, Hugh Dickey, John Dumont, Jason Easton, Peter Geddes, Sherburne Merrill, Joseph Milnabk, Alexander Mitchell, John Plankinton, William Rockefeller, James Stillman, Julius Wadsworth and James Woodward.

A testimonial was adopted by the outgoing board of directors regarding Jeremiah Milbank, lately deceased, who had been a member of the board since 1876.

Dedication of New Shops at Deer Lodge

WHEN the rebuilt shops at Deer Lodge, Montana, were completed and ready for occupancy after the disastrous fire which occurred there in October of last year, business men and local clubs gave expressions of good will to The Milwaukee Road in a banquet held at Hotel Deer Lodge. The affair was sponsored by Kiwanis, Rotary and Business Men's Clubs, which had as guests of honor Superintendent L. K. Sorenson, Master Mechanic E. Sears, Safety Supervisor L. R. Cunningham, Car Department Foreman F. K. Krumrow, Division Engineer W. S. McDonald, Mechanical Foreman J. A. Jones, Storekeeper J. Gove; W. H. Logan, local agent; E. Nichols and S. Winn. State Senator W. J. Paul was toastmaster.

The guests were welcomed by Mayor C. K. Marquette, who said that the meaning of this meeting was to empha-

size the loyalty of the people of Deer Lodge to The Milwaukee Road, and that they were just as much interested in this company as they had been twenty-six years ago, when the first shops were built there.

Superintendent Sorenson, Ed Sears, J. A. Jones and others spoke of the interest the company had had in rebuilding the shops at Deer Lodge, to serve the electrically equipped line, and of dependence of the railroads on the communities served, to successfully operate the railroad.

Mr. Sears was justly proud of his new shop equipment, which he said had twice the capacity of the old shop; and Mr. Jones said that the new machinery represented the last word in perfection, and also said with much satisfaction that "no instructors were needed to show the men how to operate it."

Minnesota Railroad Employees Ship by Rail Association

JOHN W. MOE, President, Minnesota S. B. R. Association

RECENTLY the Regulated Motor Transportation Association of Minnesota submitted a questionnaire to all legislative candidates in Minnesota. The following is a partial summary of our views on each of the questions submitted.

Question 1. Will you oppose any bill which would increase the license fees on motor trucks in Minnesota?

The circular letter accompanying the questionnaire claims that Class Y trucks are paying "about 2½ times what they should pay to cover their fair share of the cost of highway use." Class Y includes trucks not owned by farmers, licensed to operate beyond 35 miles from any town designated by the owner.

The only Class Y trucks that are paying anywhere near 2½ times the amounts mentioned in the report referred to are the big trucks. Thus it immediately becomes evident that the primary concern of those who sent out the questionnaire is not for the owners of the 100,000 trucks registered in Minnesota, but rather for the owners of only a small fraction—probably less than 3 per cent.

These are the trucks that, for convenience, we shall refer to as the "over-size trucks"—the type of vehicle which, *in the interest of the safety of 99 per cent of all the highway users, and in the interest of all of the taxpayers, should be prohibited from the use of the highways altogether.*

These oversize trucks are operated principally by the commercial truckers—private interests that use public roadways as a place of business. They are not the type of truck used by the farmers and most business concerns. They are the big transport trucks—death dealing and road destroying—that seek to hide behind the skirts of the majority of truck owners who use the public highways without undue infringement on the rights of others.

Our position is that all roads, streets and bridges should be supported, insofar as practical, by the traffic using them, and that farms and city property should be relieved of the present burdensome taxes for the support of all types of roadways. These taxes, on farm property, are now second only in amount to school taxes.

Question 2. Will you support a bill which would decrease license fees on motor trucks in Minnesota to levels scientifically proven to be commensurate with the actual cost of highway use by these motor trucks?

In other words, the candidate is asked whether he will accept the claims of the owners of the over-size trucks and lower their license fees accordingly.

It is interesting to note that nothing is said about increasing their license fees if it should be "scientifically proven" that they are not paying their

share of the cost of building and maintaining the highways over which they conduct their business. They also ignore the fact that they do not pay any real taxes, that is, taxes for the support of the state government, such as everybody else pays. The railroads, for instance, pay the state \$5 out of every \$100 they collect from shippers, and have to maintain their own rights-of-way.

We believe that all agencies of transportation should be treated impartially in the matter of taxation, and that the highway carriers should be required to stand their share of the general tax burden, as well as to pay their fair share of highway costs.

Question 3. Will you oppose any bill which would increase the gasoline tax in Minnesota?

The gasoline tax, at best, is not a fair measure of highway use as between the automobile and the commercial vehicle. The commercial vehicle may use three times as much gasoline per mile as the automobile and thus pay three times as much per mile, but it will transport a gross weight of from 10 to 20 times as much, besides creating more congestion, causing more accidents, more damage to the highways, and necessitating more costly highways.

Question 4. Will you oppose all bills which would make further restrictions on the weights, lengths and widths of motor trucks in Minnesota?

This again makes it clear that the principle concern of those sending out the questionnaire is for the over-size truck.

We might ask, do you want the big trailer back on the highways? The last legislature eliminated the trailers by an almost unanimous vote. We think the vast majority of highway users want them to stay off. Presumably the elimination of the big trailers is a part of the "campaign of persecution against trucks in Minnesota" to which their circular refers.

In asking a legislative candidate to commit himself on this question, they seek to perpetuate a special privilege that is flagrantly contrary to sound public interest and highway safety.

Question 5. Will you support a bill which would make it possible for Minnesota to enter into reciprocity agreements with other states regarding the methods and amounts of taxation on interstate trucks?

This is again for the benefit of the over-size trucks. The last legislature passed a law which requires the big trucks from other states to pay for the use they make of Minnesota highways, either by taking out a Minnesota license or paying a mileage tax based on the weight of their trucks. That certainly is in the interest of Minnesota taxpayers.

This question reduces itself to this: Do Minnesota taxpayers want to let the big trucks from Chicago and other out-of-state cities flock over the highways virtually tax free, so that the over-size trucks from Minnesota can have the free use of the highways of other states?

That is what this reciprocity question amounts to.

Question 6. Will you support constructive regulatory bills intended to strengthen the power of the Minnesota Railroad and Warehouse Commission in regulating truck transportation in the state so as to insure orderly development and supervision with due regard to public interest and highway safety?

We agree that public interest, including, of course, the promotion of highway safety, is the first consideration in matters relating to the use of the highways. We agree that the Commission should have ample power to protect and further the public interest. There should not, however, be any discriminatory legislation as between the large operators and other truck owners.

Question 7. Will you oppose all bills which are intended in any way to cripple or restrict truck transportation in the interests of competing forms of transportation?

This is a trick question—and again reflects the real interest of those who ask it. Obviously it concerns only those who are engaged in the commercial transportation business on the public highways.

What it really means is this: Will you oppose all legislation that tends to do away with unfair and unequal advantages and special privileges now enjoyed by these highway carriers and which tends to place them on a basis of fair and equal competitive opportunity with other forms of transportation, insofar as regulation and taxation are concerned?

We believe that it is in the public interest to support such legislation. We believe that the public interest should be the deciding factor, rather than the question of whether the legislation is beneficial or injurious to any competing form of transportation.

Permit us to emphasize this point: We are not opposed to trucks. They render an invaluable transportation service. In some respects their service is superior to competing forms of transportation. In some other respects they afford a service that is not duplicated by any other transportation agency. These trucks constitute probably about 97 or 98 per cent of all the trucks on our highways.

The other 2 or 3 per cent need attention. It is with these that we are concerned. They are dangerous. They infringe on the convenient use of the highways by the vast majority of highway users. They cause excessive damage to the highways. And because of the special privileges they enjoy, they compete on an unfair and unequal basis with other forms of transportation.

(Continued on page 15)

Century of Progress

(Continued from page 5)

spoken, the costuming is correct and while each presentation lasts only forty minutes, yet the main thread of the story in each play is given.

The plays have an hourly schedule, beginning at two p. m. and lasting through the evening.

On the village green, folk dancing, Punch and Judy Shows and other amusements liven up the big square, and visitors dining at the restaurant at one side, have "ringside seats" for these shows. Like other concessions, there is a twenty-five cent admission to Merrie England, and the Globe Theater play is another twenty-five cents, but after a visit to this old-time enclosure, you will agree that your half dollar has been well spent.

Wonderland for the Little Folk

Enchanted Island for the young folk is just as enchanted as it was last year, with some new enchantments also added by way of full measure. The most amazing among the new sights is Adventure Land, where science has been harnessed for the benefit of the little people in a way to make Alice's Wonderland just a kindergarten affair. Laughing trees, brownies that pop out of stumps, a live fairy three inches high are some of these new "adventures."

Spectacular is the electric eye, where a child approaching, sets certain devices in motion just as if they had seen him coming. And in reality they have, for his approach has broken a concealed light beam shining on an electric eye, and this closes a current which sets the pranksters in motion. Entering the place through an enchanted forest, wood nymphs peek through the trees, elves pop their heads from hollow logs and stumps, gorgeously colored poll-parrots call to him and there are singing birds and winking owls. Going farther along, there are trees with faces like grizzled humans that wink, stick out their tongues and laugh. Still going on, a mystic cataract is encountered, the water falling over rocks with a strange colorful glow, the colors seeming to shoot from it like a rainbow halo.

Then, wonder of wonders, is a woods made of candy and cookies, and the pathway leads to the mouth of a rocky cave bearing a sign "Home of the West Wind." Gales of wind blow the intruder through the exit into the Gingerbread House, where strange gingerbread figures and sticks of candy support its crooked little porch. In this house lives a witch who is only three inches high, but is alive and talking. Swinging from the upper story of the house is a bridge connecting it with the Prince's Castle that has a fairytale dungeon full of glistening stalactites and stalagmites producing weird and ghostly effects.

Outside the castle a maze of trees apparently forbids further progress, but press on, for the forest is very elastic and if the right tree is pressed, the stranger can find his way through. What a wonderful time Alice would have had, here to be sure.

To

MILWAUKEE ROAD Employees

Because of the drought condition prevailing in considerable of the territory the railroad is being deprived of a large amount of passenger and freight traffic that would naturally be available under normal conditions. This is true not only of the products of the farms but as well of all classes of merchandise, machinery, lumber, fuel and other farm supplies. Travel is also restricted. The producer, receiving no crop, is not in position to purchase the articles required by the family and farm, with result that all classes of freight and the passenger business is affected, the traffic is not available to the railroad, and in turn railroad employment is affected through lack of the need for service.

In such times particularly the need for the full and active cooperation of all employes is greatest in making up these losses due to unavoidable causes by securing a greater share of the business that is moving. You have always responded when called upon, and this is appreciated, and in calling attention to the necessities at this time it is with the realization that your best efforts in the interest of the company in any way possible will be gladly given and it is a matter of both individual and company concern.

To aid in the dissemination of information acquired by employes of any prospective freight or passenger business, the traffic department some time ago devised the so-called "Traffic Tip" card, to be filled in and sent to the proper company representative for immediate solicitation. Results from this practice have proven very beneficial. By use of these "Traffic Tip" cards, especially when the action is prompt, employes are in position to render a service to the company that is valuable; the shipper or traveler appreciates the attention given and the traffic man is very glad of the chance to secure the business of which the information is given.

We therefore earnestly urge all employes to use the "Traffic Tip" cards promptly whenever able to obtain information of freight or passenger business to move. No package is too small or trip too short to be disregarded and all contribute to the total which the company handles.

E. B. FINEGAN,
Freight Traffic Manager,
Chicago

G. B. HAYNES,
Passenger Traffic Manager,
Chicago

ACCIDENT SAFETY FIRST PREVENTION

A Safe Man the Best Asset

J. C. Paulsen, Agent, I. & D. Division

A SAFE man is the company's best asset; a careless worker is the worst liability. He is not square with his company, himself or his family. Any one of us can recall deaths in families we know which were caused by carelessness. Sometimes I wonder just why one will take a chance when it costs so little to be a safe worker, protecting his life and the lives of his associates.

Railroading used to be considered one of the most dangerous lines of work, but today it is one of the safest, considering the many hazards and the thousands of lives that have been saved in the last few years through safe working ways and conditions. We should all be very grateful to our Safety First officials for the diligence they have shown in this work.

Highway crossings are our worst death traps, and I believe the public is learning the lesson. If they could only learn it like the railroad man, there would be very few crossing accidents.

Safety First from an agent's viewpoint is not so great as in some of the other lines of the service, but here are some of the things we should practice:

Never unload anything very heavy without using a skid.

Keep all trucks parked with handles up and blocked when not in use.

Comply at all times with the book of rules on train orders.

Watch for slippery platforms and keep them sanded if necessary.

Much I have said here is old stuff to most of us, but it seems we never learn the lesson too well, and constant reminder is the only method that will bring results. Therefore, let us all be alert, careful and happy workers.

The safety records of agents would be 100 per cent perfect if all were as safety-minded as the writer of the foregoing, who sent in the letter to the manager of the Safety Department.

Be Sure to Tune In

THE National Safety Council is sponsoring a series of radio broadcasts known as the "Old Observer" program. These programs will be broadcast from the following stations:

| City | Station | Day Each Week | Time |
|--------------|---------|---------------|------------|
| Chicago | WMAQ | Saturday | 2:30 p. m. |
| Des Moines | WOC | | |
| Indianapolis | WHO | Saturday | 4:45 p. m. |
| | WKBF | Tuesday | 7:35 p. m. |
| Kansas City | WDAF | Friday | 5:30 p. m. |
| Milwaukee | WTMJ | Friday | 7:00 p. m. |
| Minneapolis | WCCO | Saturday | 5:45 p. m. |
| Omaha | WOW | Saturday | 6:00 p. m. |
| Seattle | KJR | Wednesday | 5:15 p. m. |

The time shown is that in effect in each city. For example, 2:30 p. m. shown for Chicago is Daylight Savings time.

Twelve

These programs are designed to be instructive as well as entertaining and every employe is urged to solicit as many listeners as possible. You are requested to write your comments about the broadcast to the station over which you heard it. The success of the programs will depend largely upon the amount of "audience mail" received from listeners and for this reason you should ask your friends and fellow workers to listen in and then write to the broadcasting station so that this may become a permanent radio feature. There is no doubt but what a great deal of good in the prevention of accidents can be accomplished through this means.

The subjects broadcast will deal with various phases of Safety, including the prevention of grade crossing accidents, automobile accidents, etc.

Be sure to tune in the station nearest to you and after listening to the instructive and entertaining program presented, do not fail to write your commendatory letter.

Proud of His Four-Year Card

SUPERIOR Service Award Cards were recently distributed to track foremen on the K. C. Division, by the roadmasters, accompanied by a letter congratulating the foremen on having merited the cards.

Section foreman L. H. Lovin, Sigourney, Iowa, acknowledged the receipt of his card in a letter to roadmaster F. M. Barnoske, as follows: "I was more proud of this four (4) year card than I was of my check for the first half of June. Had they kept either one, I would rather they had kept the check.

"I am going to try to continue to win these award cards each year in the future."

Started As "Office Official" Sweeping and Dusting Part of His First Job

J. W. SHELBY, Agent, Mitchell, S. D.

MAY 20th, 1878, I started in with the C. C. D. & M. (Chicago, Clinton, Dubuque & Minnesota) and grafted into the C. M. & St. P. as "office official." My duties were unlimited—opening



J. W. Shelby

office, building fires, sweeping and dusting; and getting the mail from the postoffice at various times, as trains were due. No such thing ever happened as forgetting because there were plenty waiting to take your place, as the beginner position was considered some choice position, although there was no salary connected with it until graduated from ten months to a year and secured a position as night operator, then day operator and so on up the ladder of fame.

When the Milwaukee Road bought the C. C. D. & M. the Chicago & North Western was going over the line with a view of purchasing the road, but the Milwaukee Road beat them to it. The Milwaukee notified the Special C. & N. W. train that they were riding over the C. M. & St. P. Railway with the compliments of the C. M. & St. P.

The Milwaukee Road then had some job on their hands—rebuilding the road, which extended from Clinton, Iowa, to LaCrescent, Minn. Many of the sidings had only one end and passenger trains took siding for freights as there was not room for a freight to get clear on the short sidings. The rails taken up were used in the main line but in a few years the Milwaukee had made a very good road out of it. Proved to be good property, as it was a level water route, no hills to climb, and was used as fast route from and to southern points and also for fast freight between Kansas City and Twin Cities, as it had been re-railed with heavy rails and trains pulled very heavy tonnage and made great speed. As soon as it got in good condition a fast passenger train was put on from the Twin Cities to St. Louis via C. M. & St. P. River Division, LaCrescent, La Crosse and Dubuque division through Savannah to Rock Island, where it was delivered to the C. B. & Q. for St. Louis. It was thought that account of the crooked road that the Milwaukee would fall down on the time, as time was very fast then, but the Milwaukee was always on time, both ways. This train was called the "Flying Dutchman" and all coaches were crowded, both ways.

Many of the lumber industries used our line to transport crews back home after the delivery of rafted lumber—as many firms used a crew of men with cars on each end to steer the rafts, and it was a quick way to get their men

back to home points, such as La Crosse, Winona, Wabasha, Hastings, Stillwater. Large percentage of lumber later was handled by raft steamers, which transported own crews.

There were quite a few old type telegraph machines that received messages by dots, dashes and spaces but registered on paper tape, and the operator would read train orders and other messages by the tape. When I went to Clayton, Iowa, to relieve an old agent about all of the inhabitants of the town came down to the depot to see the new relief operator work without the large box. I was a sound operator and they could not figure out how I could get the messages without the box machine that handled the tape. Had office full every day for three weeks that I was relieving the agent. I was sure a mystery to them.

Before there was a bridge across the Mississippi at La Crosse, in the summer time the steamer, "Alex McGregor," with a barge on each side of her—holding four to five cars on each barge—transferred the cars loaded or empty from La Crescent to La Crosse and vice versa. At La Crosse all freight for Chicago and the East was transferred in this way; also handled Southern Minnesota freight similarly. In the winter piling was driven through the ice and to the river bed and a temporary railway was made to cross the Mississippi, but

in the spring it was taken out and the steamer with its barges was again put in play. This was very expensive, but the only way at that time, until the Milwaukee Road built permanent bridges, which was a great relief.

I have worked continuously through the early stages of railway progress from 1878 to the present time without any accident, by remembering the present day slogan, "Safety First," which was then thought of by many, but practiced by few. We had those of our fellow employes who always wanted to take a chance. Safety First was started by the railways and pushed hard to the attention of employes, by holding many Safety First meetings, which have kept intact thousands of happy homes that otherwise would have been broken up.

The Milwaukee Road, as it is familiarly known and called, kept pace with the times and reaching out its lines into the finest agricultural states in our nation. The territory that it served increased rapidly, with our Railway always keeping just ahead with new cars and equipment, second to none. It has been first to adopt many new devices for the comfort and convenience of its patrons until they have the most magnificent parlors on wheels, and the courteous attention given to its traveling patrons is known by the public, always and everywhere.

different purpose. Hence, we say educate and agitate the traveler to become "rail-minded."

In soliciting business for our rail lines we not only have the benefit of these indefensible conditions prevailing by our competitors but we also have abundant ammunition at our command in proclaiming the feature of "comfort with safety;" the wonderful improvements made by the rail lines—air conditioned cars—stream lines—roller bearings—intensive drives for even greater safety in all departments; then there's the drastic reductions in rates, more liberal limits and privileges.

To get what's coming to us is up to a whole lot of faithful railroad employes backed by their friends. I advocate more pointed advertisements to put across the campaign to recover our rightful business—stimulate favorable newspaper discussions—making desirable personal contacts through clubs and public gatherings—doing everything possible to create public sentiment in favor of the rail lines, not neglecting when a patron is landed to show every courtesy at our command to insure repeated patronage and favorable comment calculated to promote our cause. History is full of incidents of failures for laudable undertakings, due to lack of sufficient public sentiment. Let's go after the sentiment!

Suggestions for Increasing Railroad Patronage

Favorable Public Sentiment an Essential Feature

C. W. JACOBS, Agent, Rock Valley, Iowa

BEFORE us is the possibility of materially increasing travel to the New World's Fair at Chicago this season and believing we all—the public as well—should have learned something of value from the previous year's business experiences and the experiences of the visitors in seeking pleasures and enlightenment by viewing the wonders of the great exposition, is it not a reasonable supposition that the 1934 visitors should be "train-minded" to a greater degree than in the past? Isn't that subtle thing known as "public sentiment" rapidly creating the realization in the minds of the travelers that there is a startling increase of accidents along the highways and that it is positively dangerous entering the intensive districts in and around Chicago, attempting to drive your own car, especially where the drivers are practically inexperienced for city driving?

I believe passenger traffic men should enlarge upon and emphasize these facts to a much greater extent; to marshal our arguments; recapitulate the statistics which are all so favorable to rail travel in matters of safety and comfort.

The appalling extent to which heavy trucks have monopolized the highways intended primarily for use of farm trucks to reach local markets and for

passenger vehicles, calls for every legitimate means to curtail and eliminate this unfair competition and the downright menace to the lives of our citizens. I believe our railroad advertising departments are too modest—too inclined to be overly ethical in not bluntly pointing out the cold facts which can be arrayed against the truck nuisance and the evil effects which are daily enforced upon innocent highway travelers. The automobile manufacturers don't hesitate to spread all over the pages of magazines pertinent ads illustrated by startling pictures showing the effects of poor equipment, cheap tires, etc.

Newspaper publishers claim the best way to eradicate some of the crime and racketeering is to portray all over its pages the facts and horrible details, thereby creating adverse public sentiment. To cover up or ignore the facts won't help. The old saloon had to go because public sentiment would not stand for its outstanding menace. Then why not a justifiable attitude for the railroads to adopt a campaign to create sentiment against the abuses of highway traffic? Enlarge upon the distress, suffering and loss of property and lives because of this unnecessary evil permitted to flourish upon the highways designed and constructed for an entirely



Frank J. Wozny

Buys Better Butter

THE trophy pictured above, which was awarded recently to the Three Forks Creamery by the Montana Dairy Products Association for the highest score in butter, seemingly recalls to Frank J. Wozny, acting commissary agent for the Milwaukee Road, those pleasant days when he slipped off the Olympian to enjoy a cool glass of butter-milk while the dining car was being stocked with dairy supplies at Three Forks.

This year's award marks the seventh time that the Three Forks creamery has taken first place in various butter contests held in Montana. Mr. H. S. Batchelder, proprietor of the creamery, which is located on the Milwaukee Road right-of-way, generously concedes all credit for winning the awards to Mr. F. H. Irvine, who makes most of the butter.

The Agricultural and Colonization Department

RURAL REHABILITATION Montana Develops Exceptional Program

MONTANA is about to witness the inauguration of a three-way program designed to rehabilitate the farming interests and rural people of the state. This program is centered around conservation and proper usage of Montana's water resources, a restoration of the range and a relocation of improperly placed rural families.

The program was developed after many months of study of data accumulated from every section of the state. It will be put in operation by the Director of Rural Rehabilitation, Robert Clarkson, he being actively supported in his efforts by the State Chamber of Commerce, Montanans, Incorporated, and several politically created state bodies.

The various phases of this state-wide rehabilitation program will, it is pointed out, provide for the permanent self-sustenance of all the rural citizens of the state and that part of the urban population now on relief who have had previous farm experience. It will also put the land resources of the state to their best uses, lower taxes in the political subdivisions less able to maintain schools, roads, etc., and give to the children of the relocated families an opportunity for education and future success commensurate with our American standards.

Recently, at a meeting of State Directors of Rural Rehabilitation, in Salt Lake City, the Montana program was rated, with one exception, "the most complete, most effective and best for long-time rehabilitation of agriculture presented."

OUR AGRICULTURAL FIELD

Bits From Here and There

THE first big seed pea crop on the Sun River Irrigation Project now promises to be an especially good one. The quality of the seed and the yield on about 4,000 acres are said to meet the expectations of farmers and seedsmen.

The chinch bug and the drought combined teamed to increase the plantings of soy beans in our Iowa and Illinois territory. The bugs don't like soy beans. The farmers need the forage for livestock and soy beans properly grown and cured make hay having a feed value nearly equal to alfalfa.

Reports from several of our grasshopper infested counties, where thorough jobs of distributing poison bait were done, state that actual counts of dead hoppers run from 50 per cent to 70 per cent. Farmers have confidence they will be able to protect most of their corn and other late crops from these pests.

A South Dakota bank has asked us to co-operate with them in finding a feeder outlet for cattle among farmers in our "Corn Belt." They expect to either finance the sale of the cattle or place them on contract with feeders. Their objective is to place several hundred head.

Bing Cherries, grown this season in irrigated orchards served by our Road in the state of Washington, have brought to the growers splendid financial returns, reminding them of the "good old days" when the sale of these cherries amounted to as much as \$60.00 per tree.

Green Mountain potatoes, a smooth white skinned variety, is the preference of Upper Michigan farmers. They expect one of the best crops they have ever grown this year, and that means a big one, for they already have certified yields of over 500 bushels per acre, one field yielding at the rate of 583 bushels.

Sweet potatoes, watermelons and cotton make one think of the land below the Mason-Dixon line. But around Muscatine, Iowa, farmers grow sweet potatoes and melons by the carload.

Fear for the future of the livestock industry in the recently affected drought area of the range states has been considerably eased by heavy rains and an announced program of the Government whereby ranchmen will be able to keep their best breeding animals from which they will soon be able to build future herds and flocks, thus making it possible to keep the affected areas in production of livestock to which they are most suited.

Seeds of various farm crops are likely to be extremely scarce and of poor quality for planting and sowing the 1935 crop. The recent drought covered such a wide area and came at a time when many of the crops were, or should have been, in the process of forming seed for the next year's crop, that already organized effort has been put forth to preserve all the available good seed of known and tested varieties. Estimates have placed the seed needs for the 1935

crop in the drought affected area at better than 50,000,000 bushels.

Applications have been made for sites along our Road in Upper Michigan for the construction of three new winter storage houses that will protect the potato crop from winter temperatures and facilitate the movement of the crop.

IOWA GRAIN MEETINGS Over 300 Do Commercial Grading

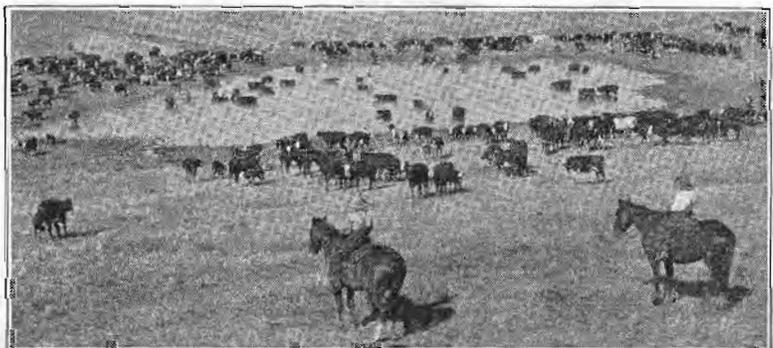
NEW market demands for grain and how those demands can best be met was explained to five groups of Iowa elevator managers and farmers the week of June 11. That the elevator managers were interested in these new outlets for grain was evidenced when 316 men attended the five meetings, eagerly participating in the day's work from 9:30 in the morning until late afternoon.

Each elevator manager heard a discussion of the new changes in the Federal grain grades that went into effect July 1. They each graded a sample of barley, yellow and white corn. They picked the samples for disease, damage, and color so that on returning to their respective places of business they should be better able to interpret the market value of the grains coming into their elevators.

A large part of the day's work centered around malting barley and corn suitable for the food and brewing trade.

The meetings were held at Rockwell City, Spencer, Algona, Charles City, and Cedar Rapids. As a whole, they were attended by one man from each elevator within a radius of 45 miles. Most of the men attending were the owners or managers of the elevators, though a few farmer members of the Board of Directors of elevators represented their companies at the meetings.

Each one of the meetings was organized by this Department of our Road in response to requests from the grain trade and groups of elevator managers in the chief commercial grain growing sections of the state.



Stabilizing the livestock industry in the northwestern range states by providing adequate and permanent watering places, is the adopted program of the State Planning Boards

Ship by Rail Associations

Regulation of Highway Transportation

D. C. Peck

THE Bus and Truck Conference of eleven western states and Hawaii held in Salt Lake City, June 25, 26 and 27, should be of supreme interest to every citizen of those states which participated in that conference. Delegates numbering eighty and including legislative and administrative men and one lady (Mrs. Nellie T. Bush, of Arizona) labored for the three days endeavoring to arrive at reasonable uniform regulation of highway transportation.

The various conditions and laws governing in the several states made a "give and take" plan difficult to arrive at conclusions.

Several of the points on which there was unison were:

Registration, highway patrol, no reciprocity of license fees, ton-mile taxation for vehicles for hire as a means of partial payment for the use of the highways, proper inspection at borders, hours of service for operators, proper equipment of vehicles for safety to the public.

The Kansas "port of entry" law was unanimously approved as the best means of accomplishing many of the proposed regulations.

Mr. Steiger, general attorney for the Kansas Corporation Commission (public utility), explained the workings of this law and advised that Kansas had collected from out-of-state vehicles for hire during the first five months of the present year better than \$194,000, with an administrative cost of approximately \$3,500, besides providing high efficiency of safety to the traveling public, as no vehicle for hire was allowed to pass the border unless and until it had fully complied with all requirements of the law. This law coordinates the several boards. The Port of Entry Board is composed of the chairmen of the boards having jurisdiction of highways and inspections, thus not increasing the payroll in its administrative group and with few increases in the police power. This law is not partisan, as it was conceived and written by Mr. Steiger after an extensive study of conditions, realizing that Kansas was losing much revenue from those evading existing laws. It has the wholehearted support of all legitimate carriers for hire, as it assures protection from the fly-by-night truckers. It would be my suggestion that state officers of ship-by-rail associations in each of the states traversed by our road get a copy of this law and give it careful study, to the end that it may be adopted by each state. You will find Mr. Steiger most willing to cooperate with you in this undertaking.

Uniformity of width, length, height and weight seemed to be the controversial ground, and of these length and weight took the greater time to decide. Lengths for single units were recommended at 35 feet, and for combinations 45 feet to 60 feet. Semi-trailers and

tractor-trailers were defined as one vehicle for the purpose of determining the lawful length. Weight was limited to 24,000 pounds on two axles and 34,000 pounds on three axles, with the loads on combinations being governed by the formula $W = C \times (L \text{ plus } 40)$, where W equals the gross load and C may vary between 600 and 800. This formula has no real practical value and is a theory only.

This single, signal factor stood out prominently. Automotive forces are and will use every means to gain more advantageous use of the highways for hire without paying a just proportion of their construction and upkeep. This fact alone should urge every taxpayer-voter to exert his utmost to the end that men of fair judgment, who have "reduction of tax burdens and equal regulation of transportation" as their slogan, and a determined will to carry out that slogan, are elected to public office. However, when we elect such men we must carry through and see that they have the backing of a determined public.

* * *

Montana is now confronted with a serious condition.

The Montana Transport Freight Co. (supposedly a state-owned and controlled corporation) has applied for a permit (inter-intra-state) from the Montana-Idaho state line to the Montana-North Dakota state line. The application reads very flowery about state-owned and state taxpaying individuals who make up this corporation, but just read the entire application and between the lines and the picture has a varied meaning. Included in the organization are men that are now operating without permit and in violation of law, yet they dare to come into court with unclean hands and ask indulgence of the public. We hope that our Railroad Commission will take speedy and sure respect for the old, old rule of court: "Those with unclean hands shall not ask grant."

We intend to fight to the last ditch this latest gigantic move.

"The Long and Short of It"

(By S. A. Brophy, Engineer H. & D. Div.)

IN view of the public interest that has been manifested over the issue of the Long and Short Haul Clause of Section 4 of the Interstate Commerce Act, railroad employes of their own volition are endeavoring to find a way to bring about a general appreciation of the fact that abrogation of this much-mooted section of the Transportation Act will aid materially in restoring stability to railroad employment.

In that effort they are just as sincere as those who oppose the fourth section because of its alleged detrimental effects upon the railroads. By way of explanation, the Long and Short Haul Clause prohibits the railroads from charging more for a shorter haul than for a longer haul over the same route without

permission from the Interstate Commerce Commission.

The repeal or amending of this clause is sought in order that railroads might establish competitive rates with steamships over water routes using the Panama Canal in intercoastal traffic; in other words, to charge less for a long haul than a short haul when competitive conditions at a distant point make such action necessary. In order to compete with this business the railroads must establish rates slightly higher than the steamship rates for the reason that the latter, as at present constructed, would not be reasonably compensatory to the railroad; that is, would not reimburse them for the expense of handling the traffic. But the rates to be of any benefit to the railroads, must be lower than the present transcontinental rates.

As railroad employes we have no quarrel with those who differ with us in our views on fourth section relief. There may be a degree of prejudice directed at us, however, because of the statement that rail carriers are using us as a weapon to obtain congressional action. We submit in all candor that the railroad employes have always enjoyed the distinction of thinking and acting for themselves in all matters affecting their welfare and their relations with the managements.

From contacts already made with representative business men, it is apparent that one of the greatest causes for opposition to fourth section relief is nothing more than unwarranted fear. As for the ill effects, the logic of those who contend that transcontinental trade will suffer by the advantages of lower rates to the coast is to our minds without foundation because it overlooks the fact that the coast is already enjoying lower rates by inter-coastal water carriers than the railroads ever hope to establish.

In other words, the intercoastal traffic is already moving by boat to the virtual exclusion of the transcontinental railroads whose very organization is part and parcel of the western country. To deprive the western railroads of a fair opportunity to share in this traffic is to penalize the states and communities through which the railroads operate or maintain headquarters.

As employes we all know that the increased circulation of railroad spent money would result from a return to the railroads of any substantial share of the transcontinental traffic they handled prior to opening of the Panama Canal, and would mean the re-employment of hundreds of railroad employes. The railroads cannot be repressed, restricted and regulated without injury to the employes and resultant economic harm to the communities served by these rail transportation systems.

If the results of fourth section relief are going to be of such disastrous effect upon the opposition, it would seem that there would be some appreciation of that possibility by authorities throughout the nation who have had opportunity to consider the question impar-

(Continued on page 18)

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Tomah Chapter

Mrs. B. Shaw, Historian

WE wish to thank the officials of the Milwaukee Road for the special coach which they furnished for us on June 6th, which made it possible for us to hold our meeting with our Sparta members in Sparta. We have a large membership in Sparta who met us at the station when No. 55 arrived, and escorted us to the City park where a picnic dinner was served to approximately 100 people to which all Milwaukee employees of Sparta were invited. A regular business meeting was held, followed by a social period. This is the first meeting this chapter has held at Sparta, but we hope to make it an annual affair, because of our fine membership there, also because of the fine hospitality extended us by our Sparta members.

The girls' Junior League had a very interesting and instructive lesson on jam making, at the home of our club president, Mrs. Wm. Hovey. The older girls also made and served the shortcake for the League that day. Their next lesson will be on quilt-tying at the home of Mrs. Wm. Deering.

The annual picnic held at the Tourist Park on July 1st was well attended by our Sparta and Tomah members and their families.

A program which included a very interesting talk by Mr. Reinehr, our shop superintendent, and several members of our Girls' League was very much enjoyed. Following the program games and contests for both young and old were enjoyed. Several of our members have purchased their sugar for canning, their eggs are being packed in waterglass and flour is also being stored for winter; also, some are paying their rent in advance now while they are employed.

Portage Chapter

Mrs. E. C. Moran, Historian

PORTAGE Chapter closed its activities on June 19 with a picnic at Pauquette Park on the banks of the Wisconsin River. Seventy members were present, including eleven of our Watertown members. But previous to this, on June 14, our members from Watertown invited the Portage chapter to a picnic held at Riverside Park, in Watertown. Forty members from Portage responded and voted the Watertown ladies wonderful hostesses. Various games were played and many prizes awarded. A general good time was enjoyed by all who had the pleasure to attend. The hostesses in charge were: Mmes. E. O. Buffmier, Ben Fuelleman, Wm. Goecke, Wm. Leslie, A. Marquardt, C. Mackes, M. Newton, Herbert Nickels, E. Nellins, Emil Pfaffenbach, Walter Schuenke, Wm. Schultz, Eric Schroeder, Walter Usher, Ben Winn, and Mary Allerman.

On May 10 our chapter observed mother and daughter day which has been the custom of the chapter for the past ten years. After the regular business meeting of the club presided over by the president, Mrs. C. E. Hodge, the following program was presented by Mrs. F. P. Miller, program chairman.

A toast to the Daughters was given by Mrs. Geo. Nellins of Watertown, and this was responded by two toasts to the Mothers. The first was given by Mrs. Ember Stowers, consisting of readings appropriate to mothers' day. The second, by Margaret Pfaffenbach, of Watertown. A cornet and baritone duet was given by Mildred Hume and Elinor Frederick, accompanied by Mrs. R. I. Hume. The number played was Whispersing Hope. Wm. Lawton, ten year old son of Mr. and Mrs. F. P. Lawton played a piano solo, which

was well rendered by one so young. The dramatic class of the Portage High School presented two numbers. The entertainment is a new experiment and very interesting, consisting of group speaking. Miss Marian Morehouse then sang two beautiful solos in her usual sweet voice and dedicated them to all of the mothers of the club. To close the program Miss Iris Gordon gave two readings in Italian dialect, after which Mrs. Ambrose's committee served ice cream and assorted cakes. About sixty members present.

The club not only have many social gatherings but also do a great deal to relieve the distress of the needy by providing food and clothing and coal to railroad families who are unable to get employment.

After a short vacation during the hot months of July and August the chapter will again resume work on the first Monday in September with renewed vigor.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

ALL activities of the Sioux Falls Chapter will cease for the summer months. At the last meeting, Mrs. C. M. Belknap, president, disposed of all business matters until the next meeting, to be held in September.

The annual picnic was held as usual this year on July 19th. All members of the Milwaukee and their families were cordially invited. The club furnished ice cream, baked ham, coffee and cream. There was a ball game and other sports for diversion before dinner.

With the passing of our vice president, Mrs. John R. Bankson, who was the first president of the chapter, the Sioux Falls chapter lost a friend as well as a member. Her loss will be keenly felt by all with whom she came in contact. Her loyalty to the club and to her friends and her work was as outstanding as the countless fine deeds she accomplished. Mrs. Bankson was well known all along the line among the Milwaukee families for her generous and kind treatment to all whom she could assist. Her quiet passing has left us another picture of one of God's homing pigeons released for a few brief hours to visit this world full of wonders. And then, in the twilight she has returned to that quiet that is peace and the beauty that is home. The beauty of her life that has passed will always be an inspiration to the members of the club. Nothing will ever replace her tender, loving presence.

She rests with Him who gave. There is no one who can take her place, and she will be missed by all who knew her. In the going away of this friend it is like one of those

"Stars that go out in darkness
But whose silvery light shineth on,
Like the roses whose perfume still lingers.

When the blossoms are faded and gone." The following resolution was passed:

Resolved that the Sioux Falls Chapter of the Milwaukee Railway Women's Club tender a written expression of appreciation to the memory of our departed member, Mrs. J. R. Bankson, whose death occurred on June 1, 1934.

The Sioux Falls Chapter owes an endless debt of gratitude to Mrs. Bankson for her tireless efforts and great ability in forming this club, for it was due greatly to her vigor and competent leadership that this organization came into being. Her efficient dispatch of duties during her presidency did much to strengthen the club and give us all a desire to carry on.

Her willingness to aid and serve in all emergencies was proof of her loyalty and goodness of heart.

Any achievement of this society is at-

tributed to her ceaseless toil for our welfare.

There is no greater glory than service, there is no greater blessing than the power of service, reaching into every corner of the nation, bringing people together, enabling them to share in life's joys and sorrows.

Therefore, let it be resolved that we extend to Mr. Bankson our sincere expression of sympathy at this time. Words are so futile in signifying real and true feelings.

We are better for having known her, and may her memory shine with undiminished luster throughout the year.

Resolved that a copy of this resolution be voted a permanent part of the minutes of this organization, and a copy to be sent to the husband of Mrs. Bankson.

Aberdeen Chapter

Mrs. Charles E. Boland, Historian

CLOSING a busy and successful season of club work with the meeting of May 21, we were accorded an unusual pleasure at this time. Immediately following the club songs, Mr. Gillick greeted the large gathering and gave a short, very-much-to-the-point talk on the club and its work. Going back briefly to the time of the first chapter's very beginning, Mr. Gillick spoke of the purpose of the organization, its efforts to bring about a feeling of friendliness among all Milwaukee employees and their families, the great need for such an organization in caring for those unable to help themselves; the growth and development up to the present, and lastly the sympathetic understanding created by all working together for mutual benefit and helpfulness. In closing Mr. Gillick thanked the group for their club spirit of co-operation and expressed the belief that better times were in store and even greater accomplishments to be achieved by the club.

Everyone enjoyed having Mr. Gillick as speaker for the evening, and we hope he will visit us during club activities in the coming season.

Reports of various chairmen were next in order, first reporting was Mrs. Geer, having sent out thirty-four cards of good cheer and other sentiment during the month.

Mrs. Sizer, sunshine chairman, reported seventy-two personal and fifty phone calls.

Membership report was read by Mrs. Gillick in absence of Mrs. Zick, who was out of town. A drive for renewals, as well as new members, will be featured among the coming activities. It is also hoped that the membership will be materially increased by juniors of Milwaukee employees. Children up to eighteen years may become members at a very small cost per person.

Mrs. Solke and Mrs. Berg gave interesting reports on the play which proved not only pleasing to a large audience both evenings, but also a brilliant success financially. We think it is safe to say that everyone enjoyed these two evenings and hope for another similar event next year.

In a splendid talk on the welfare work of the club, Mrs. Gillick related several interesting experiences, and asked in closing that everyone remember to report cases of illness or other need as soon as they are known. If not some one may be neglected or overlooked through no one's fault, but because of not knowing of the case.

The safety-first talk given at this time by Mrs. Bert M. Smith was on safeguarding the family health during the summer months.

Mrs. Berg's splendid program was given at the conclusion of the business session and was as follows: First, the American Legion Auxillary Glee Club sang two numbers, "Dreaming" and "The Big Brown Bear," which were well received. Then five members of the chorus gave a delightful one-act playlet entitled "Those Husbands of Ours." The members of the glee club remained for refreshments and the social hour which followed adjournment. Hostesses for the evening were

Mmes. J. J. Barndt, A. J. Anderson, James Sherlin, James Young and Paul Patterson.

As these notes are being prepared for their journey eastward, a final check-up on our present "sick list" reveals that those recuperating from recent accidents or illnesses are showing improvement daily and it is hoped will soon be up and about. This chapter extends heartfelt sympathy to the bereaved family and relatives of Ralph Homelstad, who was recently taken from our midst by an accident very sad and untimely.

Savanna Chapter

Mrs. Raymond Schreiner, Historian

THE last regular meeting of the season was held on the evening of June 11, in the Lydla T. Byram Community House, with a good attendance.

A report was given on a supper served for Mr. John R. Slater, our roundhouse foreman, who was recently appointed as our Savanna postmaster. The supper was given in his honor by the office force.

Report was made on the excursion sponsored by Savanna Chapter and Royal Neighbor Lodge, on the steamer Capital to Clinton—a one-day excursion and a moonlight trip. The chapter realized \$47.90 on the day boat and \$77.17 on the night trip. After expenses were cleared we netted \$88.92. We voted to donate \$10 to the Legion Band, as most other organizations of this city have made similar donations.

After the business session bridge was played. High score honors were won by Mrs. L. I. Evans. Delicious refreshments were served. The committee in charge consisted of Mmes. Harry Carmichael, chairman; George Frazier, Gus Wieneke, Grant Dahl and John Brown. Meetings will be resumed in October.

News events in the chapter are: We are happy to report the marriage of Miss Viola Donahue, one of our office girls and former corresponding secretary of the chapter, who became the bride of Albert Lahey, machinist in the Savanna roundhouse; and of Gerald Vesley, son of Mrs. Hannah Vesley, one of our members, who was married to Miss Charlotte Hayes.

We are indeed sad over the deaths of Mrs. George Salton, which occurred on June 13, and of Mrs. Rex Wilkerson, on June 27. Both members will be greatly missed by our members.

Mr. and Mrs. Raymond Schreiner are happy over the birth of their baby daughter, Dorothy Eirene, who arrived on July Fourth, weighing $7\frac{1}{2}$ pounds.

Black Hills Chapter

Mrs. Matt Anderson, Historian

BLACK HILLS chapter is still here and going strong. We have had a very good year so far, our business meetings have been well attended. Mrs. Thomas Hickson gave a very interesting report on the annual meeting held in Chicago. Our Ways and Means chairman, Mrs. S. L. Core, reported \$130 cleared from a series of dances given.

Sunday, June 8th, we had our annual picnic for the members and their families with about 90 present; a very enjoyable time was had by all. Our meetings are adjourned till September.

La Crosse Chapter

Mrs. Charles J. Wethe, Historian

LA CROSSE, May 4.—The meeting was some different as it was preceded by a 1:30 covered-dish luncheon, with the business of the day following. Mesdames Morelli and Merrill gave reports on good cheer and welfare work. The travel basket, which has been previously mentioned, ended its travels, the club realizing \$4, and Mrs. Redlin, who held the lucky number, received the basket.

La Crosse Chapter was represented at the annual meeting in Chicago by the president, Mrs. France Wood, Mrs. Charles Wethe, Mrs. Charles Dowlar and Mrs. Frank Holmes. They attended the luncheon which was held at the Palmer House April 21.

At our May meeting arrangements were made to hold a public card party at the Yerly Hall, which was kindly donated to the club for use on May 17 by its owner, P. J. Yerly of the Yerly Coal Co. The committee appointed to take entire charge consisted of Mesdames A. R. Kidd, Blossingham, Frank James, George Morelli, George Smith and Dewey Brown. At the party the door prizes went to Mrs. Swinzrod, Sr., and Roy Cronin. Card prizes were won by Mrs. Ed Merrill, Mrs. Roy Cronin, Harry Gibson and France Wood.

On May 25 one of the retired engineers who had been in the employ of the CMSTP&P railroad for 53 years, and his companion, Mr. and Mrs. George Behm, celebrated their golden wedding anniversary. Their three children and five grandchildren were with them. The Milwaukee Club sent greetings and the day was spent receiving calls from neighbors and old-time friends. The club hopes that Mr. and Mrs. Behm will enjoy their diamond wedding anniversary twenty-five years hence.

The anniversary picnic of this chapter will be held July 18 at Myrick Park. On this day we expect as our guests Mrs. Carpenter Kendall and Miss Etta Linskog of Chicago and the Tomah Chapter. Coffee and ice cream will be served by the club.

Milwaukee Chapter

Mrs. J. H. Robinson, Historian

THE regular meeting for May was held in the club room at the Union Station on Monday the 21st. The president called the meeting to order at 8:00 p. m., and the regular business was transacted, after which Mrs. Walter J. Mattison gave a talk on the subject, "Safety in the Home and on the Highway," which was very interesting and instructive. Mrs. Chouinard, corresponding secretary of the Milwaukee County Federation of Women's Clubs spoke of the convention to be held May 28th and

29th. Mrs. Wesley Fox sang two beautiful selections, accompanied by Mrs. Robertson. Refreshments were then served.

About 50 members of Milwaukee Chapter attended a luncheon and card party given at the home of Mrs. McLaughlin in Watertown on May 24th. A most delicious repast was served and cards were played for about 2 hours after which the ladies returned to Milwaukee by train. The weather was ideal and all declared they had had a delightful afternoon.

The last business meeting until September was held the evening of June 18th, and was well attended. In the absence of our president, Mrs. Deards, the 2nd vice president, Mrs. Marie Black, presided. The minutes of the previous meeting and the reports of the various committee chairmen were read and approved. Also the final report on the annual dance and card party in May, was read and enthusiastically approved as the chairman, Mrs. Telfer, reported that approximately \$75.00 was cleared after all expenses were paid. After the taking of the sunshine collection, refreshments were served.

On Thursday, June 21st, a luncheon and card party was given in the club rooms. One hundred and fifteen were served despite the fact that it was quite a warm day. All declared the menu was one of the most delicious served so far, and congratulated Mrs. Schuh on her ability as chairman of the committee. Cards were enjoyed during the afternoon.

The Chapter gave a basket picnic on Thursday, June 28th, at Silver Lake Beach, near Oconomowoc. On account of the strike at the Electric Company there were only about 25 able to attend but they reported a pleasant time. Swimming and cards were enjoyed and of course the basket lunch, which was the main event.

We regret to report the illness of our president, Mrs. Deards, who has been in the sanitarium for several weeks. We all wish her a speedy recovery.

The Patron's Viewpoint

(Continued from page 6)

have I found such fine courtesy and such good, inexpensive food as The Milwaukee provides."

Trip Entirely Successful in Every Particular

Mr. Charles H. Cope, transportation manager of Shriners from Toronto en route to convention at Minneapolis, votes this particular trip the best ever had:

Mr. W. B. Dixon, Toronto,
General Passenger Agent.

Dear Mr. Dixon: As transportation manager in charge of the recent movement of Rameses Shrine, Toronto, Ont., to the Imperial Council meeting at Minneapolis, Minn., it gives me pleasure to tell you that the trip over the Chicago, Milwaukee, St. Paul & Pacific Railway was entirely successful in every respect.

I may say that after some seventeen years of accompanying Rameses Temple on their annual pilgrimages, along with the other members of the Divan, we feel that this particular trip was the best we have ever had. All arrangements made for our comfort in traveling over your line were handled perfectly; the equipment, the time, the handling of the trains, and the railway officials in charge, were all that could be desired.

We took in the neighborhood of some two hundred people in this party in both directions, and as far as I am aware there has not been a dissenting voice to our opinion expressed above.

Thanking you and your officers for their attention and kindness, and with personal regards, I am,

Very truly yours,
(Signed) Charles H. Cope,
Transportation Manager.



Supplied the Local Color

Miss Mildred Weber, pictured above, supplied the local color at Miles City uptown office during the recent Jubilee Celebration. Her costume was a very attractive and authentic 1884 model, and it occasioned much favorable comment both at home and from out-of-town visitors.

"You were speaking much too long on the telephone just now, Miss Wilson."

"But it was a business call, Mr. Jones."

"Well, please don't address any of our clients as 'sweetie' in the future."—Bell Telephone News.

The Patterns

Send 15c in coin or money order for our new and fascinating Pattern Book, showing the way to a complete wardrobe of new things, simple and inexpensive to make, also Hints to the Home Dressmaker.

Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

8270. Attractive Frock.
Designed in sizes 32, 34, 36, 38, 40 and 42. Size 38 requires 4½ yards of 35-inch fabric. Price 15c.

8256. Attractive Ensemble.
Designed in sizes 14, 16, 18, 20, with bust measures 32, 34, 36, 38, 40 and 42. Size 18 requires 6¼ yards of 39-inch fabric with 1¼ yards contrasting, for the ensemble. To line coat requires 2½ yards 35 inches wide. Price 15c.

8262. Junior Frock.
Designed in sizes 11, 13, 15, 17 and 19, with bust measures 29, 31, 33, 35 and 37. Size 17 requires 3¾ yards of 35-inch fabric with ¾ yard contrast. Price 15c.

8263. Vacation Days.
Designed in sizes 14, 16, 18 and 20, with bust measures 32, 34, 36 and 38. Size 16 requires 3¾ yards of 39-inch fabric, with ¾ yard contrast. Price 15c.

8266. Accessories Set.
Designed in sizes 34, 36, 38, 40, 42 and 44. Size 38 requires 2½ yards of 35-inch material for the set, with ½ yard contrast. Price 15c.

8258. Slenderizing Lines.

Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 4¼ yards of 39-inch fabric with ½ yard contrast. Price 15c.

Favorite Recipes

Pomme Fondant. Three and one-half cups hot riced potatoes, three tablespoons butter, half teaspoon salt, one-fourth teaspoon pepper and two-thirds cup hot milk. Combine and beat vigorously three minutes. Turn into a buttered baking dish, pour over one-half cup heavy cream and sprinkle with three-fourths cup bread crumbs. Bake in hot oven until crumbs are browned.

Hongroise Potatoes. Three cups potatoes, pared and cubed. Parboil three minutes and drain. Then add two tablespoons butter and cook over low fire until potatoes are soft and slightly browned. Melt two tablespoons butter, add a bit of onion juice, two tablespoons flour and pour over gradually, one cup hot milk. Season with salt and pepper or paprika and add the yolk of one egg. Pour this sauce over the potatoes and garnish with parsley.

Potatoes a la Suisse. Cut a slice lengthwise from hot baked potatoes, scoop out inside and put through ricer. Season with salt, pepper, butter and a little milk. Break an egg into the potato shell and force the potato mixture through a pastry bag around edge of the potatoes. Bake until eggs are set. Garnish with parsley or cress.

Potato Dots. Shape raw potatoes with apple corer and then cut these pieces into one-fourth inch slices, crosswise. Soak in cold water ten minutes, then drain and cook in boiling salted water two minutes. Drain again and let stand in ice water while fat is heating. Drain potato dots between towels, fry in deep fat in frying basket, drain on soft paper and sprinkle with salt.

Reduced Regular Time

INAUGURATING the fastest service ever scheduled by any railroad between two metropolitan centers in the West, a fleet of five Milwaukee Road trains on July 15th made the 85-mile



Miss Mary Arnes Madison congratulating Engineer Hugh McManus on the On Time arrival of new fast train from Milwaukee to Chicago



run between Chicago and Milwaukee in 90 minutes. The former fastest running time was 1 hour 45 minutes and until recently 2 hours were required for the trip on the fastest running schedule. The new fast service is particularly appreciated by travelers whose visits require frequent travel between the two cities. A number of Milwaukee people took advantage of the fast schedule to spend a day at the World's Fair, arriving in the early morning and returning home in the late evening.

The Long and the Short of It

(Continued from page 15)

tially. And it should be remembered that only last year the United States Chamber of Commerce spread a ballot among its member organizations throughout the nation on the proposition of fourth section relief, and a count of the ballots on this national vote indicated 1846 organizations in favor and 410 opposed. Unquestionably, therefore, the proposition meets with public favor.

Therefore, if and when we as railroad employees realize what section four as it is now constructed and interpreted means to us in the way of loss of jobs through lack of tonnage movements over our railroad which has been diverted to water lines, then and then only will we arise to the thought that section four must be modified to make it read as it originally did prior to its amendment as of 1910.

Employees individually or collectively should endeavor to contact local civic bodies in their respective communities, further acquainting them with this important subject, and, last but not least, impress upon their national law makers prior to the 74th Congress next January to work for modification of section four.

SPECIAL COMMENDATION

| Name and Division | Citation and Date | Cited by |
|--|--|--------------------------------|
| C. Leiser, Operator, La Crescent | Discovered sun kink in track two miles west of Reno, May 18. | L. F. Donald, Superintendent. |
| Arthur Bjork, Agent, Eureka, S. Dak. | Valiant work in saving station from fire raging nearby, April 28th | H. M. Gillick, Superintendent. |
| C. W. Little, Brakeman, Coast Div. | Discovered broken arch bar while inspecting train, June 1st. | F. E. Devlin, Superintendent. |
| F. H. Bilhorn, Brakeman, D. & I. Div. | Discovered defective equipment in moving train, June 28th. | L. F. Donald, Superintendent. |
| Frank Burnham, Conductor, Iowa Div. | Discovered defective equipment while inspecting train, July 9th | A. J. Elder, Superintendent. |
| R. A. Kaller, Kansas City Div. | Discovered broken arch bar while inspecting train, June 10th. | W. C. Givens, Superintendent. |
| John Maloney, Switchman, Chicago | | |
| Terminals | Discovered dragging brake beam in passing train, June 11th. | C. L. Whiting, Superintendent. |
| James Lowlin, Flagman, Chicago | | |
| Terminals | Discovered dragging brake beam in passing train, June 27th. | C. L. Whiting, Superintendent. |
| E. E. Shear, Section Foreman, Calypso, Mont. | Discovered dragging brake beam in passing train, July 13th. | P. H. Nee, Superintendent. |

Our Business Getters

General Passenger Agent W. B. Dixon commends the following for their interest in securing passenger business for our line:

| | | |
|--------------------|--|------------------|
| F. F. Pinson | District Engineer | Seattle |
| Gus Unruh | Local Freight Office | St. Paul |
| Michael Hauser | Signal Maintainer Headquarters | Plymouth, Wis. |
| Miss Julia Ryan | Ticket Auditor's Office | Chicago |
| J. S. Eastman | Engineering Department | Chicago |
| Cliff Oeschger | Store Department | Mason City |
| A. Weitzenfeld | Office of Auditor of Overcharge Claims | Chicago |
| Mr. Goodnough | Freight Claim Department | Chicago |
| James O'Brien | General Freight Department | Chicago |
| W. Beckman | Treasurer's Office | Chicago |
| Geo. M. Dempsey | Safety Department | Chicago |
| Wm. Brown | Section Foreman | Sumner, Wash. |
| Geo. Louisselli | Conductor | Spokane |
| Mr. Kelly | Sleeping Car Conductor | Milwaukee |
| T. J. Mulrenan | Switch Foreman | St. Paul |
| Mr. Harris | Sleeping Car Porter | Tacoma |
| E. E. Lawrence | Sleeping Car Conductor | Tacoma |
| T. P. Casey | General Agent, Freight Department | Chicago |
| Richard Klug | Milwaukee Shops | Milwaukee |
| Jesse Gray | Traveling Auditor | Madison |
| H. C. Mills | Dining Car Steward | Chicago |
| A. R. Lowry | Conductor | Sioux City |
| G. H. Halsey | Traveling Auditor | Marion |
| Charley Earl | Yard Switchman | Davenport |
| F. J. Herrick | Traveling Auditor | Austin |
| C. M. Brown | Cashier | Great Falls |
| John Phillip | Time Revisor | Green Bay |
| Glenn Jones | Switchman | Green Bay |
| Chas. Cheaney | Train Dispatcher | Green Bay |
| F. X. Langer | Traveling Auditor | Aberdeen |
| James Woonas | Yard Foreman | Mason City |
| Edwin Redline | Engineer, Supr. Division | Green Bay |
| George Phillips | Passenger Brakeman | Aberdeen |
| David Cartwright | Machinist, Western Avenue Roundhouse | Chicago |
| Joe Grace | Office of Auditor of Expenditures | Chicago |
| G. E. Alvord | Freight Claim Department | Chicago |
| Miss Mabel Pearson | Freight Auditor's Office | Chicago |
| Miss Nell McGraw | Telephone Operator | Kansas City |
| Matt Faestel | Brakeman | Spokane |
| A. C. Paynter | Engineering Department | Chicago |
| G. M. Doody | Purchasing Department | Chicago |
| Mrs. Flo Hurlless | Ticket Auditor's Office | Chicago |
| C. L. Galbreith | Conductor | Lewistown |
| Geo. Harder | General Manager's Office | Chicago |
| John Swedish | General Superintendent's Office | Milwaukee |
| Mr. Clifton | Son—W. L. Clifton, Agent | Burlington, Wis. |

Traffic Tips furnished by employes in the various departments have resulted in the following revenue business:

- F. L. Mason, office of J. R. Clarke, round trip ticket, Tacoma to Buffalo and return, our line to Chicago.
- J. H. Dorsey, store department, Tacoma, two passengers returning from eastern trip, our line from Chicago.
- O. C. Cardie, Tacoma, two tickets, Beloit, Wis., to Tacoma.
- A. H. Gleb, freight office, Tacoma, four tickets to St. Louis, our line to Chicago.

Section foreman, Sam Stranes, revenue passenger, Beloit to Milwaukee.

- John West, storekeeper, Mitchell, S. D., one ticket, Mitchell to Salem, Va., our line to Chicago.
- H. W. Peters, Tacoma, one ticket, Seattle to Detroit, our line to Chicago.
- John Swedish, engineer, Milwaukee Division, one round trip ticket, Milwaukee to San Francisco and return via Seattle.
- John Kilkelly, boilermaker, Tacoma, prospective business, Seattle to Germany.
- Mrs. Bert Roberts, Seattle, four round trip

tickets. Seattle to Kansas City, our line in both directions.

- M. Norris, mechanical department, Tacoma, round trip ticket, Tacoma to Minneapolis and return.
- E. L. Heath, store department, three tickets, Tacoma to Minneapolis.
- C. C. Sheridan, storekeeper, Ottumwa, two tickets, Ottumwa to Lansing, Mich., our line to Chicago; and one ticket to Lansing, Iowa, our line.
- Mrs. Rose Shipley, Tacoma, two round trip tickets, Tacoma to Chicago and return.
- A. J. Krisch, engineer, Coast Division, round trip ticket, Tacoma to Milwaukee and return.
- A. J. Kroha, general storekeeper, Tacoma, two round trip tickets, Tacoma to New York, our line to Chicago and return.
- H. C. Mills, dining car steward, one ticket, Tacoma to Chicago and return.
- E. E. Godwin, brakeman, Iowa Division, three tickets, Omaha to Chicago, and five from Council Bluffs to Chicago.
- George Felzer, Tacoma, one ticket returning from eastern points.
- C. D. MacLenna, Seattle local freight office, two one-way tickets, Tacoma to Lansing, Mich., our line to Chicago.
- T. J. Hamilton, assistant superintendent, Coast Division, round trip ticket, Tacoma to Indianapolis and return, our line to and from Chicago.
- G. F. Hall, Tacoma, one round trip ticket, Tacoma to Chicago.
- E. B. Mider, engine foreman, Tacoma, round trip ticket, Tacoma to Chicago and return.
- W. H. Cook, electrician, Tacoma, one round trip ticket to New York and one return ticket to Chicago.
- Engineer Hullarman, Perry, Iowa, summer tourist ticket to San Francisco, returning via our line, St. Paul to Seattle.
- E. F. Allen, Tacoma, two round trip tickets, Tacoma to Peoria, Ill., our line to Chicago and return.
- Wiley Moffatt, clerk, superintendent's office, Milwaukee, was instrumental in securing freight business from Milwaukee to Wisconsin points, some of which had previously moved by truck.

C. O. D.

Grocer—I brought over the groceries, sir.

Jones—How much do I owe you?
Grocer—Not a cent. If you don't pay cash I'll take them back again.

"Is something wrong?" asked the waitress.

"Wrong!" snapped the customer. "Look, there's a fly in the bottom of my tea cup. What does it mean?"

"Sorry," returned the girl, moving away. "I'm a waitress, not a fortune teller."

Hardly

He—I just came from a dog show.
She—Did you win a prize?

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

| | | | |
|--------------------------|--|-----------------------|---|
| Guy E. Sampson..... | Train Director, Bensenville | E. Stevens..... | Care of Superintendent, Savanna, Ill. |
| A. M. Dreyer..... | Fullerton Avenue, Chicago | Leda Mars..... | Care of Local Agent, Minneapolis, Minn. |
| John T. Beckman..... | Dispatcher, Marion, Iowa | N. A. Hiddleston..... | Care of Mechanical Dept., Minneapolis, Minn. |
| Ruby M. Beckman..... | Care of Assistant Supt., Perry, Iowa | V. J. Williams..... | Care of Superintendent, Austin, Minn. |
| E. L. Sacks..... | Care of Trainmaster, Dubuque, Iowa | Lillian Atkinson..... | Care of Superintendent, Wausau, Wis. |
| C. M. Gohmann..... | Care of Superintendent, Ottumwa, Iowa | Wm. Lagan..... | Care of Superintendent, Sioux City, Iowa |
| Sybil M. Clifford..... | Care of Asst. Supt., Kansas City | Harriet Shuster..... | Care of Refrigerator Dept., Fullerton Ave., Chicago |
| C. M. Browning..... | Care of Superintendent, Green Bay, Wis. | Dora M. Anderson..... | Care of Local Agent, Moberg, S. D. |
| Eileen Story..... | Care of Superintendent, La Crosse, Wis. | Nora B. Decco..... | Telegrapher, Three Forks, Mont. |
| Mrs. Edna Bintliffe..... | Care of Trainmaster, Mitchell, S. D. | A. M. Maxeiner..... | Agent, Lewiston, Mont. |
| W. J. Kane..... | Division, Aberdeen, S. D. | R. R. Thiele..... | Spokane, Wash. |
| E. C. Adams..... | Care of Superintendent, Mason City, Iowa | Gertrude Alden..... | Care Superintendent Coast Division, Tacoma, Wash. |

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

R. E. T.

WE GREATLY regret having to chronicle the death of Mrs. Maude Clinton, wife of Engineer W. S. Clinton, June 8th, at the age of 59, after an illness of several months. She had been a resident of Spokane for 19 years. She is survived by her husband, a sister in Spokane and a brother and sister in New York. Funeral services were held at Spokane, Monday, June 1, while interment was at the family plot at Coeur d'Alene, Idaho. We join with her many friends in extending our deepest sympathy to the sorrowing husband and relatives.

The many local friends of Mr. L. V. Curran, formerly one of our train dispatchers at Spokane, were grieved to hear of his recent death in San Francisco; unfortunately, we have not been able to learn of the particulars of his demise.

"Bill" Keenan, warehouse foreman at Spokane, was a recent visitor to Seattle. We cannot explain how it happened, but the trains which he used were on time. It is well known here that Bill is a hoodoo for trains, which are almost invariably late when he has to travel or to meet them.

Mr. C. B. Barrett, lately at Calder, Idaho, took charge as agent at Ewan, Wash., on July 6, displacing T. W. Thralkeld, who went on the extra list.

We notice our old friend, Conductor Barrett, formerly of the Everett Line, now in passenger service on the main line. Since the runs on the Everett-Enumclaw line were changed he could get home only about once a week, which did not appeal to him at all.

Mr. and Mrs. W. W. Ells (Mr. Ells being night car clerk at Spokane) spent the Glorious Fourth pleasantly and profitably at their old home at St. Marie's, visiting their married daughter who lives there. Not only did Mr. Ells succeed in closing a satisfactory sale for the residence which he owned there, but their little granddaughter Mildred, who was entered by her older sisters in the contest without the knowledge of the grandparents, won the first prize, a five dollar bill, as the most attractively dressed child at the civic celebration. You may well imagine the pride of the grandparents, much of the credit being no doubt due to Grandma Ells, who made the child's dress.

Mr. F. J. Swazey took over the agency at Calder, Idaho, on July 2, relieving Mr. Barrett, while E. M. Young relieved Swazey at Clarkia for the time being.

Mr. Pete Michaelsen, engineer on Elk River line Nos. 102 and 103, is on a vacation of several weeks' duration. Mr. and Mrs. Michaelsen are visiting their son, living at Seattle, and incidentally his little twin boys, and will also be at the seashore at Newport, Ore. In the meanwhile Engineer Lee Thorne is handling the throttle and air on the Elk River runs.

Engineer L. J. Dulik of the Spokane-St. Marie's-Avery run on Nos. 63 and 64, has been away for two weeks at this writing, taking in the Fair at Chicago and visiting relatives in Wisconsin, Illinois and Kansas. Doubtless he will be glad to get back to the cooler climate of the Inland Empire.

Mr. Earl Medley, the popular car foreman at Spokane, with Mrs. Medley and little Miss Virginia, was off on his annual vacation recently, visiting Portland and Seaside, Ore., and Tacoma and Seattle on Puget Sound. While they enjoyed the many charms of the Coast and Puget Sound, they were nevertheless glad to get back home again. During Earl's absence our good friend, car inspector McCaughey of East Spokane, acted as foreman. His turn for vacation will be coming before long.

Assistant district master mechanic P. T. O'Neil of Spokane is at present enjoying his vacation with his family in their summer cottage on beautiful Spirit Lake, Idaho, one of the many gems of this favored region.

And still more people who feel the need of a brief vacation: Mr. J. A. Vassej, agent at Malden, is off for a short rest at this writing, being relieved by A. R. Hull, and agent R. T. Breitengross at Lind is off for a week, being relieved by J. C. Maddox. We hope they all had good success with their fishing.

This reminds us that our fishing experts at the Spokane freight office have not only scored some notable successes but are making great plans for the rest of the summer. We have already reported on the memorable expedition of Messrs. "Bill" Snure, popular chief clerk, and John Stiltz, the tallest member of our switching forces, to Deep Lake. Since then John has located the fishing paradise of the Northwest on a small creek whose exact whereabouts he is only disclosing to a favored few, but where the fish are lined up along the bank clamoring to be yanked out and into the frying pan. The place was plastered with "No Trespass" notices, but John's winning ways soon made him a friend for life of the farmer and his wife who own the land, and in return for his promise to bring out an old stove for a camp John has been given the freedom of the creek and has taken up parties of friends, who report unbelievable luck. Even little Johnnie Norman Stiltz hauls them out with a bent pin. All of John's friends owning old stoves have hid them in the basement or woodshed.

Jess Jones of the first trick switch crew is also entertaining friends at his luxurious lodge on Sullivan Lake, where all the fish call him by his first name.

Our real piscatorial expert, Mr. Harry Hill, car clerk at Spokane freight office, has not yet scored his usual successes this season, but at the next opportunity we hope to be able to give you a report on his next fishing trip that will thrill you and will send pangs of black jealousy into the otherwise genial soul of our good friend Dan Verheek, the car foreman at Raymond, who

fondly believes himself to be the champion fisherman of the Northwest.

Assistant roundhouse foreman Sam James of Spokane is leading a miserable life as a grass widower while Mrs. James is looking after their ranch near Olympia. However, this has its compensations, as Mr. James recently put in a pleasant Sunday afternoon at the opening of Silver City, the well-known popular resort on Liberty Lake, near Spokane, and to his great surprise was elected as King Boreas, presiding genius of the festivities. Sam, being a bashful chap, was rather taken aback at the honor thrust upon him, but his face became a deep cherry red when he learned that his chief duty would be to act as judge of the bathing beauty contest. But a good railroad man never shirks his duty and Sam pocketed his natural embarrassment and manfully rose to the occasion. Having a well-developed sense of beauty and a good eye for form, developed by many years of inspecting engines, he discharged his judicial duties with great satisfaction to himself and the winner, and then beat a rapid exit through a back door to escape the losers. Doubtless he sent a detailed report to Mrs. James.

Miss Mabel Viets, bill clerk at Spokane local freight office, and her mother, with whom she makes her home, are enjoying a visit from Miss Mabel's brother Jack, who recently completed his term of enlistment in the submarine service of the Navy.

Engineer Morrisette is now on the first trick switch engine and Engineer John Little on the second trick, while Engineer Jim Marre is on the extra board. Fireman E. H. Rogers is on the second trick switch engine, while Fireman L. R. Crowe went to the extra board.

Mr. W. W. Snure, chief clerk at the local office, Spokane, while enjoying a week-end at one of the lakes with his family was suddenly taken so ill that he had to be brought home at once. Fortunately, the illness was not serious and after a day's absence he was again able to be on the job.

Recently we had the pleasure of greeting Miss Helen Thiel, daughter of our old friend Leo Thiel, first trick operator at Roundup, Mont. Miss Helen was on her way through Spokane to Portland, thence to Eugene, Ore., and San Francisco, visiting relatives at all these places. We were glad to find her quite as charming as her mother and quite as good-looking as her daddy.

Mr. W. W. Ells, of the local office, Spokane, takes justifiable pride in reporting that his youngest son Bill, just graduated from North Central High School of this city, secured an unsolicited job from the Union Iron Works of this city. The firm wanted to secure a promising apprentice draughtsman and took Bill, as the principal and department head at his school recommended him as by far the best qualified draughtsmanship student turned out by the school. Compliments and best wishes for rapid advancement to Bill.

DEER TRAIL CAMP

"ON LAKE NOKOMIS"



Practically every variety of fish known to northern waters found in this lake. Many amusements—fishing—boating—hiking—trips with guides, etc. The ideal place to bring the family.

Completely Equipped Housekeeping Cabins
And Excellent Meal Service

Send For Folder "M"

J. W. JOHNSON

Bradley

Wisconsin

Supt. W. C. Givens and family returned on July 14 from a vacation of two weeks at Lake Okoboji, Ft. Dodge, Sioux City and LaCrosse.

John A. Sanford and wife were at a summer resort in Glenwood, Minnesota, for ten days the latter part of June.

Dispatcher E. J. Klahn and wife motored through to Ozark Mountains while on a vacation in June.

Harold Henson, of the office of superintendent, was on a vacation during the first two weeks of July, spending the greater part of the time "at home."

June 18, Carl Hanson, equipment maintainer, West Yard, departed for the Century of Progress where he spent his vacation of two weeks. He was relieved by Mike Tullis.

Engineer O. E. Clark left on July 1 for Los Angeles, where he will remain indefinitely, joining his wife and daughter.

Mr. and Mrs. Wade C. Smith, St. Louis, arrived in Ottumwa on June 23, having made the trip overland. Remained as guests in the home of Mr. and Mrs. F. M. Barnoske, parents of Mrs. Smith for several days. Upon departing for their home

left their young daughters, Betty and Nancy, in Ottumwa to spend the remainder of the summer with their grandparents.

The following Kansas City Division employes are with E. Thompson, who started a tie gang at Miles City, Montana, and who will be on the coast line until about November 1: J. R. Morrow, as assistant foreman, formerly section foreman at Culver; Lon Cox, Ottumwa, and Joe Cousins of Centerville; Eugene Schaefer of Ottumwa, timekeeper, and Herschel Loveless as machine operator.

Thursday, June 21, G. C. Stickler, of the District Accounting Office, Chicago, made a visit to the office of superintendent, he and Mrs. Stickler visiting with relatives in Ottumwa while on vacation.

Nancy Tuomey, daughter of operator J. V. Tuomey, visited in Polo, Missouri, with friends. Mrs. Tuomey and daughters, Mary Belle and Nancy are visiting with relatives in Herington and Topeka, Kansas.

L. M. Guenther, Maquoketa, formerly assistant division accountant in office of superintendent, Ottumwa, was crushed between automobile and guard rail on bridge while returning to his home on June 23, was taken to a hospital in Dubuque, where he died the following day. At the time of his death he was Federal emergency relief administrator for eastern Iowa. He is survived by his wife, one daughter and a brother.

Supt. W. C. Givens recently purchased a new Hudson; Pat Leeney, switchman, West Yard, is the owner of a new Terraplane.

Claude Legg, engineer, was operated on, June 23, in St. Joseph Hospital, Ottumwa. He is reported improving. Dorothy Legg, who is with the Northwestern Bell Telephone Company, Des Moines, was at home during the week of June 24 account the illness of her father.

Brakeman J. H. Burns, wife, children Jim and Mary, departed on July 2 for Denver and Glenwood Springs, Colo., to spend a vacation.

L. E. Wilcox and family visited with relatives in Denver, Colo., during June, their daughter, June, leaving from there for Los Angeles, Calif., to spend the summer.

On June 13, Lieut. of Police Carl Kennedy, was shot through the heart and killed instantly at Excelsior Springs by box car thieves. He had been stationed there for two weeks, laying for the thieves. His body was found across the tracks from the depot outside the right of way fence. Burial was in Kansas City, his home.

O. F. Mattson, Lieut. of Police, Ottumwa, was transferred to Kansas City on July 1, succeeding Mr. Kennedy; Mr. H. H. Harvey, formerly with the Kansas City police force, was appointed Lieut. of Police in Ottumwa.

THE FAIR

Dependable with Long Life

Those who use the FAIR Rail Anti-Creeper appreciate that it is a device of quality precisely made, simple and easy to apply, dependable and that it has a long life.

THE P. & M. CO.
Chicago • New York

Kansas City Division

K. M. G.

AN interesting event in Ottumwa was the celebration of the fiftieth anniversary of the wedding of Mr. and Mrs. E. R. Davis on June 30. The evening preceding, the Milwaukee Women's Club held an informal reception in the clubhouse for jubilarians, when all employes of the Milwaukee Railroad and their families were given an opportunity to congratulate the couple; approximately 125 attended the reception. A program consisted of a reading by Mary Coughlin, daughter of yard conductor, J. L. Coughlin; vocal solo by Miss Julia Sheeha, accompanied by Miss Helen Rodgers; a group of Irish melodies, a few of the favorite old love songs followed by the latest jazz music was given by Mrs. Frank A. Martin, at the piano, and Otto Hentschel, violin. Mrs. A. L. Love, president of the club, made the presentation speech, following which Mr. and Mrs. Davis were presented with a large basket of Talisman roses. Punch and wafers were served, the serving table attractively decorated with yellow tapers and bowls of yellow flowers. Mr. Davis has been in the employ of the Milwaukee Railroad for fifty years and the couple have resided at Ottumwa for thirty-five years. Mrs. H. O. Munson, chairman of the entertainment committee and Mrs. A. L. Love, president, planned and arranged the affair.

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

UNION REFRIGERATOR TRANSIT CO.
Milwaukee, Wisconsin

Motoring on the Milwaukee Up and Down Hill on the Rocky Mountain Div.

Nora B. Decco

DAD ECHARD says it was not a hundred and fifty pound fish and he didn't get one hundred and fifty pounds of fish—Chester Bales and McKenna were working in the Madison and when they got out the river went down.

Engineer Butler has a fine new car and he drives by fast sometimes—don't even see as at all.

Miss Edith Sears from Chicago is visiting her mother and father, Mr. and Mrs. Sears, at Deer Lodge.

Miss Alberta Barton, daughter of Engineer and Mrs. A. J. Barton, has returned to Columbus, Montana, after a two weeks' visit at home.

Engineer and Mrs. Rader have Mrs. Rader's sister, Mrs. French, and a niece and nephew for a few weeks, as their guests.

Operator Searls, first at Harlowton, has returned from a week's vacation relieved by Operator Campbell.

Operator Harrington from Three Forks is off on account of sickness. Relieved by Operator Jast.

The Gallatin Gateway Hotel opened on time with a good park attendance of passengers for dinner.

We have some important people up our canyon this year. Secretary of the Treasury Morgenthau and private secretary for a month at the Gateway and Elkhorn dude ranch; and the chairman of the board of the Vicks Chemical Company of New York City and his family were handled with private car July 3 for the same destination.

Park business is much better this year; 65,000 visitors first week in July, compared to 33,000 last year. Dan Young and Frank Kennedy are at the door and the desk at The Inn.

We regret to write of the death of Mrs. Bertha Willie, mother of Mrs. Owen Gosnell, July 4, at her home here. She was well known in this city, having made her home with Fireman and Mrs. Gosnell for several years. She was nearly 85 years of age. Mrs. Gosnell and another daughter in California survive her, and to them we offer our sincere sympathy in this loss.

Mrs. A. E. Workman has returned from several weeks' visit in Indiana. Al made a trip on passenger while she was gone.

Condor and Mrs. Roy Bates have a lovely new car and it was specially painted for them, we understand.

Another sad death was that on July 4 of Mrs. Emery Van Harsen, sister of Mrs. George Spaulding of Deer Lodge. Mrs. Van Harsen had been ill for some time. She is survived by her husband and three daughters of this city; Mrs. Spaulding of Deer Lodge, and another sister and her mother in Iowa. She was beloved by all who knew her and we extend our deepest sympathy to this family in their great loss.

Twin City Terminals

Leda Mars

MISS RUTH SCOTT of the accounting department was married July 18, to Seymour Angel at the Little Brown Church of Nashua, Iowa.

A large picture was given Ruth at a shower by the girls of the office.

An occasional chair and a lounge were given as the gift from the office, who also have given their wishes for many years filled with happiness and success—and many little Angels.

After a trip to North Sydney, Nova Scotia, the Angels will be at home at Mason City, Iowa.

F. Alexander now heads the Accounting Department Golf league with seven wins and one loss.

Virginia Ellen is the name chosen for the baby girl born July 1st, to Mr. and Mrs. Wendell Cheney. Mrs. Hila Cheney formerly worked in the local freight office.

Last month a baby girl arrived at the home of Mr. and Mrs. M. F. Marrin.

Twenty-Two



COME TO CHICAGO

to attend the
**VETERANS ASSOCIATION
CONVENTION**

OF THE CHICAGO, MILWAUKEE, ST. PAUL
AND PACIFIC RAILWAY
IN THE

HOTEL SHERMAN

SEPTEMBER 20th and 21st,
1-9-3-4

HOME OF THE
COLLEGE INN
WITH
BUDDY ROGERS

1700 ROOMS
1700 BATHS

All newly modernized rooms—the finest guest rooms in all Chicago—are at Hotel Sherman where peerless luxury is yours at low cost. In the heart of the Rialto with its gay night life—close to stores, offices, and railroad stations.

La Crosse-River Division Items

Eileen

JUST when we had looked at the thermometer and found it hovering around the ninety's, or the hundreds, Engineer John Schweikert wandered in the office and showed us some snap shots of himself and Mrs. Schweikert snowballing on Mount Rainier—we just looked and wished—

During the month of June, Engineer Geo. Behm and Mrs. Behm celebrated their golden wedding anniversary by holding open house for their many friends. Want to extend our late, but none the less sincere, best wishes for many more years of happiness together. Incidentally, George has been with the Milwaukee for 53 years with never a thought of retiring.

Mr. W. C. Givens and family spent the week end of June 30th with Mr. and Mrs. Gibson at La Crosse on their way to Okoboji Lake.

What's this? What's this? Is Tom

Bloomfield holding out on us or am it de truth?

Shocking indeed was the news of the death of Dispatcher Bill Seimers at his home in La Crosse on July 5th, after a brief illness. Funeral services were held in Faribault, Minn. He is survived by his wife, and daughter Jean, and Son William. We are all going to miss his pleasant smile and "hello."

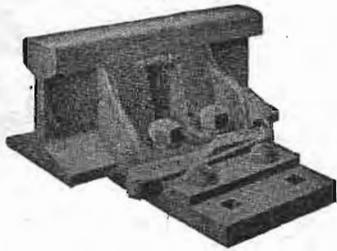
Mr. George Hershaw, an engineer on the River Division, was responsible for the Milwaukee securing two round trip tickets, St. Paul to Seattle.

Mr. J. M. Gallwitzer, operator, Tunnel City, discovered a pair of red hot wheels near the head end of train 263 on June 19, when the train passed. He notified the train dispatcher and stopped the train at Raymore to cool them off. Fine work.

Leroy Cronin of the store department, with Mrs. Cronin and Danny and Mr. and Mrs. Jim Jakubec, are spending a week camping near Cameron.

The Morden Adjustable Rail Brace

Standard on the
Chicago, Milwaukee, St. Paul & Pacific R. R.



Morden Frog & Crossing Works
CHICAGO

LUMBER

FOR EVERY PURPOSE

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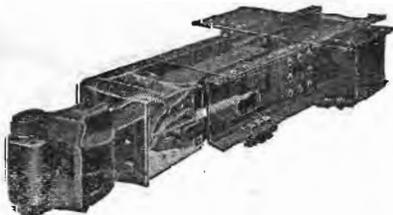
HARDWOOD FLOORING
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ST. PAUL, MINN.

"BUCKEYE" Yoke and Draft Attachments



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

THE BUCKEYE STEEL CASTINGS
COMPANY - Columbus, Ohio
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CREOSOTED MATERIALS

and

COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis

Eric is another vacationer. Hope he will return with some fish as well as tales.

Announcement is made of the marriage of Miss Marie G. Looock of Wisconsin Rapids to Erick Kuhnke, of Watertown. Erick is foreman of a B&B crew. They are to make their home in Wisconsin Rapids after a wedding trip to Watertown and the Fair at Chicago. Many, many years of happiness are wished for them.

In listing the stations of our La Crosse division, we find in the big book, "The Railway Guide" that in the United States, Canada and Mexico, there are two Milwaukeees, one Wauwatosa, four Elm Groves, twelve Brookfields, one Duplainville, one Pewaukee, twenty-six Lakesides, eleven Hartlands, one Nagawicka, one Nashotah, one Okauchee, nine Giffords, one Oconomowoc, one Ixonia, eleven Watertowns, seven Richwoods, three Reesevilles, one Astico, twenty-two Columbus, five Fall Rivers, four Doylestowns, eight Rios, one Wyocena, twelve Portage, twelve Lewistons, eight Kilbourns, seven Lyndons, one Mauston, three New Lisbons, one Camp Douglas, nineteen Oakdales, three Tomahs, one Rocklands, nine Bangors, four West Salems and nine La Crosse. While the station Lakesides predominate on our division, the station Monroe, not on this division, has the greatest number and is listed at thirty-six.

Iowa (East) Division

John T. Raymond

A SAFETY FIRST meeting was held at Marion, June 22nd, presided over by Supt. A. J. Elder. A number of officers of the division were present, including W. N. Foster, Perry; S. Einarson, Perry; L. W. Andersen, Rockwell City; A. H. Hobart, of Monticello, and J. L. Coffey and W. E. Cooper of Cedar Rapids. E. A. Meyer, safety first director from Chicago, was present and gave an address covering the subject in fine shape. The subject of safety was generally discussed and a number of helpful suggestions offered.

Chief dispatcher H. C. Van Wormer, of Marion, went to Ox Lake, Minn., near Pequot, July 1st, to spend his vacation and will be gone a month. He has a cottage there on the lake. Mrs. Van Wormer preceded him there two weeks ago.

H. E. Ramsey, Jr., of Arlington, came to Marion, June 26th, and will do the extra train dispatching during the vacation season. F. E. Sorg is relieving him on agent's job at Arlington.

The writer left Marion, July 1st, for a short visit at Warm Springs, and Wibaux, Mont.

Geo. Crabbe, of Cedar Rapids, was off duty several days early in June, Bruce DeVoe relieving.

Dispatcher L. A. Turner of Marion, was off duty for a week the latter part of June.

W. K. Hodgson has been appointed operator at Monticello.

Agent J. R. Harding of Hawkeye, has taken three months' leave of absence, Bruce DeVoe relieving.

Agent A. M. Bollinger of Elk River Jct., was absent for several weeks, operator E. F. Clausen relieving.

H. D. McNabb, night yard master, Cedar Rapids, left for California, July 9th, on a two weeks' vacation.

HENRY H. CROSS COMPANY

INCORPORATED

PETROLEUM PRODUCTS

GENERAL OFFICES

122 SO. MICHIGAN AVE.
CHICAGO

J. W. Sanborn, road master's clerk, Marion, laid off sick July 9th.

Mr. and Mrs. James Tobin, of Marion, left, July 9th, for a two weeks' vacation, visiting the Century of Progress at Chicago and relatives at Columbus, Wis.

W. L. Boyer of Elgin, supplied as line-man at Marion for two weeks during July.

The remains of Mrs. Eliza Coy were taken from Deer Lodge, Mont., to Savanna, and funeral was held there Saturday, June 23rd. She was the widow of John Coy, deceased, formerly a conductor on this division, and the mother of Mrs. H. B. Vandercook. Mrs. Boyle and Mrs. Collins of Deer Lodge, Mont., accompanied Mrs. Vandercook to Savanna with the remains. Friends on the division deeply sympathize with Mr. and Mrs. Vandercook in their bereavement.

C. N. Goite temporarily left the R.R. "flat" to indulge in his favorite pastime on the opening of the fishing season.

Conductor Reep and Engineer McElwain left Marion, June 11th, to attend the shrine doings in Minneapolis.

Conductor Thomas Costello resumed work in passenger service June 19th after being off since Sept. 26th, 1930, at the time he was injured switching at Pickering.

Conductor J. L. Roberts and train baggageman Charlie Wescott and families drove to the lakes in Minnesota where they spent a week fishing. They report the time of their lives and plenty of fish.

Frank Lafferty has taken the Marion-Calmar way freight laid vacant by the death of W. P. Kelly.

Brakeman L. A. Franke was called to Manchester, Iowa, by the death of a niece, June 27th.

Several special trains moved over the division during June, including several C.C.C. specials, Ford dealers' special and a Shriners' special. This gave some of the boys who have not worked for a long time a chance to get in a few trips.

Engineer Len Low has laid off for the summer months and with his family has gone to his summer cottage at Spirit Lake, Iowa, Engineer Bob Strayer relieving on the Calmar line gas car.

The Veteran Employees Association of the Milwaukee Road plan a re-union at the Sherman House, Chicago, Sept. 20th and 21st. We feel sure that our territory will be represented.

Wisconsin Valley Division Notes

Lillian

MR. Wm. McCarthy is at home convalescing after undergoing a major operation.

Mrs. Bert Nelson was at the Memorial hospital for a few days receiving treatments.

Mrs. R. R. Sternetzkey left for Spokane, Washington, where she will spend a month's vacation and return home with her daughter, Marie, who has been visiting at Spokane for some time.

Mr. and Mrs. J. W. Held are spending their vacation at Seattle, Wash., and Portland, Oregon, and other western points.

Mr. and Mrs. B. F. Hoehn spent their vacation up around the northern lake region and report a delightful time.

Mrs. Ralph J. Lathrop and sister, Mrs. Selma Roloff, of New Lisbon, visited at the home of A. I. Lathrop during the past week.

Mr. and Mrs. Don Tracy of Merrill spent a few days visiting with friends at Wausau.

Fishing is reported as being very good up around the Northern Lake region. D. C. Greenberg from Chicago, who is staying at the Northern, brought in a nice string of pike. A fifteen pound muskie was taken out of Lake Johnson; at Steiner's resort a 20 pound muskie and a nice string of bass were brought in. P. E. Nutting, guest at Manitowish Lodge, brought in two nice keeper muskies during the past week, Carl Wollin went out in front of his cottage one day and landed a 15 pound muskie.

George A. Florey, for a number of years trucker in the warehouse at Wausau station was accidentally killed on Monday night, June 18th, while returning from a trip to Marathon City, when the car in



Mr. James O'Leary, who has just passed his 75th birthday, has been an engineer since June, 1887; at the present time he is engineer on train No. 115 and No. 156 on the Valley Division, and is enjoying the best of health.

which he was driving overturned. His companion, who was the owner of the car, was slightly injured. Besides Mrs. Florey he leaves five sons ranging from ten to two years of age. The Milwaukee employes extend sincere sympathy to the bereaved family.

One of the prettiest June weddings took place June 20th when Alice Vivian Weisman and Franklin McGinley were united in marriage. The bride wore a lovely gown of powder blue triple sheer and carried a bouquet of yellow roses, swansosla and feverfew. Miss Patricia McGinley was bridesmaid. A wedding breakfast followed the ceremony, served at the Hotel Wausau, to immediate relatives; covers were laid for sixteen. Their wedding trip included stops at Milwaukee and Chicago and they will be at home to their friends after August 1st.

Wausau Chapter of the Milwaukee Railroad Women's club were entertained by the members of the club at Minocqua at the Gordon Hotel on June 28th. A large crowd attended from Wausau and other cities. The party was given in honor of Mrs. Carpenter Kendall, and Miss Etta Linskog. Luncheon was served at 1 o'clock, covers being laid for sixty-eight. A very brief business meeting was held, after which some played cards and some of the groups enjoyed a launch ride through the various lakes at Minocqua. The trip to Minocqua was made in a special coach.

At a simple ceremony, performed June 29th, Miss Evelyn Callahan, daughter of Mr. and Mrs. Daniel Callahan, was united in marriage with Raymond Henke of Wisconsin Rapids. Miss Marcella Conrad of Chicago and Russell Callahan attended the couple. A breakfast for members of the immediate families followed at the home of the bride's parents. The bridal couple spent their honeymoon at the northern lakes. They will make their home at Marinette, Wis., and will be at home to their friends after August 1st.

Chicago Terminals

YES, we slipped up on our items last month but we had a good excuse. Your correspondent's mother arrived from Portland, Washington, at our home, and on the 14th of June we all left for a few days' visit in Wisconsin, and did not return until after the dead line date for our items. Rather glad we did, though, for we have learned that a number of employes read the Chi Term items each month for we have had to explain to many why we fell down on the job. Well, after 22 years as your writer without missing but a couple of issues we hope you will excuse us and we will try to make every issue for some time to come. By the way, we want every reader to know that our mother (who, by the way, is in her 80th

Twenty-Four

year) really enjoyed the most delightful trip from Spokane to Chicago on our Milwaukee Railway. Said in all the trips she had taken before she never had such attention as the Milwaukee employes gave her. Everything was done to make her enjoy the trip for which she is loud in her praise.

On June 18th (payday), chief caller Marion Benner of Western Ave. was married to Miss Ruby Hora, daughter of one of our switchboard operators at Gale. The wedding took place at River Grove, Ill., and congratulations are here offered to the happy couple.

On June 11th (this should have been in last month's items) John Maloney discovered a brake beam down on J.P.D.X. 1269 as the coach run was passing Western Ave. The train was stopped and defective parts removed. John has the habit of watching passing cars and that's how he noticed it. Good habit to cultivate.

At 5:30 a. m., June 27th, flagman Jas. Lowlin flagged Belt Eng. 144 as they were passing through Galewood yards account of a car of their train having a brake beam down. The defective parts were removed and no doubt his close attention saved an accident.

The sympathy of all employes is extended to Mr. John Holland, whose mother passed away June 20th. Johnnie asked that we thank his many railroad friends for their many words and acts of kindness and the beautiful floral piece they sent. Johnnie, who is known to all of us as "Crickets," holds the position as switchtender at Galewood and is well known to every employe in the terminal.

On July 4th, Pat Carey and fireman J. Arcus took their families to visit the new zoo recently installed at Brookfield, Ill. They had a wonderful day and while Jimmie and Pat were looking at the "Hippo," Pat turned to Jimmie and said, "I'll bet that fellow could down a 26 oz. schooner of beer without any trouble." Pat is like that.

Sympathy of all employes is extended to switchman Don Lewin and his wife over the death of their six months' old baby recently. While Don has been working from the extra list his family have been residing at Vederburg, Ind.

Watchman Cash Atwood of the police department was taken suddenly ill July 8th, while on duty in Bensenville yards. He called a relief and then went home where he was for several days. He has returned to duty but is still not feeling so spry.

Yard Master Jess Capoot enjoyed his vacation the first half of July. He and his wife spent a few days at Excelsior Springs basking in the fine weather they always find at that celebrated vacationing spot.

Mrs. Wallace Darling and children, family of switchman Darling of the Terminal, have gone East for the rest of vacation time. They will spend the time with her sister's family at their summer cottage in Atlantic City.

D. & I. Division (First District)

M. S.

CONGRATULATIONS are extended to Agent A. J. Foster, Mt. Carroll, Ill., who rounded out 50 years of active service with the Milwaukee Railroad on June 30. Mr. Foster has been agent at Mt. Carroll since Sept. 10, 1910. He became connected with the Milwaukee at Burlington, Wis., on June 30, 1884, as night operator and ticket clerk and worked at various points on the R. & S. division, up until the time he accepted the agency at Mt. Carroll, Ill. The townsmen of Mt. Carroll helped Mr. Foster celebrate his fifty years' service with the railroad, indicating the high regard in which he is held in that city.

Announcement has been made of the wedding of Miss Beatrice V. Parish, youngest daughter of Engineer and Mrs. John Parish, Rock Island, to Mr. Rudolph M. Detweiler. The wedding was solemnized at 4:30, Saturday afternoon, June 3, at the home of the bride's parents, and the young couple will make their home in Homewood, Ill., where the groom is employed. Congratulations are extended.

Mr. Francis Nellis, only son of Mr. and

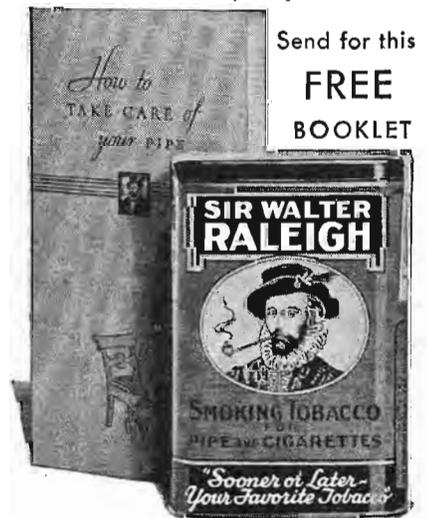
It isn't the heat . . .
IT'S THE HUMIDITY!



IT'S a swell word to describe the gas-attack of that dreadnaught pipe. Webster prints it and says "obsolete" — passed out of use. The young lady caught one whiff and passed out without saying even that much.

Why will ambitious young executives spoil their careers and poison the air with cabbagey tobacco and pipes that should be sent to the dry cleaners? The simple explanation is they haven't discovered the undiluted joy of Sir Walter Raleigh in a clean, sweet pipe. Sir Walter is mild — as only Kentucky Burleys can be. Sir Walter is softly fragrant. And Sir Walter is making rank, heavy tobaccos obsolete while raising pipe-smoking to a new high esteem. Try it.

Brown & Williamson Tobacco Corporation
Louisville, Kentucky, Dept. K-48.



It's 15¢ — AND IT'S MILDER

Mrs. Henry Nellis, Savanna, Ill., was married to Miss Dorothy Trainor of Davenport, Ia., Tuesday, July 3, at Davenport. Mr. Nellis is employed at Savanna Rail Mill, and they will make their home in Savanna. Congratulations are extended.

Sympathy is extended to engineer R. Wilkerson account the death of his wife, which occurred at Savanna, June 30. Funeral services were held at Savanna, Monday afternoon, July 2, with interment in the city cemetery.

Sympathy is also extended to switch tender John Lambert and family account the death of Mr. Lambert's mother, which occurred following injuries sustained in an auto accident near Anamosa, La., July 4. Mr. Lambert and wife were also injured, but have recovered sufficiently so that they could be brought to their home in Savanna.

A contributor to the "news" by the name of "The Duke of Kackiak" reports the following about one of the local men on the R. & S. W. division:

"Dinny McCarty is now the hard-working owner of one of the 1934 sedan automobiles, knee-action, reversible and forward speeds attached. His ownership of this said piece of equipment is uncertain; his hard work in learning to drive it cannot be questioned, as will be testified by several of his co-workers, one of which must accompany him on his early morning attempts to get the hack going in the direction that it should go. It might be mentioned that Dinny is adding a new interpretation to the motorist's vocabulary 'forward speed' is 'main line' to him—'reverse' is 'back-back'; traffic on his left—'wrong main' and all stop lights are 'red eye.' Of such stuff as this are heroes made.

Miss Mildred Eaton is the new stenographer in the chief dispatcher's office at Savanna, succeeding Mrs. Albert F. Lahey (formerly Viola Donahue) who has accepted the position of "housekeeper" for one. Miss Eaton's place has been taken over by Miss Nell Nolan, formerly of Savanna freight office.

West End T. M. Division

R. K. B.

ON coming to work one morning, happened to look over the office lawn and discovered a pipe which had hitherto stood out there on the ground all unadorned, now supporting something that looked like a miniature bathtub. It appears my eyes did not deceive me, and when the old brain got to working, I remembered that Mr. H. J. McMahon had expressed himself one day as deeply concerned over the unsanitary state of the birds in Miles City, who had no place to take a bath. The birds, however, have so far ignored the shiny new porcelain of their bathtub and may still be seen furtively standing under the sprinkler, ruffling their wings as of yore.

Mr. Victor H. Garvey, who came to the division last year from the Coast as Instrument man in the Engineering Department, has just returned to Seattle again, bearing the good wishes of his host of friends on this division. He has been succeeded here by Tom Hunt, who is no stranger here, having worked on this end at various times during the past few years.

Dispatcher Tom Corbett of Spokane, spent a few days of his vacation in Miles City the past month, visiting relatives and greeting old friends.

More news of dispatchers—a little old now but not previously reported. Dispatch-



Engineer C. J. Masterson and His Jubilee Whiskers



Machinist Joe Fleeger and lady friends at the Miles City Jubilee

er C. A. Olson has bid in the Relief Dispatcher job at Spokane and has moved his family to that point. He has been succeeded here by E. A. Farr, who always likes to get back to the old home town.

The first of the month saw two tie gangs go on the division to fix up the track. E. Thompson's gang is working east from Harlowton, and H. Gilyard's gang is working west from Moberly. Clerks Jim Brady and Herman Wall are the timekeepers of these gangs. Burton Bywater was assigned timekeeper of Mike Otto's tie gang on the Faith Line which went on the latter part of June.

The past month and more has witnessed the sorrow of many railroad families at this point, who have lost members of their families dear to them. Mrs. W. F. Kelly, wife of the engineer, died at Miles City June 29th after a lingering illness following a serious major operation. Mrs. P. H. Dunn, wife of the engineer, passed away on June 30th. Mrs. Fred Reynolds, wife of the machinist, died in Miles City on June 9th. Mr. E. F. Patterson, engineer, passed away at Miles City June 15th.

Was hoping to get a picture of each of the McCauley kids, Clinton and John, who appeared on the fight card during the Jubilee Celebration in Miles City the latter part of May, but they seem to be a little shy about getting their pictures in the paper. Modesty is a might fine trait, of course, but sometimes journalists frown on it. But I still think we ought to have their pictures. The kids are young, real boxers and easy to look at. They proved their stuff when they succeeded in each knocking out his opponent in the first few rounds of battle. Those who saw Clint and John take the challenging invaders over the hurdles are going around predicting that the kids are going to be heard from. Their dad, Frank McCauley, our Lieut. of Police, thinks the same way.

The family of Mr. J. R. Ludwick, recently appointed Agent at Miles City, has moved to the city and have established themselves in their new home.

Ediphone Review

By Busy Bee

NEWS is scarce, no weddings, no engagements or other such events. Vacations are the burden of our song these days.

Kath is back from Bermuda, but she didn't bring an onion as she was requested to do. However, she did bring back a carload of vim, vigor and vitality, so there must be something in those sea breezes!!!

Clayton left Saturday to spend his vacation at the old home in Mankato, Minn., and hopes that the weather man will favor him with some of those cool Minnesota breezes while up there.

Marie is vacationing at Mackinac Island. Marilyn and Julia are planning their vacations. Marilyn is all set for Bermuda.

(What makes that isle so popular this year?).

And speaking of coincidences, we notice two of our boys, Joe and Irv, like the same color scheme. Irv has been seen a great deal on the train with a blond from the 7th floor, while Joe has been spending his lunch hour strolling about the Union Station, also with a blond. Men still seem to "prefer blondes," by the looks of things. Let us in on it, boys.

Just wondering: Why we saw so little of Bill around this office, while Martha was on her vacation!

Irvin take notice: The requisition for rubber mats has been approved, but not for the other mentioned article.

As each Ediphone Operator goes vacationing, the rest of the Bureau gives this parting shot:

Have a good time wherever you go—
But think of the rest of us, as we're "quoting below,"

We don't want to spoil your fun when you're set

For two weeks of pleasure—but please don't forget

That while you are taking your hard-earned vacation

We're still writing letters about Transportation—

Goggles, and cars that are Evans equipped, And grasshopper bait that was recently shipped.

And while you are loafing out under the sun,

We're referring to that Passenger List No. 1.

We have a new toast in the Typing Bureau: "Here's a cinder in your eye."

We think it is now time to "File without further brief."

Iowa (Middle and West) Division

Ruby Eckman

OPERATOR O. H. DARBY of Madrid station has recently received the appointment as postmaster at Madrid and started his new duties the fore part of July. R. C. Hedlund of Bouton station bid in the temporary vacancy at Madrid and Lawrence Fiala is acting agent at Bouton.

Harry Calhoun has been appointed agent at Lytton, taking the place made vacant by the death of H. F. Hull, who was agent there for many years.

Cards from G. J. Foxhoven, agent at Panora, who is touring the west, indicates that he has been having a fine trip. He has a six weeks' vacation. V. C. McGee is in charge of the station.

Cashier Hugh Jones of Perry station went to Seattle in July to be present with his parents when they celebrate their golden wedding anniversary. His daughter Thelma accompanied him. Mrs. Jones was unable to make the trip on account of sickness.

The lakes in Northern Minnesota have attracted the usual bunch of Perry railroad men during the last few weeks and all returned with their limit.

Assistant Superintendent R. C. Dodds and wife and son, Robert, spent their vacation in the east. The folks took a boat trip while in New York City, and when they left the boat Robert got separated from his parents. The lad happened to have a nickel in his pocket, which he spent for fare on the elevated, and showed up at their hotel as nonchalantly as though he had lived all his life in the big city. His parents, however, had spent some anxious minutes as they didn't think he had any money with him and they were sixty blocks away from the wharf.

Earl Green, son of Conductor Edward Green, enjoyed a six weeks' trip on a motorcycle through the northwest and down the coast to California. He made the trip from Perry to Seattle alone but met a couple companions there who had taken another route from Perry and the three made the trip to California and back to Perry together.

Miss Wilma Wright, youngest daughter of Train Dispatcher Ralph Wright of the Perry dispatcher's office force, was married July 2nd to LeRoy C. Kinder.

Agent M. A. DeVoe of Hawkeye station

visited his old haunts on the Iowa division the fore part of July. He was formerly agent at Bayard, Iowa.

Conductor John Narver took a few weeks off in July and with his wife and daughter Helen went to California to visit relatives.

Machinist Harold Hass was in the Perry hospital in July for an operation for appendicitis.

Patrick Gilligan, a brother of Engineer John Gilligan, died the latter part of June following a long illness. Burial took place in Des Moines.

Extra Gang Foreman Lester Fiala was married in June to Albia Kubic, a daughter of the signal maintainer at Vining. They will live in Madrid.

Joseph Shearer, a son of Fireman John Shearer, was married in Louisa June 7th to Miss Evelyn Greer. There were about sixty-five guests at the wedding, which was held on the lawn of the bride's home. Joe is working for the Milwaukee and they will live in Chicago.

Raymond Berglund, son of Mrs. August Berglund, died June 19th following a week's illness from an infection of the mouth and throat. Raymond's father was for many years a B and B foreman on the Milwau-

kee. His death is an especially sad thing for his mother, as his only brother was killed a few months ago in an airplane accident.

Bernard Smithson, the eldest son of brakeman Albert Smithson, died in Perry the latter part of June following an operation for a ruptured appendix.

Car Foreman William Cheek has a new grandson. A boy was born to Mr. and Mrs. Leo Brewer the middle of July. Mrs. Brewer is Mr. Cheek's daughter.

Clarence Grove of the shop's force has a new son-in-law as his daughter Mary was married recently to Donald League. The young people will live in Perry.

Rocky Mountain Division— Northern Montana

Max

A BIG railroad picnic was held at the Fish Hatchery park, about six miles east of Lewistown, Sunday, July 15th, which was attended by employes and their families from the Northern Montana district. The affair was sponsored by the Milwaukee Women's club and the members of the Railway Pension association. Some



Bungalow for Sale

In Edgebrook. 6 rooms, oil heat. A real buy as mortgagee must sell. Mr. Franke.

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Rogers Park 1855

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EVERYONE SHOULD HAVE A BANK ACCOUNT

*We Solicit the Patronage of
MILWAUKEE EMPLOYES*

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

GET THE SAVING HABIT

MERCANTILE TRUST & SAVINGS BANK of Chicago

*Opposite the Union Station
Jackson Boulevard and Clinton Street*

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NORTHWESTERN NATIONAL BANK and Trust Company

Minneapolis, Minnesota



One of the 116 affiliated Northwest Bank-corporation Banks serving the Northwest . . . Watch for the Covered Wagon emblem.

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Everett, Washington

on the Chicago, Milwaukee, St. Paul and
Pacific Railroad, on Puget Sound
Established more than forty years ago.
Interest paid on savings deposits.
1892 - 1933

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

two hundred employes and their families were present. Congressman Roy E. Ayers was the guest speaker who told what had been accomplished during the last session of congress. V. F. O'Dell, in his usual forceful way, told what the pension association had done towards getting favorable action from the government in the passage of the recent old age pension act, which was signed by the president.

In the sports program, Charles Koch was master of ceremonies. "Charley" had the races going on time in his usual prompt manner, which he had not forgotten when these picnics were an annual affair. In the fat ladies race Mrs. C. L. Galbraith came in first and Mrs. John Quinn second. In another ladies' race, ages not mentioned, Mrs. C. R. Strong carried away the honors. Catherine Smeltzer was successful in the girls' race while Mary Alice Lindblom came in second. Mrs. Lossie Casteel was declared the best looking woman at the picnic so won the honors of the beauty prize.

The wool season closed in this territory June 14th. Lewistown handled 125 consignments. Cars from Roy, Winifred, Suffolk, Grass Range and Tiegan stopped at Lewistown to finish loading. Roy and Winnett originated the bulk of the outside cars.

Assistant Superintendent N. H. Fuller has been under the weather for several weeks. He made a trip to Thermopolis, Wyoming, where he is taking hot bath treatments. His many friends hope that he soon will be back on the job.

Mrs. A. M. Maxeiner went to Chicago where she met Mr. and Mrs. John B. Denton and grandchild. After spending several days at the Century of Progress Fair, Mr. and Mrs. Denton returned to their home at Binghamton, New York, the grandchild, Cathy, Lou, accompanying her grandmother to Lewistown, Mont., where she will spend the summer.

Mr. and Mrs. Sam E. Robinson and family have returned from Minneapolis, and other Minnesota points where they visited with relatives.

A number of Lewistown people returning from the Chicago World's Fair were wonderfully impressed with the easy manner in which they were afforded an opportunity for viewing the Fair by taking the Chicago Gray Line tour of the Fair. This inside tour, they say, is real worth while, lectures being given by college student attendants.

Mrs. Theo Asher, of Great Falls, Mont., has returned for an extended visit at San Francisco, Cal.

Mrs. R. D. Crowder and children, of Straw, are taking in the Chicago World's Fair.

W. E. Thompson and wife are vacationing, going to Helena for the Eagles State convention and thence to Glacier National Park.

Jos. L. Jost, of Three Forks, is looking after the ticket business at Lewistown in Mr. Thompson's absence.

Fullerton Avenue Building

A. M. D.

WITHIN the past few months, employes of the railroads have been awarded increases in pay, which by April, 1935, will equal the reduction of 10 per cent applied February 1, 1932, also a pension fund plan which will pay them a substantial amount per month after the age of 65 years. This will mean additional millions in expense to the railroads.

The question is—can the railroads in their present financial condition absorb this added expense? It has been predicted that without an increase in freight rates or a substantial increase in business, the burden will prove to be too great.

What are the employes going to do about it? Will they direct some effort towards obtaining additional business for the concern that pays them, or will they allow the spectre of layoffs, consolidations, etc., to arise again?

C. E. Murphy of the Freight Auditor's Office and wife spent two weeks in the Hill-billy country in Arkansas.

Eleanor McDermott also of the Freight Auditor's office turned farmerette in Iowa for a vacation.

Rumors have reached the ears of Ye Ed that Ray Beneke is contemplating a plunge into the stormy sea of matrimony sometime in August—date unannounced.

Henry Koretke of the Ticket Auditor's office and Miss Lucille Boldt will be united in marriage at St. Andrew's Church on Saturday, August 18. The honeymoon will be spent in Bermuda.

Michael Samp of the Auditor of Expenditure's office, after 15 years of wedded life, is the proud daddy of a little girl, Marilyn.

Viola Jacobi Lemker, formerly of the Ticket Auditor's office and Central Computing Bureau, is the mother of a son, William Blair.

Rowena Grandy of the Typing Bureau resigned on June 23 to become the wife of Dr. Wm. Austria of Janesville, Wis.

Ethel Feindt, Typing Bureau, is sporting a diamond ring and everyone is wishing her happiness.

Business must be returning to normal, judging by vacation trips:

Sophie Walker and Mae Cavanagh, Computing and Typing Bureaus—Yosemite National Park and California's Playgrounds.

Mary Kelly and Esther Bergsten, Computing, were among others visiting California's Sunny Shores.

Carrie Hammermiller of the Ticket Auditor's office has been spending her vacations in week-ends at St. Louis, Mo., and we're curious to know why.

Parnell Kelley is forcibly restraining himself from a vacation trip so the new Ford will materialize in the fall. Here's hoping!

Sport News

The standing of the teams in the Fullerton Avenue Building Soft Ball League as of July 17, is as follows:

| | Won | Lost |
|-----------------------|-----|------|
| Rump's Ringers | 4 | 2 |
| Klotz's Kings | 4 | 3 |
| Gumz's Trumps | 4 | 3 |
| Tobin's Aces | 2 | 3 |
| Martin's Deuces | 1 | 4 |

Scores of games played are as follows:

| Date. | Team. | Runs | Hits |
|---------|-----------------------|------|------|
| June 18 | Rump's Ringers..... | 21 | 28 |
| | Martin's Deuces | 14 | 17 |
| June 19 | Klotz's Kings | 21 | 26 |
| | Tobin's Aces | 20 | 31 |
| June 22 | Rump's Ringers | 20 | 31 |
| | Gumz's Trumps | 11 | 18 |
| June 26 | Gumz's Trumps | 11 | 17 |
| | Tobin's Aces | 7 | 18 |
| June 29 | Martin's Deuces | 15 | 18 |
| | Klotz's Kings | 14 | 15 |
| July 9 | Klotz's Kings | 7 | 14 |
| | Gumz's Trumps | 4 | 9 |
| July 10 | Rump's Ringers | 13 | 14 |
| | Tobin's Aces | 8 | 14 |
| July 13 | Rump's Ringers | 10 | 15 |
| | Klotz's Kings | 7 | 13 |
| July 16 | Gumz's Trumps | 8 | 16 |
| | Martin's Deuces | 7 | 9 |

(11 Innings)

I & D Items

E. C. A.

CONDOR. GEO. W. BRYAN has recently returned to work after a visit to New York and an ocean trip to Bermuda.

Mr. and Mrs. F. H. Dickoff returned to Mason City the latter part of June after their extended visit in Wisconsin.

F. Falkingham, Austin, is substituting for Miss Ruby Potter as chief clerk, Master Mechanic's Office, Mason City. Miss Potter submitted to operation at Milwaukee Hospital.

C. S. Pack, Train Dispatcher, Mason City, has returned to work following illness. We are glad to see you back, Colonel.

Ralph Anderson, yard clerk, Mason City, who was confined to the Park Hospital has now been dismissed and is ready for work at this writing. During his absence, his duties were handled by Art Johnson—(Officer "606" to the local office).

Supt. W. F. Ingraham left Mason City June 29th to conduct Division Staff Meeting at Sheldon, Iowa.

We note roadmaster and Mrs. A. W.

Bahr riding by in a new Pontiac. Al says they are both greatly pleased with their new purchase.

S. E. Kvenberg, from Mr. Torne's office, Chicago, spent a few days over the division the latter part of June on program work.

L. J. DeSomery, former instrument man. Division Engineer's office, Mason City, is again working at Mason City.

Condr. Guy Davis, Mason City, is confined to his home at this writing since the latter part of June.

Mrs. Henry Smith left Mason City July 4th, to visit her brother at Hugo, California.

Mrs. J. J. McAvoy passed away at Seattle, Washington, June 10th. Mr. McAvoy is remembered as being on the dining car on this Division several years ago. The I. & D. Divn. extends sympathy.

F. J. Swanson, DMCB, Minneapolis, was in Mason City, July 5th.

Ben Oleson, retired passenger conductor, Spencer, Iowa, called on friends at Mason City, June 30th.

Albin Grother, stenographer, superintendent's office, spent the Fourth with his parents at St. Ansgar.

O. W. Lundquist, rodman, Chicago, is working at the present time in division engineer's office, Mason City, Ia.

S. V. German, chief clerk, division engineer's office, Mason City, is back on the job after recent illness.

Conductor V. L. Neiberger, Mason City, underwent an operation July 11th at the Iowa City Hospital.

Carl Donovan, yard office, Mason City, related one of his recent exploits at Clear Lake, and according to his version of the story one of the big ones took hook, leader, line and sinker. Carl was fortunate, however, to be able to stay with the boat. F. H. D. states strongly that it was a carp, but with past experience and particularly as an angler, we hesitate to base any opinion upon Dickoff's statement.

Yardmaster Dickoff has told us that the mosquitoes were very thick in northern Wisconsin.

Miss Gertrude Deeney, cashier, Mason City freight house, has been out of town vacationing.

Francis Joyn, assistant chief clerk, Mason City freight house, spent a very enjoyable Fourth at Rock Falls.

R. D. Lyman, yard clerk, Mason City, spent the Fourth at Algona.

A big improvement has been made in the Mason City passenger station waiting room with a new coat of paint. The appearance is a great deal better, as a fine job was done.

Northern District—Car Dept.

O. M. S.

G. C. D. S. F. J. Swanson, was a business caller at Aberdeen, Mitchell and Sioux Falls, S. D., during the past week.

From St. Paul repair track we hear: F. J. Tschohl has purchased a new 8-cylinder Ford. Mr. and Mrs. Nick Wojtowicz and daughter Mary visited friends in Chicago; also Mrs. Mike Metrick and children. Mr. and Mrs. Anton Roman and family are visiting relatives at Cleveland, S. D. Mr. and Mrs. Henry Mehofer and family have traveled to Butte, Mont. Mr. and Mrs. J. Hentches plan to visit LaCrosse this week.

Assistant Foreman J. C. Weatherell of Minneapolis light repair yard is relieving Mr. Pederson at Hastings during his vacation.

Binar Hauger, clerk in Mr. Swanson's office, reported an enjoyable vacation. He saw the Cubs lose to Philadelphia and Boston.

Foreman Hollingsworth is on vacation and plans to see the National "All Stars" play the American "All Stars" in New York.

Wm. Raetz, car checker, Minneapolis light yard, sustained slight injuries July 4th. While crossing the street near his home a Ford V-8 struck him.

Mrs. Fred Miller of Wabasha, Minn., is visiting at the home of her son, Wm. Raetz, in Minneapolis.

G. C. F. J. Hemsey and Mrs. vacationed at Duluth, Superior, Brainerd, Mason City and West Bend, Ia., the latter part of June.

Wrecking Foreman A. Rognelson, from Aberdeen, while on vacation made a brief call at Minneapolis shops, inspecting the wrecking outfit cars.

Foreman O. C. Brandt, St. Paul coach yard, and M. R. Johnson of Austin recently vacationed at various places.

J. E. Mehan, assistant to superintendent of car department, Milwaukee, was a caller at Minneapolis shops.

Marquette News

E. A. J.

POWER HOUSE ENGINEER GEORGE HOOK and Mrs. Hook spent a few days in Milwaukee visiting their daughter.

A large crew of men have been working between Marquette and Yellow River raising and leveling the track. Foreman George Piliard has charge of the work.

Train baggageman M. E. Frady is back to work on trains 11 and 22, "The Sioux," after an illness of three weeks. He was relieved by Harold Johnson.

Conductor George Bryan left June 20 for New York City, where he will take the boat and go to Bermuda for three or four weeks. Conductor C. A. Catant is relieving Mr. Bryan.

Machinist Wm. Graff and Mrs. Graff are back after a trip to New York and Washington, D. C.

With its heavy business on the Waukon line it is necessary to use two double-headers daily.

General yardmaster L. E. Beckwith and Mrs. Beckwith spent their vacation in New York and other eastern points. Wm. Sloan relieved the yardmaster.

After being off four months, Jos. Doyle resumed his duties as pontoon bridge operator. Mr. Doyle has 59 years' service with this company.

The most excited man in Marquette at the present time is "Spot" Drowns, the handy man. When "Spot" heard of the new pension bill he began figuring, and he expects to be well paid for his many years of service.

Brakeman Francis Collins and Glen Bock have taken No. 3 and the Sioux Falls meat. George McHood, 4 and 9; C. Down-

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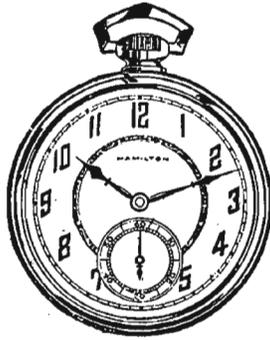
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CHICAGO — SAN FRANCISCO — TORONTO

ing, 61 and 68, Marquette to Savanna, and Ira Moody, 38 and 9.

Wm. Sloan, a well-known, beloved resident of this community, and boiler worker for this railroad for over fifty years, died at his home in Marquette Saturday, June 9. Mr. Sloan had enjoyed good health throughout his long life until struck with his fatal illness. The funeral services were held in Prairie du Chien, Wis., June 11.

Conductor Jos. M. Cassidy spent a week in Chicago attending the ball games and visiting relatives.

Ralph Winberg, ice house foreman, and Mrs. Winberg spent their vacation in Chicago, Martin Manton relieving.

Claude Downing, car department, has taken the car inspecting job on the middle shift.

"Out Where the West Begins"—

East End of the Trans

Missouri Division

D. H. A.

THERE seems to be a regular epidemic of secret marriages among our young people. The latest members to announce theirs is Miss Doris Robison, eldest daughter of Conductor and Mrs. G. A. Robison, who was secretly married on May 20th, at Onida, S. D., to Mr. Milton Stenecker. Doris and Milton are both graduates of the Mobridge High School and are popular members of our younger set.

Mr. Charles Clinker, eldest son of Mr. and Mrs. John Clinker, just recently announced his marriage to Miss Virginia Gullickson of Landeau, S. D. They were married at Britton, S. D., on March 22. Charles is associated with his father as assistant water inspector for the Mil-

waukee Railway. They have gone to housekeeping in the Lawrence Anderson home on Grand Crossing. We congratulate these young people and wish them smooth sailing and happy days.

Mr. and Mrs. George Gallagher attended the golden wedding anniversary of Mrs. Gallagher's parents, Mr. and Mrs. Jens Espeland at Waterville, Iowa.

Mrs. V. C. Cotton, who recently submitted to a serious operation at the Moberge hospital, is recovering nicely and is now able to return to her home.

Mrs. Ivan Kern and daughter, Wilna, of Seattle, spent a week here visiting old friends. They will also stop at Harlowton for a few days.

Mr. and Mrs. A. W. Arvidson and family spent their vacation visiting with Mr. Arvidson's mother at Marinette, Wis., and also took in the World's Fair. Miss Vernetta went on to Cleveland, Ohio, where she will visit her aunt for some time.

Mrs. Frank Schneider, Mrs. Louis Scheffelbein and daughter Joanne, visited the Walter Reukauft family at Sparta, Wis.; from there Mrs. Schneider went on to visit relatives at Milwaukee and Menominee, Mich. Mrs. Scheffelbein and Joanne went on to Chicago to take in the World's Fair.

Mr. and Mrs. J. R. Price and daughter Patricia, spent their vacation here with Mrs. Price's parents, Mr. and Mrs. Winn Perry. Mr. Price is now employed in a bank at St. Paul.

Chief dispatcher Wm. P. Moran is back at his desk again after a two weeks' vacation. He was relieved by Clarence Nummerdor of Miles City. While in our city Mr. and Mrs. Nummerdor were guests at the Roy Van Dyne home.

Mr. A. S. Hatch of Morrilstown has been awarded the position of station agent at New England, N. D.

Mr. Jake Feitchner, second trick operator at McLaughlin, and Agent L. L. Brundage of Mott, N. D., are patients at the Moberge hospital.

The railroaders are all elated over the passing of the Pension bill. It gives us inspiration and new courage to carry on when we know we are going to be taken care of when our days of active service are over.

We were pleasantly surprised today to have Wm. H. Vanderly of Los Molinas, Calif., stop in for a little chat with the old bunch. Mr. and Mrs. Vanderly and daughter Zona were enroute home after a trip to the World's Fair and a visit with relatives in Michigan. Van looks fine and says they are happy and contented in their home in California.

Fred Catey and Herman Wahl, Jr., left for an extended trip to Alaska and to points in Canada.

Mr. and Mrs. G. A. Robison, son Donald, and daughter Mildred, left for Seattle where they will spend some time visiting and getting relief from hay fever.

Mr. and Mrs. Oscar Vachreau and daughter Deloros, of Harlowton, Mont., spent several days at Moberge and Aberdeen visiting friends and relatives.

Mrs. Jake Keller and children are visiting friends at Aberdeen.

Mr. and Mrs. Emil Johnson returned from a trip to Minneapolis and Chippewa Falls, Wis. Their son Dick remained for a longer visit.

We regret to hear of the passing of E. W. Burton, formerly a conductor on this division, who passed away on June 22nd from cancer. Mr. Burton was a veteran of the Spanish American war and had been a patient at a veterans' hospital at Los Angeles, Calif., for some time. He leaves to mourn his loss a wife, three sons, and daughter. Sincere sympathy is extended to the bereaved ones.

Mrs. Howard Clark of Mount Morris, Illinois, is a guest at the home of her parents, Mr. and Mrs. Wm. Perry. Mrs. Roy Van Dyne entertained informally for Mrs. Clark, the guests being former fellow employes who worked with Mrs. Clark in the railway offices here. We had a good time reminiscing, talking over when times were good and clerks were plentiful, etc.

Mrs. Chas. Nath and daughter Betty went to Alhambra, Calif., to attend the graduation exercises of Miss Caroline Nath.

She accompanied them home and they are now attending the World's Fair at Chicago.

Mr. and Mrs. James Hopper enjoyed a visit from Mr. Hopper's sister, Mrs. Geo. Randall, of Livingston, Montana.

Mrs. Clarence Herzog and young son of Anaconda, Montana, returned to their home after a visit with her parents here.

The New Hub of the I. & D.

Wm. Lagan

MR. and Mrs. Earl Murphy of Sioux City visited at the home of W. C. Givens at Kansas City recently.

Mr. W. D. Griffiths, general agent at Sioux Falls, is on a fishing trip in northern Minnesota. Grif has promised most of the office force at least one fish and everyone is looking forward to his return.

Operator Gene Lovejoy and son Donald were recent visitors at the World's Fair. Gene reports a most enjoyable time.

E. J. Erichson and Nick Kelley, master fishermen, have been spending their Sundays at Big Stone Lake recently. According to their reports there are quite a few less fish in the lake since they started angling.

Mr. and Mrs. C. M. Belknap, Sr., and family, have returned from a visit with relatives at Portland, Ore.

The Arrow, which now leaves Sioux Falls daily for Chicago, has been enjoying a nice business since it was started in June.

Mr. Fred Burke, agent at Presho, S. D., visited friends in Yankton, S. D., recently.

Harry W. Krohn, warehouse foreman, Sioux City, received his 3 year Superior Service Award issued by the General Manager and Safety Department of the railroad. This was awarded account a perfect safety record of men supervised for the years of 1931, 1932 and 1933.

Mr. E. C. Hall, dining car steward of the "Sioux" is confined to a Sioux Falls hospital account illness.

The Norwegian Singers of Sioux Falls, left Sioux Falls on a special train for Fargo, N. D., June 20th. Ticket agent

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

"Crescent" Metallic Packing
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L. F. West accompanied the party who report a most enjoyable time and that they were well taken care of enroute by the Milwaukee.

Supt. W. F. Ingraham spent Saturday, June 14th, in Sioux Falls on business.

The Women's Club of Sioux City sponsored a picnic at Riverside Park, Sunday, July 15th. The picnic was well attended and everyone reported a very nice time.

Nick Kelley, warehouse foreman, Sioux Falls, received his Superior Award for 4 years with a perfect safety record of men supervised.

Mrs. Jennie Wheeler of Sioux Falls visited friends in Sioux City Sunday, July 15th.

The new traffic club recently formed of agents on the North End and surrounding towns on the I. & D. got off to a good start at a meeting held at Canton, S. D., recently. Chairman H. B. Olsen of Harlowton, Ia., invites everyone to attend who can.

Brakemen Harold Peters, Zane Jenkins, switchmen L. M. Sweeney, P. V. Larson, and flagman C. Kemp, all of Sioux Falls, were some of the visitors at the state Convention of Veterans of Foreign Wars which was held at Yankton, S. D., recently. Mr. Jenkins is drum major of the Sioux Falls drum corps which won first place at the convention.

Capt. S. B. McCauley and Mr. F. R. Doud of Sioux City, attended the Veterans of Foreign Wars convention at Yankton, S. D.

The exceedingly stout lady indignantly tackled a bus inspector at a busy stopping place.

"I want to report the conductor of that bus that's just gone!" she shrieked. "He's been rude!"

"How?" asked the bored official.

"Why," went on the lady, "he was telling the people the bus was full up, and when I got off he said, 'Room for three inside.'"

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ROOM FOR RENT—Any fellow employees or their friends coming to Chicago for the World's Fair, I can give them a good room—very reasonable rate. Good neighborhood, 15 min. walk to loop, 15 min. ride to fair grounds by street car or bus. C. E. Sturgis, 11 W. Huron St., Chicago. Tel. Delaware 3738.

FOR SALE—Beautiful Edgebrook 6 rm. bungalow. Milwaukee trans. Mortgagee offers this rare bargain. Mr. Franke, Baird & Warner, 1349 Morse Ave., Chicago. Rogers Park 1855.

EXPERT DEVELOPING, PRINTING, ENLARGING—Developing, 6c; 2¼x3¼ prints, 4c; 2½x4¼, 5c; 4x5 prints, 7c. Enlarging—4x5, 20c; 5x7, 35c; 6½x8½, 40c; 6x10, 45c; 8x10, 50c. Ray Melzer, 869 Union Station, Chicago, or 1155 N. Pine St., Glenview, Ill.

FOR RENT—A new cozy cottage on Millers Bay, West Okoboji Lake. Plenty of natural shade trees and the finest of fishing, boating and bathing. Close to golf course and country club. Will rent reasonable. Write C. E. Smith, I. B. 102, Sanborn, Iowa.

FOR SALE—Modern five-room frame bungalow, on 50x187 foot lot. Paved street, beautifully landscaped. Two-car garage. For sale at depression price. Located in Villa Park, Illinois, fifteen miles west of Chicago and three miles south of Bensonville on the "Milwaukee." Write Thomas C. Taylor, 2228 N. Kilpatrick Ave., Chicago.

FOR RENT—Desirable summer cottages at the Cinosam Club, a summer resort for Masons and Eastern Stars, located on Gull and Round Lakes, ten miles north of Brainerd, Minn. Write I. R. Crawford, Dundas, Minn.

FOR SALE—Lineman's 4 H.P. Fairmont Inspection Car, in good condition, Magneto operated, endless belt, improved engine mounting and belt tightener, ball bearing crank shaft and axle bearings. Four man or 600 lb. capacity, is water cooled with condenser, aluminum jacket. Will sell reasonable. E. C. Trimbo, Agt., Miloma, Minn.

FOR SALE—Five acres irrigated orchard mature bearing apple trees, near Otis Orchards or Green Acres, Washington, about thirteen miles from center Spokane toward Coeur d'Alene, Idaho. No buildings; land suitable for country farm or city suburban home; near steam, electric and automobile roads. Write Apartment 1, 112 South East Avenue, Oak Park, Ill.

FOR SALE OR EXCHANGE—Double office desk, in first class condition, of solid oak throughout, with a quarter sawed top. Will sell reasonable. R. H. Tegen, Agent, Albany, Wisconsin.

ROOMS FOR RENT—Large pleasant sleeping rooms for rent. Close to Milwaukee Depot. Mrs. G. P. Hodges, 1402 S. Penn. Ave., Mason City, Iowa.

GAS STATION—6 pumps, living quarters, garage, refreshment stand, good World's Fair site, on two main highways. Bargain, \$3,000 cash. Inq. W. D. Sunter, 328 So. Austin Blvd., Oak Park, Ill.

FOR SALE OR RENT—Eighty acre farm. Immediate possession. Stock and machinery on place. Ten room house, barn, granary, garage, wood shed, corn crib, chicken coop. Thirty acres under cultivation, twenty acres to be broken up; balance in wood. Terms: \$3,000 and assume \$2,500 mortgage. Or, will rent place complete for \$25.00 per month. For further information write Earl W. Taylor, Dakota, Minn.

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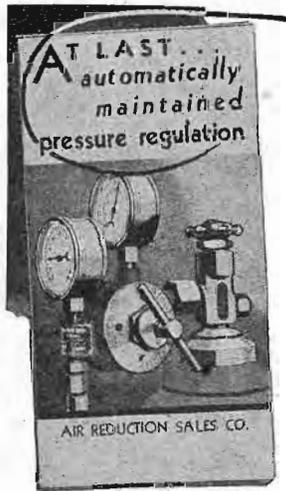
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