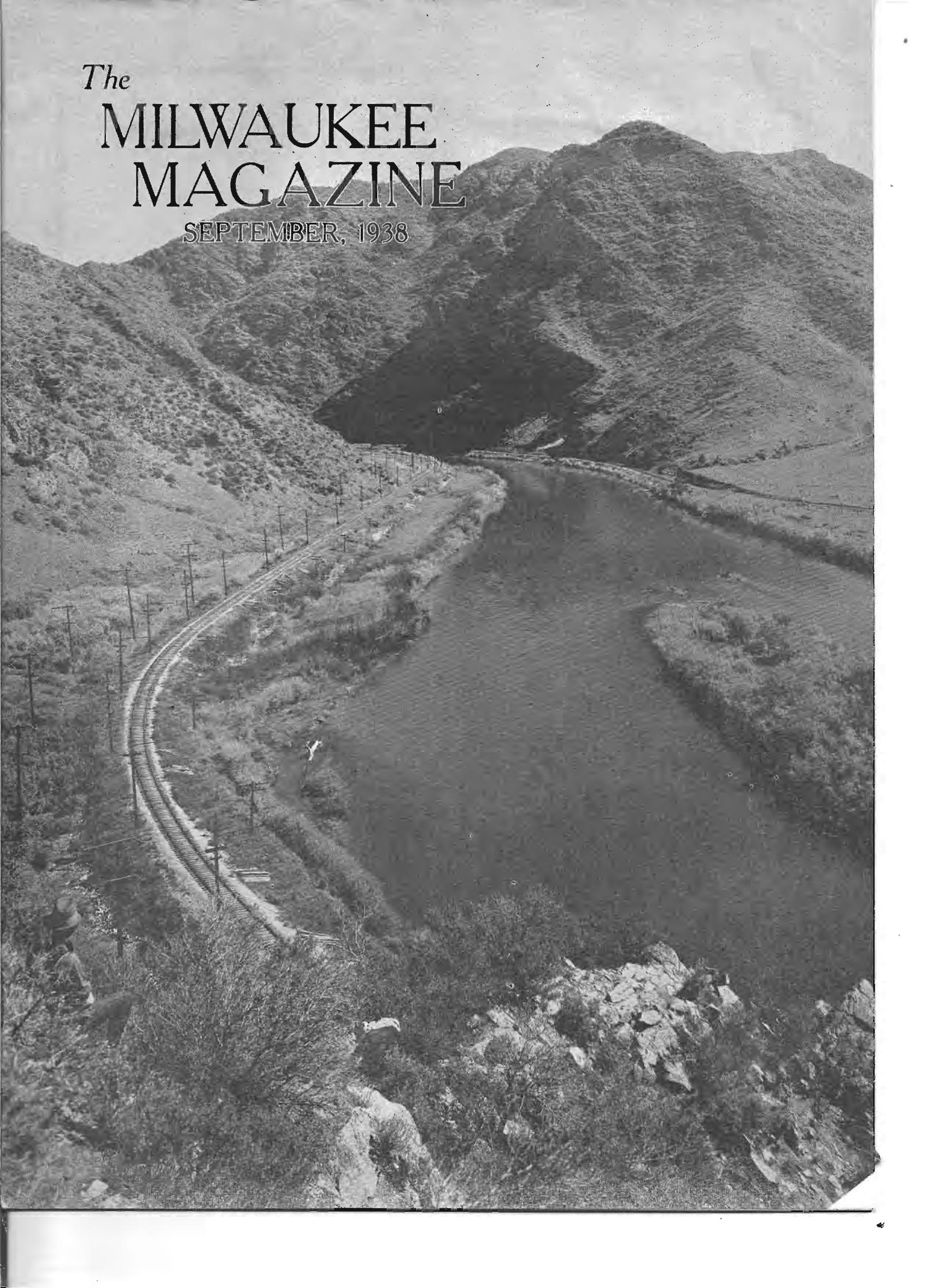


The

MILWAUKEE MAGAZINE

SEPTEMBER, 1938



MAGNUS METAL CORPORATION

*Journal Bearings and
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NEW YORK

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CHICAGO



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The Traffic Tip Plan

I AM very sorry to have to report a much smaller number of tips were sent in during July than in May or June and the August returns are running below July.

It was expected that as the vacation season advanced there would be a falling off in tips for vacation travel but it was also expected that this loss would be more than offset by the work of the 90 per cent who, so far, have not turned in any tips.

Several Service Clubs recently have been organized and before long we hope there will be many more. These clubs will be very helpful as they will enable groups of Milwaukee people to get together frequently, exchange experiences in getting tips and make plans for going after new business in their respective communities or districts.

No small number, however energetic, can put over the Traffic Tip plan. What we need is a greater number enlisted in this campaign. To get real, worthwhile results there must be a widespread, enthusiastic effort throughout the organization. I am confident the men and women of the Milwaukee Road will get behind this movement with renewed energy and enthusiasm and overcome this temporary decline with a splendid volume of productive tips.

NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC TIP SUPERVISORS DURING THE MONTH OF JULY

	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees		Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees
Chicago General Office and Off-Line Offices....	248	67	13.7	Coast Division	54	13	4.3
Dubuque & Illinois.....	45	134	13.1	Chicago Terminals	64	54	3.9
Seattle Gen. Offices.....	26	6	12.3	Twin City Terminals....	70	12	3.9
La Crosse & River.....	77	101	9.1	Iowa and S. Minnesota Div.	5	23	3.4
Iowa & Dakota.....	94	29	8.7	Milwaukee Terminals ...	138	12	3.3
Rocky Mountain Div....	40	6	6.7	Terre Haute Div.....	1	20	2.9
Madison Division	35	6	6.6	Milwaukee Division	19	13	2.7
Kansas City Div.....	28	23	6.5	Trans-Missouri Div.....	18	3	2.3
Iowa Div.	55	39	6.4				
Superior Div.	25	7	5.1				
Hastings & Dakota.....	43	14	4.4	Totals	1,085	582	6.0



A Trip To Morrison Cave

Nora Breckenridge Decco

AT MIDNIGHT mother called to me "to shut the front door it was going to rain, and she did not want rain on the new rug. . . ." But I could not shut the door, and in the darkness I stumbled over something against it.

Little Brother wanted to know "what was all the racket about when good people were sleeping, or trying to . . ." and mother said to him "it's that silica I put beside the door to hold it open." Big brother laughed . . . "not silica mother, that's a stalactite. . ." Little brother said, "you are both wrong, it's a stalagmite. . ." Little brother did not know such a lot about those things, but he knew more about them, than the rest of the family did, so he had the last word.

After I had moved the heavy rock from against the door and closed it to the storm, I asked little brother, . . . "where did you get it, the stalactite or stalagmite or what ever you call it" and he said "Well I got it at Dan Morrisons cave. . ." I thought about that for awhile and then I went to sleep.

In the morning, I cross questioned little brother and found, that on one of his trips, he had heard about this cave. So had I, but I had not heard very much about it, and had supposed it was just a cave in Dan Morrisons back yard at the ranch where he stored potatoes or rutabagas maybe, for the winter. "But it was not that kind of cave. . ." "Well all other caves were wet, and full of bats, or had bears in them and old bones. . ." "Oh, no!" said little brother, "not this cave, this was a great cave, acres of it," and he and some others had taken a boat, and gone across from the south side of the Jefferson River early one morning, and tied the boat to willow trees on the opposite bank, and had explored the cave. They went down into it, on ropes and saw everything they could and it was wonderful. There were thousands of these stalactites which hung from the ceilings of the rooms, and thousands more of the stalagmites which stood up all over the floors, and some of those from the floors met those from the ceilings and

they could not get into other rooms in the cave for them.

There were springs of cold water and in the light from their candles the walls of the cave were beautiful colors, and there were a lot of large boulders here and there. They thought, too, that no one would miss a few rocks from so many, so they all took some with them. Little brother took one about the size of a fence post I gathered, and when near night fall, they returned to the river where they had left the boat, the boat was gone and they had to walk about twelve miles to get back on the other side. Still as little brother was about twenty and large for his age, the tale was not so harrowing.

It was after he got the stalagmite in his suit case and started home with it, that he began to worry. He got dark looks. People watched him when he lifted the suit case. Prohibition was then, only a word in Websters, but little brother said he was glad when he arrived home.

So this is how it came about, that I stumbled over the door stop and learned the difference between a stalactite and a stalagmite and turned



Highway Entrance to Morrison Cave.

my eyes toward Morrison Cave. Twenty years afterward, I took time off to make the trip into the cave.

Of the large caves in United States, the best known are in the order named, Mammoth cave in Kentucky, and Carlsbad Caverns in New Mexico. Morrison cave now comes along to take its share of glory and bids fair to make these two other caves look to their laurels, as from what has already been explored the possibilities of the cave are unlimited. It is now rated third in size and first in beauty in the United States.

The original cave was first noted by Lewis and Clark and is on Highway No. 10 about twenty miles west of Three Forks. The cave was discovered by Dan Morrison a rancher of that district while out hunting in 1902. He later, with the help of two ex-seamen who lowered themselves into the cave on ropes,



The Fountain.

explored it, and some time after Mr. Morrison with several geologists descended into the cave and explored it as much as possible. They were so impressed with its beauty and grandeur that Mr. Morrison entered upon an extensive development of the cave.

He filed claim for the land surrounding it and the cave was soon afterward taken over by the Federal Government. At present it is under the Yellowstone Park jurisdiction. The total area of the park at the cave is about six hundred acres.

In 1908 President Theodore Roosevelt made this cave a National Monument and in 1911 it was set aside as the Lewis and Clark Cavern Monument. This title still remains although every one calls it the Morrison cave and as such it is better known.

As I am deeply indebted to Mr. H. J. Poston, architect at Morrison cave for the following information, I will quote



The Shining Mountains

him in describing the formation and the interior of the cave:

"Morrison cave is wholly Madison lime stone formation. Due to the unequal balance of the earths crust, the Madison limestone was elevated out of the sea bottom, where it was deposited. Apparently a movement brought the lime stone out of the sea bottom making it more or less of a land surface. A great deal of the formation remained below the surface and was subjected to the work of ground water. As the ground water progressed, long halls, pits and domes were virtually chiseled and carried into the limestone bed rock. These huge hollows were necessary for the waters to reach lower levels and apparently the work of the ground water was accomplished.

Limestone is composed of calcium carbonate. Waters finding their way downward from the surface charged with carbonic acid from decaying vegetation readily dissolved calcium carbonate, thus leaving caverns.

The strains and stresses which occurred in the limestone from the earth movement caused many huge blocks and boulders to fall from the walls and ceilings. In some cases these filled the caverns made by the work of the underground waters and incidentally formed new caverns in the places vacated by the fallen boulders. The new caverns

form the greater part of Morrison cave as we see it today.

Now, that the limestone bed rock is above the ground water table and apparently will not be used for the passageways of underground streams, nature is again filling the caverns. In other words repairing the damage done by the work of the underground water. The cave is now in the process of being filled and geologically speaking, will some time again be a solid mass of limestone. However, we do not have to worry about that.

New cracks and seams appeared in the rocks and these are channels now used by the water entering the formation. The water drips from the ceiling or trickles down the walls and a single drop leaves a ring. The next drop leaves another ring, and these successive rings grow thicker and longer and are similar to icicles. These pendants are called "stalactites." If the drops trickle slowly down sloping surfaces, scarfs are woven. The cave is prolific with stalactites and scarfs.

Many drops appearing on the ceilings are too large to remain there and fall to the floor. These in turn build or grow upward in the form of pillars and are called stalagmites. In many cases stalactites and stalagmites will grow until they connect, forming a continuous



The Altar

column from floor to ceiling. Some of these are bent caused by the settling of blocks in the cave roof. They also appear in the shape of terraces. Another formation seen on both floor and ceilings are those resembling bunches of grapes of different sizes. The difference in color and transparency in the formations is due to the different iron content in the solution while forming. . . ."

To one never before having visited a large cave, the first view of the interior of Morrison cave is an amazing, awe inspiring and magnificent spectacle.

After entering, one ascends a flight of steps for about twenty-five feet and then descends again to the same elevation. Just beyond one descends twenty-two flights of steps to the lowest ele-



In the Great Hall

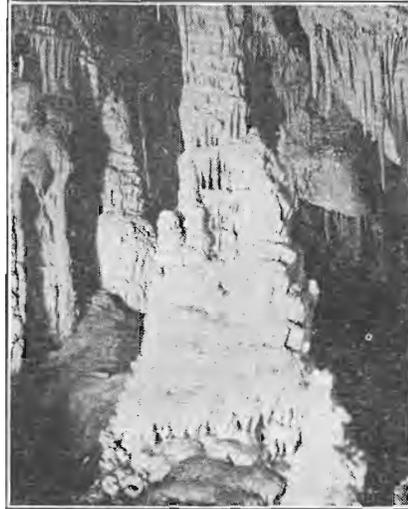
vation of the cave. These steps were built by Dan Morrison and when one learns that the government crew of men now working both inside and outside the cave, hauled about a car load of lumber from the nearby railroad, in trucks, to the present parking area, and it then took thirty or forty men a week to get it to the cave proper, one has an idea of the huge task that faced Mr. Morrison when he started his work so many years ago.

The entire trip from now on, is one of surprises, of wonder and delight. From the original twelve floors as Dan Morrison explored the cave, each three hundred feet long and about thirty feet wide, numbers of great rooms have been discovered. The Paradise Room, a very beautiful room among the latest, while a large one, expected when fully explored to exceed in size all the other rooms, now explored, combined, has just been located. It is expected this room will be called The Sacajawea room, which would indeed be a fitting name for it. In Mammoth Cave, the largest room covers an area of 58,500 square feet, and in the Morrison cave, the Paradise room alone covers 98,080 square feet. One can have an idea of

the great size of some of the rooms from these figures.

The whole interior of the mountain is honeycombed with rooms and some are known as the Cathedral room, the Brown Waterfall, Hells Half acre, Uncle Sammy's room, the Bacon room and the Wind Chamber. One is in the form of a corridor over a thousand feet long and fifty feet wide.

There are springs of pure drinking water in the cave and many odd forma-



In the Music Room

tions. A few have been named, The Natural door . . . The Goats Walk . . . The Pump . . . The Altar . . . The Fountain . . . The Turtle . . . The Fallen Pillar . . . The Organ, very beautiful; . . . The Twins, and the Devils Slide. All of these are readily accessible, by gradually descending steps and walks, well protected.

We must admit, that as far as comfort is concerned, a trip through the cave now, is not to be compared to one some years ago. You now stand and walk upright, where there was a time . . . well a sort of snake dance, or Australian crawl often got you from

one room into another. There were openings too, we remember, that were not all they should have been, for one of . . . well a little more than average avoidupois—and we know a few of our good friends and lady friends at that, dressed in the regulation (at that time) overall suit, who did not and could not get through some of the openings, but saddest of all, after getting about half way through could (believe it or not) neither go ahead or back the way they had come. This has indeed all been changed.

So now, there are no more wailing feminine voices cautioning Pa to "take hold of Juniors hand and watch your own step too . . ." because the steps are as well constructed here, as those at home, some more so.

A trip to this most beautiful cave in United States will be well worth your time and effort. You will always remember the Amber room, you will think again and again of the Brown Waterfall . . . you will never forget Hell's Half acre, you will tell of the spring that has no bottom, at least none has yet been found, you make your visit to a cool and lovely spot on a hot summer day and you will know beyond any doubt

(Continued on page 13)

soil crumbles under the unexpected saturation. Culverts and trackage on the arterial railways of the nation are washed away. Transcontinental trains with their precious load of human beings, government mail and express, wait patiently at lonely sidings.

An SOS goes out over the wires and on the air waves. All available manpower is summoned. In the muck and chill of the soggy, slimy silt they dig and shovel, drive pilings, lay ties and rails. Word reaches the train crew to proceed slowly and with the utmost caution. The passengers awaken, grumble at the delay and annoy the conductor and brakeman. Peering through the mud-smeared windows of their car they see half-naked men toiling like beavers or grimly watching the sagging track as its heavy burden weighs it down into the newly-constructed grade.

Uncle Sam is not doing it. Uncle Sam is not paying these toilers in the night. Uncle Sam is properly interested, but it is not his job. The railroad is doing it. The railroad is paying for it. The railroad accepts the task as part of its routine.

While we are glorifying the heroes of the battlefield let us remember with gratitude the heroes of the railway service—brave toilers in the storm.

The public remembers with horror the rare disasters that occur, forgetting too easily the disasters that are averted through the alert and faithful service of obscure laborers and wide-awake telegraphers."

"Toilers In the Storm"

ABOVE is the title of an editorial about the service which a railroad gives to keep its trains going, come what may.

The editorial appeared in the Illinois State register and was sent to The Magazine by the Rev. Gay Charles White of Springfield, Ill. The Rev. Mr. White had made a trip on the Olympian during the season of torrential floods in the Northwest. In his letter he writes:

"I left Seattle on Sunday night, July 3rd, for Aberdeen, S. D. The train was delayed by floods and washouts, arriving in Aberdeen seven hours late. The Olympian, due in Aberdeen the day before was about 27 hours late. Two heavy passenger trains from the Northern Pacific were detoured over The

Milwaukee tracks. Those four transcontinental trains arrived in Aberdeen in close succession and I was deeply impressed by the fidelity and courage of the men whose toil and cooperation made possible the slow but sure progress of those four great trains, with no discomfort and relatively little danger to the hundreds of passengers.

"Upon my arrival I was glad to make possible the enclosed editorial appreciation of the situation so amazingly conquered by The Milwaukee."

The editorial:

TOILERS IN THE STORM

"Torrential rains have fallen, day after day, in a region that has known only drouth and crop failures for several years. The thirsty

Chemistry on The Railroad

By Leland E. Grant, Chief Chemist, Milwaukee Shops

The following excerpts have been taken with the permission of the author from an article written for the magazine "Railway Purchases and Stores" dealing with the functions of the laboratory in connection with tests of materials and supplies used on railroads.

"WHAT has chemistry to do with a railroad? . . . In this article the function of the chemists in railroad organizations is outlined,—the manner in which their work contributes to economy in operation; to the maintenance of regular train schedules, etc.



Leland E. Grant

"Every railroad spends annually enormous sums for the supplies that are essential to the operation of a large transportation system. . . . Many of the commodities purchased are products which have been developed by chemical research, or are produced in plants where the quality of the products and processes by which they are produced are controlled by chemists. It is obvious that if a railroad company desires to keep a check on such goods it must employ chemically trained men to do the testing. . . .

"Before entering into anything like a detailed discussion of the individual items that railroad chemists must test, it may be helpful to first present a more general picture of the variety of products examined. Fuel is one of the largest and most important of the supplies a railroad must have. This includes enormous quantities of coal for locomotive and power plants; smaller quantities of special coal for the blacksmith's forges and some coke for the foundries. Then there are the various fuel oils. A heavy fuel oil is required for oil fired locomotives, a lighter oil for cranes, heating boilers in rail cars and stations and some types of Diesel engines. Gasoline, of course, is also an important item in the fuel bill. . . . Various grades of kerosene are purchased for switch lamps, hand lanterns and for cleaning. . . . The most important tests of kerosene are for its burning quality and freedom from dangerous volatile fractions. The grade of kerosene used in switch lamps must burn for ninety-six hours without attention.

"Steel and other ferrous metals form a second group that put a big dent in the budget for supplies. . . . Analysis of steel forms much of the routine analytical work in the laboratory. Steel castings and rolled shapes such as are

used for structural purposes in cars and bridges were simple in composition until recently. But now special alloy steels are becoming popular because they are light in weight yet have high strength, and hence make it possible to decrease the dead weight of freight cars and other equipment. Steel used for highly stressed forgings in locomotives may be most complex and contain alloys such as nickel, chromium and molybdenum. When heat treatment of these parts is resorted to in order to increase their strength and dependability, it is essential to know the composition before proper heat treatment can be applied. Tool steels belong to a class even more complex in composition. They contain such rare elements as tungsten, vanadium and cobalt.

"Very large quantities of bronze, brass, babbitt, solder and other soft metals are used extensively on the railroad, for bearings, pipes, pipe fittings and many other purposes. Because of the relatively high cost of these non-ferrous metals, a large investment is involved in them, but they have a high scrap value and hence the final overall cost is not so great.

"A host of other essentials could be enumerated. For example: soaps, sponges, brooms and rags for cleaning; paints, varnishes, putty, lumber for cars and buildings, and so on,—but who would think of roofing paper, shovels, electricians tape, carpeting for sleeping and parlor cars, leather for upholstering, signal cord such as hangs over the aisle in old coaches; oil cans, buckets and other tinware, rubber goods and lamp chimneys? These and many others all furnish grist for the chemists' mill at some time or other. . . .

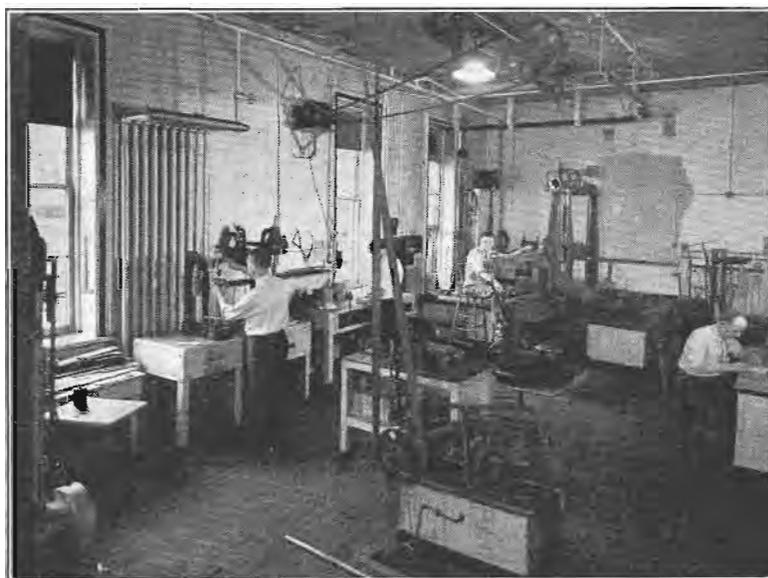
"Let us go back a bit now and consider lubricants somewhat more fully. Everyone knows that machinery will

scarcely run at all without any lubrication and that the moving parts will get hot and wear out rapidly if they are not lubricated properly. The important characteristic of oil, then, is that it makes it possible to operate machinery for long periods without serious wear taking place. Obviously a single lubricant is not sufficient for different kinds of machinery and the proper type must be selected for each condition. . . . Failure of lubrication on a locomotive or car may involve serious consequences.

"Selection of the proper lubricant is important. The suitability of an oil or grease for any purpose can be determined by chemical and physical tests. . . . By making regular tests and a continuous study of their application, the railroad has not only been able to reduce the possibility of a failure in service, but also to increase the useful life of bearings and thus reduce their ultimate cost.

"Even water is of importance to the railroad. To most people, water is water, but not to railroad men. In the United States natural waters vary quite extensively in composition. . . . Most of the soft waters are excellent for boiler purposes but the hard waters in general are very bad. Water that looks pure, is clear and sparkling and has a good taste is not necessarily satisfactory water for locomotives. The reason for this lies in the remarkable power that water has for dissolving all sorts of substances. . . .

"Water can dissolve a little of almost everything; it can also dissolve a great deal of some substances, and it is the dissolved materials that cause so much trouble and expense on the railroad. When water containing carbon dioxide absorbed from the air flows over limestone some of the stone is carried away in solution in the water. If such water is pumped into a locomotive boiler the heat causes the limestone to deposit as a stone-like scale on the metal. Other substances that the water carries in



The Test Laboratory, Milwaukee Shops.

solution are deposited in a similar manner. The white crust found inside a much used tea kettle is a familiar example. The thin layer inside the tea-kettle may not seem important, but after seeing pipes three or four inches in diameter almost completely stopped up with this same scale one begins to appreciate the significance of it. Even a thin layer of scale offers considerable resistance to the flow of heat from the fire to the water and consequently more coal must be burned to change the same amount of water into steam. . . .

"Scale forming compounds are not the only undesirable substances that water may have in solution. It may also carry corrosive salts which attack the steel, and in time make holes entirely through the boiler. . . . Alkaline salts, act somewhat like soap, causing the water to foam. When a boiler foams the steam carries considerable water with it into the valves and cylinders reducing the efficiency of the engine and interfering with the lubrication. . . . Intelligent application of chemical analyses offers a remedy for most of the water troubles. It is possible to tell from analysis whether or not a water is suitable for use in locomotive boilers. . . . The savings in labor and materials are much more than enough to offset the cost of treating the water. Furthermore clean boilers make possible continuous engine runs of a thousand miles or more,—runs that previously were considered not only impractical, but actually impossible.

"The chemists are indebted to the claim and legal departments of a railroad for some of their most interesting problems. In many respects these are also the most critical, as it is sometimes necessary for the chemists to defend their conclusions in court. . . . Damage from fire and water are two of the types that occur most frequently and find their way to the laboratory for investigation. In the case of damage due to water it is only necessary to determine whether from fresh or salt water was the cause. Trans-oceanic shipments may be damaged by water and it not be discovered until the goods reach their destination. Obviously a railroad should not be held for damage due to sea water. Then, cases of damage by fire brought to the chemists for investigation almost always involve the possibility of spontaneous combustion. These tax the chemical and detective ability as well as the ingenuity of the chemist to the utmost. It is often up to the chemist to find out if there was anything in the shipment itself that could have caused a fire.

"An altogether different condition exists where commodities become contaminated by foreign odors,—butter, flour and sugar especially. . . . Recently some very interesting work has been done in identifying the odors that cause complaint in air-conditioned cars. Research chemists and bacteriologists found a method of removing the odorous compounds by freezing them out

with moisture at a temperature of 140 degrees below zero. The material separated was then analyzed, and alcohol, tobacco products, ammonia and coal tar from the locomotive smoke were some of the substances found. . . .

"There is one problem having to do with familiar materials in which the services of the chemist are indispensable. This is the field of paints, varnishes and other protective coatings. Poor paints cannot be told from the good ones except by analysis until it is too late, and poor paints are expensive at any price. On the other hand good paints save railroads many thousands of dollars annually by preventing deterioration through corrosion and decay. The quality of the paints is insured by not only analyzing the raw materials used in their manufacture, but by having chemists or other trained inspectors watch the actual grinding. . . .

"There is another phase of metal analysis that should be given brief consideration. This is the testing of failed parts. It is important to know why a piece fails in service because all such failures are potential sources of accidents whether they occur in locomo-

tives or cars. Determining the cause of failure in any specific case is not so important as learning how to prevent a similar occurrence in the future.

"Railroads exert a profound attraction for people of all ages. . . . There is a colorful quality to the tremendous power, speed and mass of a moving train that thrills both young and old. Something too of the miraculous in the way they speed up transportation,—here today a thousand miles away tomorrow. . . . It will be a long time before the clang of the bell, the hiss of escaping steam and the majestic rumbling of a giant locomotive as the train picks up speed,—loses the power to stir our imagination. Some of the spectacular and romantic elements associated with the construction of a railroad have gone, but they have been succeeded by ideals of service, comfort and safety. . . . The chemists have made and are making some contribution to the success of the mighty enterprise of railroading, and in so doing they have been engaged in a useful and constructive work, the only kind of work that really satisfies man's basic urge for achievement."

"Little Bit of Norway" in Wisconsin

HALF way around the world from its namesake, Nissedahle, a little bit of old Norway, nestles among the hills of southern Wisconsin and evidences again the truth of the saying, "There's a little bit of all the world in Wisconsin."

Nissedahle is the realization of a boy's dream. The son of Herman Bjorn Dahle and Anna Marie Tvedten, whose parents came to the new world from Norway, Isak Dahle was from earliest boyhood intrigued by the legendary history of his Norge ancestors. Isak Dahle is now a Chicago businessman. And he has made his dream come to pass in Wisconsin.

In 1927, Dahle purchased the 160-acre farm near Mt. Horeb, Wis., from the heirs of the original Norwegian settler, in this region. Fifteen 80-year-old buildings of hewn oak logs were restored and transformed into a typical Norse mountain gaard. Into these buildings has gone the priceless collection of Norwegian antiques that Dahle has been assembling since he was eight years old—silver, wood-carvings, furniture, leatherwork, tapestries, glass, books, rare manuscripts. Among these treasures are Eduard Grieg's original score of his "Humoresque," the cane of the violinist Ole Bull, the Norse collection of the late Emil Bjorn, Chicago's famous Norwegian painter.

Newest addition to Nissedahle is the building erected by the Norwegian government for Chicago's Columbian exposition of 1893.

This picturesque gaard, formerly visited only by members of the Dahle family, is now open to all visitors, at a nominal charge. It is Mr. Dahle's intention to endow the village to assure

its maintenance in perpetuity as an American shrine of Norse art and culture.

Nissedahle is located in one of the most interesting regions of Wisconsin—and one that many tourists hurry through without knowing the interesting sights the rolling countryside affords. Half an hour's drive away is Madison—Wisconsin's capitol. Not far to the west is Blue Mound, called by the Indians "Old Smoky" because of the haze that clings to its summit even on clear days. The Sac Indians believed the mound was the home of a manitou (great spirit) which made the rumbling sounds heard under the earth. The beautiful spring on the mound was sacred to the manitou.

If you have a flare for byways and a desire to swing off main highways, ask, as you descend Blue Mound for the little country road that winds off northwest to meet Iowa county trunk road "K." This road meanders delightfully through an old-world valley and should be traveled in late afternoon when the purple shadows come creeping over the hills. County trunk "K" will take you to highway 14. As you drive west on 14, it will be sunset along the Wisconsin river, with the magnificent polychrome of dusk spread up on the broad water.

Just before you cross the river you come to a good camping place, Tower Hill state park, 55 historic acres, the site of the early-day village of Helena—now passed into history, location of the famous shot-tower where lead bullets were made a hundred years ago. The Wisconsin Conservation department has provided complete picnicking and

(Continued on page 10)

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P. H. Nee

THE many friends of General Superintendent P. H. Nee were greatly saddened to learn of his death which occurred in Milwaukee on the morning of August 24th, from complications following an emergency appendectomy. Mr. Nee was 62 years of age.

Mr. Nee was a veteran in Milwaukee service, beginning his railroad career as a telegraph operator on the H. & D. Division, where his father had served the company for many years as section foreman. After several years spent as operator and agent on the H. & D. Division, he was advanced successively to the positions of train dispatcher, chief dispatcher and trainmaster.

As division superintendent he was stationed at Wausau, Wis., Ottumwa, Iowa, Aberdeen, S. D., Spokane, Wash. and Miles City, Mont. From the last named, he came to Milwaukee January 15th, 1937 to occupy the position of General Superintendent.

His entire business life was spent on The Milwaukee Road, and he leaves with his countless friends wherever he worked, memories of a quiet, able and exalted character, one-pointed in his devotion to duty and a loyal friend to his employes, associates and employers. Mr. Nee made friends for the railroad among its patrons and his passing is regretted in those circles as well as throughout the Milwaukee family.

Mr. Nee was twice married, and is survived by the widow, Mrs. Pearl Gorman Nee, one son, Harold, one daughter, Mrs. Eleanore Nee Howard and three grandchildren, to whom the deep sympathy of countless friends is extended in their bereavement.

Funeral services and burial took place August 26th at Wausau, Wis.

Martin J. Larson

On August 11th, at his home in Chicago, after a long illness, occurred the death of Martin J. Larson in the seventy-second year of his age. Mr. Larson was a veteran in Milwaukee service, having entered the employ of the company fifty-six years ago as a messenger in the office of the general passenger agent in Milwaukee. His entire business career has been spent with The Milwaukee, occupying clerical positions in the purchasing department, office of general superintendent, chief clerk, superintendent, Sioux City, and to assistant general manager and general manager, Chicago. Appointed to position of trainmaster at Sioux City; promoted to assistant to assistant general manager, Chicago, and to superin-

tendent SC&D Division. In 1919 he returned to Chicago to accept the position in the general manager's office which he occupied at the time of his death.

At the time of his passing he was special representative with duties in the office of the general manager, Lines East. He was also secretary of The Milwaukee Employes' Pension Association, a position he had filled for several years.

Mr. Larson enjoyed a wide acquaintance with The Milwaukee Road employes, to whom he was always a good and helpful friend. No call from the suffering or needy went unheeded by him, and he gave liberal and hearty support to the Veteran Employes' Association, of which he was a charter member; to The Milwaukee Road Women's Club, and to every movement having for its purpose the betterment of the service and the general welfare.

Quiet and unassuming, loyal and true, Martin Larson will be greatly missed, but the paths he trod and the friends he made are the better for his having passed that way. His memory will be held in honor in the hearts of The Milwaukee Family.

Funeral services were held in Chicago on August 12th and burial took place in Lakeside Cemetery, Minneapolis, the following day.

He is survived by his widow, one daughter, one son and three grandchildren, to whom the sympathy of his many friends of The Milwaukee Road is offered in their bereavement.

W. C. Bush

ON AUGUST 18th suddenly, at his home in Chicago, occurred the death of W. C. Bush, veteran agent of The Milwaukee Road. Mr. Bush for the past 33 years had been agent at Galewood station, Chicago, and he was a veteran of 57 years of service with this company. Mr. Bush died in his sleep and had previous to his passing been in his usual health.

He was born in Worthington, Iowa in 1863 and entered the service of The Milwaukee at Lyons, Iowa, April 1st, 1881. He was a brother of the late D. L. Bush, operating vice president of this road, and of the late "Doc" Bush of Milwaukee, one of the pioneers in Milwaukee service.

Mr. Bush is survived by his widow, one son and one daughter, to whom the condolences of The Milwaukee family are extended in their bereavement.

Funeral services and burial took place August 20th, in Chicago.

Arthur A. Birler

THE many friends of Arthur A. Birler, telegraph & telephone engineer of the Telegraph & Signal Department, learned with deep regret of his death, which occurred on August 4 at Misericordia Hospital, Milwaukee, after a brief illness.

He was born in Milwaukee, 57 years ago, and as a boy entered the employ of this Railroad as a messenger and continued in its employment through life. He was a member of the Milwaukee Road Veteran Employee's Association.

Quiet and unassuming, he made friends with everyone with whom he came in contact. He is survived by his widow, a son and daughter, and a sister, to whom is tendered the sympathy of the Milwaukee Road family.

Talking Points

THE recent annual report of the Inland Waterways Corporation, which operates the government barge line on the Mississippi River, affords further proof that greater "net earnings" would have been shown if it never had operated barges at all, and had bought bonds, instead of boats, with the entire capital furnished it from the federal treasury.

More than half the 1937 net income claimed for the Waterways Corporation in the report was derived from interest on its surplus capital, advanced by the government, which it has invested in government bonds. Net income of \$253,935 from operations last year is claimed in the report. Of that amount, \$127,468 was derived from bond interest, and not from transportation operations.

The facts are that the government has furnished the Waterways Corporation with more cash capital than it required for investment in equipment and facilities necessary to its operation. The barge line managers simply bought U. S. bonds with this surplus capital. Interest is collected regularly from the federal treasury on these bonds and credited to operating revenues. It thus gets more "earnings" by charging Uncle Sam interest on his own money than it does from all its transportation operations.

The report shows that the Waterways Corporation has invested surplus capital in bonds in the amount of \$4,437,000. It also shows physical property, owned by the Corporation, but bought with government money, with a depreciated book value of \$18,601,154. From this investment of public money in equipment

BITS ON COURTESY

Some railroad employes have been accused of being indifferent about courteously serving patrons. Fortunately, this is not generally the case. All railroad employes are not paragons of courtesy -- but it would be a good idea for them to try to be -- it's good for the reputation of the railroad.

Employes should try to realize how a courteous remark or a thoughtful act will influence a customer's conception of our service. A kindly direction from a gateman, an unexpected service from a conductor, a cordial greeting at the ticket office, or a bit of helpful information from an agent often creates an impression which the customer will broadcast far and wide.

* * * *

Duty is what you do because you have to..... Courtesy is a pleasant duty..... It pays such big returns in gratitude and respect.

It's not too much to expect that you should treat your customers with at least the consideration you would show a guest in your home -- besides, the customer is paying his way.

A customer is like a rare flower -- unless you are careful about the way you treat it, another one may never bloom.



Chief Operating Officer

Contributed by A. G. Dupuis, Assistant Editor, Milwaukee, Magazine.

and actual barge line operations, a "net earning" was shown less than that shown on one fourth the amount of surplus capital that the Corporation did not spend to buy barge line equipment. On that basis the Corporation certainly would have shown greater "net income" last year if its entire capital had been invested in bonds, and none of it in tug-boats or barges.

The report also shows that \$82,333 of its expenses last year, which a private corporation would have had to pay out of its own pockets, actually were paid out of the government treasury. These expenses were for items like official salaries, rents, postage, etc. Thus if these expenses of barge line operations, paid by the taxpayers, are charged against the "net income" claimed in the report, it is clear that over 83 per cent of the "net income" claimed for the Waterways Corporation last year really came out of the government treasury, was paid by taxpayers and was not earned by barge line operations at all.

* * *

A simple comparison of figures for the first quarters of 1938 and 1932 makes plain the extent to which the present railroad situation is worse than it was at the depths of the first depression. Railroad operating revenues in the first quarter this year were \$10,000,000 less than in the first quarter of 1932. Operating costs in the first quarter this year were \$24,000,000 greater than in the like period of 1932, and taxes were \$12,000,000 greater.

The Interstate Commerce Commission has reported that at the end of 1936 "nearly 56 per cent, or \$6,617,000,000, of the total net railroad funded debt was held by insurance companies, banks, endowed educational institutions and foundations." The holdings of life insurance companies alone amounted to \$3,267,000,000. These figures indicate the extent to which the savings of millions of people are invested in railroad securities, and the stake of all these people in early improvement of the earnings of the railroad industry.

* * *

Railroad debt burden was recently emphatically rejected as a chief cause of railroad difficulties by Interstate Commerce Commissioner Eastman. Speaking before the Alumni Association of the Harvard Business School, Commissioner Eastman said that while there are scattered instances where railroads have debt out of proportion to their present earning capacity, but that if the railroads were permitted to earn anything like the return which the Constitution gives them a right to earn they would have no difficulty with the debt. This statement by Commissioner Eastman was but re-statement of the conclusion in his first report as Federal Coordinator in 1934 that: "Contrary to much popular impression the railroads are not in the aggregate over-capitalized, in the sense that the par value of outstanding securities exceeds the money invested in the properties."

25 Years of Service

ALEX GALKE, cabinetmaker in the car department at Milwaukee Shops, rounded out 25 years of service with the Railroad (21 years as cabinetmaker) on July 13th, 1938.

"The employes of the Cabinet Shop had a little surprise party on Alex during the lunch hour on July 13th and with well wishes presented him with 5 bouquets of flowers, a wooden chocolate layer cake with 25 wooden candles garnished with sawdust, also a wooden cigar. Some remembered that 25 years of service represented the silver anniversary and presented him with 2 packages of cigarettes (silver-foil wrappers in honor of the occasion). The only thing missing was a saw to cut the cake with. Congratulations, Alex."

E. W. Morrison

ON AUGUST 15th, at his home in Chicago, occurred the death of Mr. E. W. Morrison, for many years an employe of this company, between the years 1885 to 1925, inclusive. Mr. Morrison belongs to the Morrison family who have given so many of its sons to the service of The Milwaukee; five of them having once been in the position of division superintendent of various divisions at the same time.

Mr. Morrison is survived by his widow and two sons. Funeral service and burial took place in Chicago.

Employees Certified For Annuities Under The Railroad Retirement Act

Name	Occupation	Location
Kedrowicz, Frank	Crossing Flagman	Winona, Minn.
Cole, Walter J.	Oiler	Sioux City, Ia.
Dukes, Cyrus Meal	Asst. to Vice Pres.	Chicago, Ill.
Schulz, Robert Karl Friedrich	Water Service Foreman	Butte, Mont.
Hendrickson, Esten Joseph	Engineer	Mason City, Ia.
Shay, James Bernard	B&B Foreman	Jackson, Minn.
Hagerman, James William	Electrician	Milwaukee, Wis.
Raedisch, Albert John	Dispatcher	Milwaukee, Wis.
Casat, John William	Switchman	Milwaukee, Wis.
Laybourne, William Arthur	Car Carpenter	Milwaukee, Wis.
George, Hearclite Edward	Asst. Gen. Yardmaster	Chicago, Ill.
Johnson, Edward	Blacksmith	Minneapolis, Minn.
Peloch, Michael	Drawbridge Engineer	Prairie du Chien, Wis.
De Long, Edwin Martin	Div. Lineman	Milton Junc., Wis.
Needler, Eber Austin	Night Ticket & Bill Clerk	Perry, Iowa
James, Samuel	Night R. H. Foreman	Spokane, Wash.
Adamske, Joseph	Sandhouseman	Wausau, Wis.
O'Leary, John James	Pipefitter Helper	Ottumwa, Ia.
Patz, Gustav Jennings	Conductor	Green Bay, Wis.
Bullard, James	B&B Carpenter	Tacoma, Wash.
Buckner, William Thomas	Crossing Flagman	Cedar Rapids, Ia.
Swiff, Alfred Oscar	Signal Supervisor	Savanna, Ill.
Fuller, Jesse Clifford	Carman	Davenport, Ia.
Bright, Lorin Franklin	Switchman	La Crosse, Wis.
Ralmer, Henry Charles	Section Laborer	Portage, Wis.
Wiegref, William Henry	Clerk	Chicago, Ill.
Weitzenfeld, Joseph	Clerk	Chicago, Ill.
Houston, James Carbury	Caretaker	New Leipzig, N. D.
Sanville, Joseph Goodreau	Helper	Milwaukee, Wis.
Miles, Frank	Agent	Prairie du Sac, Wis.
Freeman, Earl Clifford	Car Cleaner	Cedar Rapids, Ia.
Foreman, Arthur	Section Laborer	Marion, Ia.
Frommes, William	Section Foreman	Elk River Junc., Ia.
Weida, Paul	Crossingman	Milwaukee, Wis.
Wood, William Ellery	Asst. Engineer	Chicago, Ill.
Fealy, John Frank	Section Foreman	Prairie du Chien, Wis.
Hackney, John Joseph	Boilermaker Helper	Milwaukee, Wis.
Ealy, Thomas Anthony	Roadmaster	Madison, S. D.
Race, Fred Adams	Fireknocker	Portage, Wis.
Gritti, Dominic J.	Acetylene Cutter	Dubuque, Ia.
Mullen, John Patrick	Engineer	Mobridge, S. D.
Stien, John Martin	Crossingman	Lake, Wis.
Miller, Fred William	Section Laborer	Wabasha, Minn.
From, Andrew Gustav	Section Foreman	Ortley, S. D.
Raschka, Wenzel	Section Laborer	Hartford, Wis.
Mercer, Frank Nathaniel	Section Foreman	Wauzeka, Wis.
DeCantillon, Edward Ruthven	Agent-Operator	Brownsdale, Minn.
Scranton, Harley Almond	Section Laborer	Lyons, Ia.
Kattman, William Frank	Yard Conductor	Terre Haute, Ind.
Vieau, William Wilbert	Section Laborer	Green Bay, Wis.
Julian, William Harry	Laborer	Council Bluffs, Ia.
Nichols, Henry James	Engine Watchman	Scotland, S. D.
Behnke, John August	Section Laborer	Marinette, Wis.
Tillman, John William	Switchman	Sioux Falls, S. D.
Sparke, Theodore August	Section Foreman	Le Center, Minn.
Meisenburg, Frank	Carman	Tacoma, Wash.
Scott, Harrison David	Section Laborer	Terre Haute, Ind.
Josselyn, William Heath	Electrician	Tacoma, Wash.
Hallingsstad, Andrew	Machinist Helper	Tacoma, Wash.
Jones, Zachariah	Yard Conductor	Terre Haute, Ind.
Murray, Harry	Engineer	Tacoma, Wash.
Berry, Henry Edmund	Section Laborer	Hedrick, Ia.
Woods, Thomas Eugene	Switchman	Chicago, Ill.
Gibson, William Henry	Laborer	Wabasha, Minn.
Nolan, Joe	Fireknocker	Mason City, Ia.
Bluhm, Henry Harry	Carman	Miles City, Mont.
Woodman, Ralph Samuel	Engineer	Portage, Wis.
Dullea, Charles Gregory	Engineer	Milwaukee, Wis.
Granum, Peter Louis	Blacksmith	La Crosse, Wis.
Nicholson, Albert Ross	Section Foreman	Ottumwa, Ia.
Irving, George Andrew	Engineer	Sanborn, Ia.
Brown, Byron Hardin	Laborer	Austin, Minn.
Robinson, William James	Special Clerk	Racine, Wis.
Brown, Peter Andrew	Team Track Delivery Clerk	Minneapolis, Minn.
Higbee, David Gentry	Conductor	Ottumwa, Ia.
Cowan, George Wilkinson	Switchman	Chicago, Ill.
Holmes, Frank J.	Trainmaster	Austin, Minn.
Smith, James Andrew	Telegraph Operator	Rockton, Ill.
McGee, Philip	Switchman	Chicago, Ill.
Fredrick, Ellsworth Cornell	Conductor	Aberdeen, S. D.

(Continued on page 13)

Retirement Board Accept Milwaukee Employees Pension Association Pensioners

UNDER date of July 30th, 1938, Mr. George H. Pederson, who acted as Chairman of the Sub-committee of General Chairmen which conferred with the Retirement Board with respect to those employees of The Milwaukee Road who left the service prior to August 29th, 1935 to take the pension of the Milwaukee Employees Pension Association, received the following notice from Mr. Frank Hursey, Chairman Appeals Council of the Railroad Retirement Board:

"The Milwaukee officials and General Chairman would doubtless be interested in learning that the Railroad Retirement Board has officially adopted the findings of fact and conclusions of law made in the report I submitted to the Board as Examiner on the question of the employment relation situation of pensioners of the Milwaukee Employees' Association.

"The Board has instructed the Claims Service to proceed with the adjudication of the annuity claims of former Association pensioners, without regard to the fact that such persons had been in receipt of a pension from the Association, but otherwise to determine whether such claimants would or would not have an employment relation on the basis of the generally established rules and practices, and the facts in each particular case, in accordance with the usual procedure of the Board.

"I think everyone here is glad that the matter has been finally settled."

Commenting on the decision, Mr. J. T. Gillick said: "I am sure we will all derive a good deal of comfort out of the decision that has been made by the Retirement Board,"—and there seems to be a very general feeling of satisfaction in the help that will come to many who have been much in need since the Pension Association discontinued its payments.

"Little Bit of Norway"

(Continued from page 7)

camping facilities for park visitors.

Across the river, hard by Spring Green, is Taliesen, mecca of architects and country seat of Frank Lloyd Wright, perhaps the world's most famous living architect.

Here you are about equally distant from the Mississippi valley, Prairie du Chien, and Nelson Dewey state park, to the west, and from Devil's lake and Wisconsin Dells to the northeast, all of them high points in a Wisconsin tour.

Dead Sure

"I tell you we're living in a fast age."
"Right you are. It actually makes a taxi hustle to keep up with a hearse these days."

—Awgwan.

"You mean, Liza, your husband got concussion of the brain in the accident, not conclusion of the brain."

"No, suh, ah means conclusion ob de brain. He's daid."

The Passing Track

By MARC GREEN

AT THE time this department was begun we warned the reader that he could expect to find anything herein. We are of the opinion that this month's copy will come pretty well within the category of "anything," but the life of a columnist is hard and vacations invariably leave our mind more inclined to fish and ramble in the bramble than to conjure rhetoric. And so, we hastened to a forgotten desk drawer and this is what we found lying right on top:

The Home Town Fire

Old Man Flener's prayers were always highly seasoned with insinuations of arson. The people in town who attended the same church that he did said prayer meeting wasn't prayer meeting unless Mr. Flener interceded for the membership in the matter of fire and windstorm. Fire especially.

The poor fellow had good reason for his anxiety, however, for as I remember it now, it seems my sister and I piled into my wagon and went down the hill at least twice a year "to see Fleners' house burn down again." It happened often enough that every male in the neighborhood knew his station and just how to tilt the piano to get it through the door. It was a fine old square piano which was good for a couple of superlatives any time and the men knew that Mrs. Flener expected it to be placed in the front yard.

The burning of the Flener residence was looked forward to by the youngsters in town very much as they looked forward to the Fourth of July. I can still see the blessed catastrophe: Mrs. Flener always watched the goings-on from a neighbor's yard, remarking at intervals that it sure was a curious thing. Meanwhile, the Fire Department squirted pitifully, volunteers dashed about aimlessly and got their eyebrows singed off. I had a fine time watching the fire but what I did not realize then was that the citizenry assembled was enjoying itself for quite a different reason.

It may be difficult for people reared in a city to understand that there is more than a little social significance in a small town fire, especially a fire at night. It is a holiday with plenty of chit-chat and fireworks. It serves as a sort of clearing house for fatherless children, big fish, unusual bridge hands. Tongues wag, affairs get under way, recipes are handed on, frocks are created, ripped up and done over.

Perhaps the chief reason for the phenomenal success of every village fire is that the lid goes off the suppressed desires. Men sagely estimate the extent of the damage; their wives and daughters get a chance to wear a man's coat under the guise of not having had time to find their own. They can also wear sleeping pajamas in public and get by with it. Children have

another opportunity to get under foot or out of pocket, as they choose. Volunteers can beat down unlocked doors and bask in temporary glory. But best of all, the small town fire gives some wag an opportunity to remark that he believes "they'll save the lot."

Only a few years ago, on the coldest night in the winter, there was a fire in my home town which was the outstanding social event of the season, at least in the opinion of the Fire Department. As father delights in telling people, it was a tea party, and mother poured.

The blaze was next door. After about a half hour of fitful squirting, the firemen, who were paid by the alarm, rather than by the month, began to freeze up, the falling water giving them what amounted to a preview of *rigor mortis*. We were watching the people and the fire from our window when the doorbell rang. I answered it and there stood a frozen-up fireman and some fellow who had volunteered to be a hero.

"Can you thaw him out?" the volunteer said, pushing the stiff fireman forward. Our first guest of the evening just looked at me through frosty eyebrows and never uttered a sound.

While he melted over the living room register, mother brewed a large pot of tea with plenty of lemon juice, one of her favorites for preventing colds.

She was just bringing him around, what with much tea, swaddling and dipping in cold water, when another fireman came to the door (under his own power) and asked to be warmed up. This one waived the swaddling and the dipping; he just sat over the dining room register and took his tea.

Within the next fifteen minutes we received ten more guests, some of whom sauntered in without even ringing. Three of them were women my mother recognized only vaguely. The others were the remainder of the Fire Department, so completely frozen over that they squeaked when they walked. One of the latter, upon limbering up a little, produced a bottle of Scotch and appointed himself caddy for "the boys."

It was at this juncture that mother, who has definite opinions about whiskey and people who fight winter with it, excused herself rather suddenly and went upstairs, leaving father and me to entertain the assorted guests. The guests, incidentally, were beginning to steam a little by now and were a thoroughly aromatic pack.

The fire eventually died out, probably from neglect, for the Fire Department, sublimely indifferent, was milling around our living room in its bare feet, concerned only with the tea pot and the bottle.

When I finally went to bed, the Chief had father in a corner, trying, with a wonderfully facile tongue, to convince him that it was "a mean night for a fire."

"Yessir," he was saying, toasting first one foot and then the other, "I never seen a harder little fire to get at."

That fire, however, was rather an exception to the rule. Generally it was the assembled townsfolk, the lookers-on, who had the party.

Although everybody at a village fire would have everybody else believe he regards the fire as a great calamity, the way the populace presents itself in all the fanciful stages of dressing and undressing belies the fact.

All in all, it makes an impressive and revealing spectacle — human nature without any salt. A mouse nibbles a match and arouses more public interest than the Chamber of Commerce could with a two-dollar plate luncheon and a gavel in each hand. Everybody wants the water pressure to be low, the night balmy and the scandal pungent.

One night while attending the finest fire in the history of our town, I overheard a remark made by one woman to another and it seemed to me that it expressed pretty well the sentiment of all the villagers present.

"Burns well, doesn't it?" she said.

And indeed it did burn well. Right down to the last obliging baseboard.

There Are Others

The old vag stood before the magistrate, who boomed:

"What's the matter with you? Can't you behave yourself for one week? You've been before this court at least 30 times. You've been charged with drunkenness, shoplifting, burglary, assault and now you are accused of beating your wife. What have you to say?"

"Your honor," declared the prisoner, "nobody's perfect."

Misunderstood

"I had a round of golf with my wife this morning."

"Which won?"

The husband did not answer.

"Which won?" asked the friend a second time.

"Which one!" thundered the husband.

"How many wives do you think I have? Do you take me for a Turk?"

Authority

Mr. Williams had hired Sambo to paint his shed at the stipulated price of \$2.50. Reappearing some time later he found Sambo lying in the shade enjoying himself while another Negro was busy painting.

"How is this, Sambo?" asked Williams.

"I thought I hired you for the job."

"Yes, suh, Mr. Williams, Ah know you did, but Ah sublet the contract for \$3."

"But," remonstrated Mr. Williams, "I pay you only \$2.50 so you are losing money on this job."

"Yes, suh; yes, suh. Ah knows Ah is," was the reply, "but it's worth somethin' to be boss."

Woman's Viewpoint

During the agitation in behalf of woman suffrage, an ardent advocate pleaded with a tired-looking married woman, and said: "Just think! Wouldn't you love to go with your husband to the voting place, and there cast your vote along with his?"

The woman shook her head decisively and answered:

"For goodness sake! If there's one single thing that a man's able to do by himself, let him do it."

The Agricultural and Colonization Department

Grazing Land to Be Restored in Northwestern South Dakota

THE "why" of the Perkins-Corson Land Use Adjustment Project is described by its manager, Leonard B. Noble:

"An area of about 500,000 acres in northern Perkins County and western Corson County is included in the Land Utilization Program under the direction of the Bureau of Agricultural Economics. The headquarters for this activity known as the Perkins-Corson Land Use Adjustment Project is at Lemmon, South Dakota.

"The short grass of the Great Plains Region is one of our important natural resources and range conservation is necessary to the welfare of the nation. The present situation is the result of human modification of natural conditions. The Land and Utilization Program is designed to assist in bringing about a better long time land-use, so that this area may provide a satisfactory standard of living for the maximum number of families. The farm and ranch families which will remain in the area and local government organizations will be benefited greatly by the better balance between the rural population and land resources.

Considerable progress has been made on this Project since it started in January, 1938. Extensive studies including economics and land resources surveys have been made. In connection with these surveys each farming unit was studied to determine its capability of producing a satisfactory standard of living for the average farm family. Cash grain farming has proven undependable and the 422 farms in the Project 261 were found to be too small to maintain a sufficient number of livestock to support the average family. The fact that it is a high risk grain farming area is evidenced by the 120 abandoned farmsteads of the area.

It is planned that 175,000 acres will be purchased by the government in parts of the Project Area primarily suited for grazing. These are the areas which are being misused through continued cultivation. The land will be purchased in blocks and "community pastures" established. The operated units located on good land and suitable for ranching headquarters are not to be purchased and will remain in private ownership. More than 100,000 acres have now been appraised and the owners of tracts selected for purchase are being given an opportunity to sell.

"Community pastures" will

be fenced, stock water places provided and abandoned crop land reseeded to grass. The restoration of grass will provide summer grazing for the operators remaining, giving them greater opportunities in making a livelihood and developing a permanent stabilized agriculture.

The government's chief concern after the land is purchased will be to see that it is restored to grass as soon as possible, like it was back in the "good old days." The administration of the "community pastures" will be placed with a livestock or grazing association, organized by people of the area, who will receive grazing privileges.

Bad Land—Fall River Land Use Project

THE Bad Lands—Fall River Land Use Project lies easterly from the Black Hills, traversed by our line Chamberlin to Rapid City near the stations Kadoka to Scenic. Oscar Herstad, its manager, tells why the government initiated purchasing lands to comprise the project, what has been accomplished to date and what the ultimate aims are.

He writes: "Early History of Western South Dakota tells us of broad prairies with abundant grass. Later we are told of the stock man with his cattle and sheep on a thousand hills. The stockman era was a wonderful setup, for his ranch headquarters were located on good creeks or river bottoms. During the summer season the stock naturally drifted onto the upland prairies where they stayed until the cold winds of fall and winter drove them into the creek and river bottoms where they found a natural protection and winter feed reserved for them.

"Then came the day of the Homesteader, who, after having occupied the better farm lands, was now moving onto the range lands, which are by nature hazardous as far as cultivated and cash crops are concerned. Homesteaders are not to be criticized for this movement because they were in search of free land and were urged to

take homesteads. The policy of that time was to settle all lands available through the Homestead Act. This movement of the crop farmer broke up many of the ranch units, making it much more difficult for stockmen to secure needed grass.

"For some years the Department of Agriculture has made a study of this situation. Plans for adjustments were offered and finally in 1934 funds were made available whereby the Federal Government would purchase lands in certain areas, which lands would be developed for their best use, that is, grass. Also, this plan involved the opportunity for crop farmers to receive federal aid in locating in areas better suited for cultivated and cash crop production."

Land Purchase

"In June, 1934, the Bad Lands—Fall River, Land Use Adjustment Project, involving portions of Jackson, Pennington, Custer and Fall River Counties, was organized. Within the proposed project boundary there is approximately 1,300,000 acres; of this amount, 150,000 acres are set aside for the Bad Lands National Park Monument, 70,000 acres are school lands and 350,000 acres are private owned lands included in ranch headquarters, leaving a balance of approximately 700,000 acres which might be purchased by the Federal Government.

"Allocation of funds and approval for the purchase of 505,000 acres was made and operations started. To date we have optioned the total amount of acres allocated to this project, and of this amount a total of 470,000 acres have been paid for and are now in the possession of the Government. The balance of land to be purchased under the original allocation consists of estate and heirship lands which pass through friendly condemnation to determine true ownership.

"An additional allocation of funds for the purchase of 42,000 acres has been received, which purchase is to be completed this year."

Development

"In order that proper use be made of the area, a development program was planned and approved, which consists of stockwater dams, fencing, re-seeding, dipping vats, etc.

"To date we have constructed 132 dams, 22 ponds, 130 miles of fence, and reseeded 16,000 acres to crested wheat grass. In addition, we plan to construct five ranger headquarters, nine dipping vats and fifty miles of rural telephone, plus additional dams, ponds, etc.



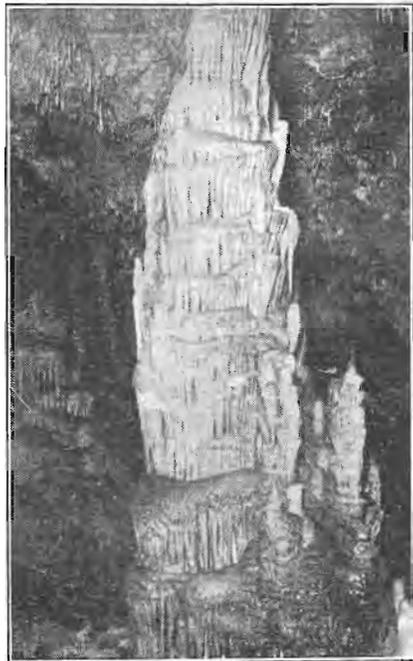
Western Dakota stockmen are known for the number of sheep and cattle raised on their extensive ranches. Elsewhere in this issue you will find how these stockmen are organized to improve their herds and flocks.

A Visit to Morrison Cave

(Continued from page 5)

forever afterward, the difference between a stalactite and a stalagmite, you will know why and you will be able to spell them.

There are no words to describe the trip in this cave, where the walls are covered with vast panels of lace or it so nearly resembles lace you must reach out and touch it to be sure it is not,



The Column.

where you gaze toward where the ceiling of a room should be, and the space above you is so huge and so high, there is no ceiling visible, you look below you from the safety of the stairs and there is no bottom to this room and no floor visible, beside you and around you and above you are great rocks, and boulders, piled one upon another as if some earthquake a million years ago had left them thus.

Beyond the room where you stop to rest, is another more beautiful yet, and after that, still another and another until weary from climbing, you rest beside a spring of ice cold water so clear, you look again to be sure it is there at all, there are not only hundreds of thousands of stalactites and stalagmites everywhere you look but they have grown into every imaginable formation, of every length and shape and color, and they are all of solid rock, I know, I bumped my head on one or two during the three and half hours of our trip inside.

We were especially lucky in getting in the cave at this time as so many could not make the trip. There is considerable construction work being done and while visitors are inside the work is of course at a standstill, but a week was set aside the first half of April this year allowing visitors in the cave and many hundreds of people saw the interior and the many improvements over the old trip was mentioned by all who

had made the trip in the old days. Supt. Rankin now in charge of the work for the Government was most kind and answered all of our questions, and we learned, the cave will now be closed to the public until July, 1939, when it is expected the work will be finished, at which time the entire cave will be electric lighted, there will be a fine highway to the entrance of the cave, a large parking space for cars, and a tunnel will be constructed from the lowest point in the cave for four hundred and fifty feet, out to the parking space, eliminating the long climb back up the stairways, which compares favorably with the climb from the bottom of the Grand Canyon in Yellowstone Park back up to the rim again. Oh, you have never been there either? Don't try

both in the same day.

Our two CCC guides were most enthusiastic and helpful in every way, after a few yards one carried my purse after I told him the tips were in it, he was glad to carry it he said.

When next year arrives, and you come out this way for your vacation trip, you will stop off at Three Forks, to make a trip through Morrison cave.

You leave a fast and comfortable train and within thirty minutes afterward you will be at the cave. You will travel over a smooth highway, through a beautiful canyon with high rock walls on one side of you and the Jefferson River of Lewis and Clark fame on the opposite side below you, the entire way. You will see some of the most beautiful mountain scenery in the State.

The Railroad Retirement List

(Continued from Page 10)

Name	Occupation	Location
Bettendorf, James Joseph	Check Clerk	Davenport, Ia.
Sandstrom, Edward	Freight Stower	Minneapolis, Minn.
Tomlinson, Ralph John	Crossingman	Stoughton, Wis.
Stoff, Paul Arthur	Boilermaker	Wausau, Wis.
Carlson, John Arvid	Section Foreman	Melstone, Mont.
Zepherin, Raymond Joseph	Train Baggage Man	Minneapolis, Minn.
Coffey, James Daniel	Stationary Fireman	Davenport, Ia.
Bross, Frank Verne	Engineer	Mason City, Ia.
Priem, Ferdinand	B&B Carpenter	Watertown, Wis.
Knodle, William Arthur	Telegrapher & Clerk	Ingleside, Ill.
Letcher, Thomas	Boilermaker	Minneapolis, Minn.
Sawusch, Emil Gust	Equipmt. Maintainer	Rondout, Ill.
Brasnicka, John Jacob	Painter	Chicago, Ill.
Nelson, Louis	Carman Millman	Green Bay, Wis.
Weidman, John Edward	Main Carman	Savanna, Ill.
Schaffer, Albert	Stationary Fireman	Milbank, S. D.
McCarthy, Joseph Patrick	Clerk	Milwaukee, Wis.
Leaser, Charles August	Pass. Brakeman	Minneapolis, Minn.
Timlin, James	Pipefitter	Milwaukee, Wis.
Brady, James Joseph	Machinist Helper	Miles City, Mont.
Grassman, Richard Otto	Section Foreman	Twin Brooks, S. D.
Stoner, Emanuel	Laborer	Perry, Ia.
Saucer, George Maley	Engineer	Perry, Ia.
Johnston, Louis Frank	Engineer	Savanna, Ill.
Burns, John Joseph	Engineer	Mason City, Ia.
Nelson, Charles August	Car Inspector	Minneapolis, Minn.
Sullivan, John	Trucker	St. Paul, Minn.

In Chicago Union Station

A PIECE of the north woods of Wisconsin is pictured above, and has been shown during the summer, in an attractive booth erected in the concourse of Chicago Union Station.

A sandy beach leading to a quiet lake overhung with trees is the "theme song" with a little cabin off to one side, and a small boy peering with inquiring eyes up into the cool shadows.

On the side walls are samples of the "big ones" lured into the creel by the route of the hook

and line. They include muskies, bass, blue gills and perch.

The North Woods are still calling and autumn is a glorious season up there.



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Miles City Chapter

Mrs. A. S. Coudel, Historian

ON JUNE 6th the last meeting for the summer was held at the club house. President Kohlhasse presided with 40 members in attendance.

The following reports were given: Treas., \$170.58. Welfare, \$16.20 spent, 10 telephone and 26 personal calls and 5 families reached. Social, 8 calls. Ways and means, \$18.55. Membership, 203 members.

Mrs. Gilmore reported on the luncheon at the convention and Mrs. Moss on the business meeting.

The September meeting will be on the second Monday of the month.

Our program was under the direction of Rex Hannum, substituting for the N. Y. A. director.

The Miles City Recreation Band of 12 members gave 3 selections and the German Band 2 selections; one vocal duet by Beryl Bishop and Grace St. Germaine; one vocal solo by Mrs. Leo Summers; two vocal trio numbers by the Halsey sisters; one vocal solo by Violet Jahns; one vocal duet by Beryl Bishop and Madame Lorenz, all accompanied at the piano by Imogene Ritchie.

Mr. Corbett gave a talk on "Stimulating business on the railroad."

The "pot of gold" was won by Mrs. Kohlhasse. Refreshments were served by Mesdames Gilmore, Thierfelder and Chas. Shine.

Terre Haute Chapter

Mrs. M. C. Faris, Historian

THE last meeting of the Terre Haute Chapter for the summer was held at Deming Park at the Isaac Walton Oven. A picnic dinner was served and the committee in charge was Mrs. Chas. Garrigus, chairman, with Mrs. Geo. Huffman, Mrs. Galvin, Mrs. King and Mrs. Kenney.

Supper was served a few minutes past six at one of the most attractive ovens in the park and everyone was surely well supplied with food. The club furnished the ice cream and the drinks and that, along with all the other foods and cakes, etc., every one went home satisfied. About fifty members were present and about twenty arrived from St. Bernice, making a very nice crowd.

A short business meeting was held following the supper and Mrs. Huffman introduced two of her guests, one of them being Mrs. McGailliard from Seattle, who is a member of the Milwaukee family there. Reports were given and all the members were urged to contact at least one member before the 5th of July in order for us to make our quota in both voting and contributing membership.

Meeting adjourned and every one said goodbye until the first meeting in September, on the 3rd Thursday, which is the regular set meeting night.

Davenport Chapter

Mrs. F. L. Brenton, Historian

THE recently organized Pensioners Club, composed of the men who have received the pension, attended the May meeting of the Chapter in a body and expressed their desire to unite as auxiliary members. An enjoyable evening was spent reminiscing with these oldtimers and they were warmly received into the club. Gus Magnus, their president, explained their purpose in organizing. Mr. T. A. Tathwell explained the new system of traffic tip cards and passed out forms to all members present, who expressed themselves as being glad to help solicit business for the Milwaukee Road.

The Pettingill Bill was discussed and a

petition signed asking Iowa congressmen to give it consideration.

Ann Murphy reported the Chicago general meeting and expressed her thanks for being sent as a delegate. The Hospitality committee served home made doughnuts and coffee, which, of course, made a hit with every one. Mrs. Gladys Morse received the attendance award.

A card party was held at the Welcome Bakery May 11th, with 30 present who enjoyed the games and trip through the bakery. Each guest was given a loaf of bread. About \$9.00 was realized.

The annual picnic was held at Credit Island the afternoon and evening of June 26th. The rain scared many out, but those who attended had a splendid time. Carol Richardson had charge of games and contests. A number of prizes were awarded. Mrs. E. A. Johnson had charge of the picnic supper which was enjoyed by seventy-five.

As no meetings are held during the summer we will not be seeing one another until Fall, so we wish all a pleasant vacation.

Ottumwa Chapter

K. M. G., Historian

AT THE dinner honoring the retired employees on the Kansas City division on May 21, which was sponsored by the Ottumwa Chapter of the Milwaukee Women's Club, thirty-four of the entire number of retired employees invited accepted and were present to enjoy an excellent meal and talk over old times on the Kansas City division. About one hundred and fifty members of the Milwaukee family assembled in the Odd Fellows Hall to either renew or to make the acquaintance and pay their respects to these pioneer railroad men. Mrs. Mike Reynolds, president of the Chapter, served as toastmaster and after the dinner requested each of the retired men to rise and each was given a hearty applause by the assembled group; then followed introduction of the officials on the division. Superintendent W. G. Bowen, in speaking before the assembly, reminded us of the great respect and honor due these men, who have put the Kansas City division where it is today; who, after a life of hard work, are certainly entitled to sit back and enjoy life, knowing that they have done their duty. Three of the out of town guests were asked to speak a few words, including Joseph Fitzgerald and John T. Sweeney of

Kansas City and Wm. Kelly of Davenport. Mrs. J. L. Frost was song leader, with Mrs. M. L. Taylor accompanying on the piano. The group sang some of the favorite old time melodies, followed by a group of solos by Mrs. Frost, last of which was the song, "God Be With Us Until We Meet Again." Mrs. Wheeler Gage was chairman of the committee in charge, assisted by Mesdames F. E. Peters, Harry Vaughan, C. E. Wingate and Errol Whited.

Once again the Milwaukee Women's Club carried off the highest honors, this time it was the bowling team of the club, Mrs. C. E. Wingate, captain, Mesdames F. E. Peters, C. C. Clinker and James Davis, which team at the "end of the season dinner" of the Women's Industrial Bowling league of Ottumwa, was announced as holding highest score in the league.

The annual Milwaukee Employees picnic, sponsored by the Milwaukee Women's Club, was held on July 10 in Wildwood Park. About 200 attended. The ball team of the roundhouse, West Yard, won the game played in the late afternoon hours. Basket dinner enjoyed at 6:30, with ice cream and coffee furnished by the club members.

Milwaukee Chapter

Mrs. Edward Haese, Historian

OUR regular meeting was held Monday evening, May 16, and called to order by our president, Mrs. Geo. Kelley. Regular business was taken up.

Mrs. Carey, membership chairman, reported 135 voting, 72 contributing members, making a total of 207 members.

Mrs. McConahey, ways and means chairman, reported that \$52.13 was cleared on the pillow-case card party held April 20, of which Mrs. Larsen was in charge; also \$19.35 was cleared on the luncheon and card party held at the Tasty Test Shop May 12, of which Mrs. P. Voss was in charge.

It was decided to have the annual dance and card party this fall. Miss Irma Knoll, who was such a successful chairman of the party last fall, consented to be chairman again this year.

Mrs. M. L. Hines won the \$1.00 prize.

Sunshine collection amounted to \$1.84.

A penny collection of 77 cents was also made for the Penny Art Fund of Helen Mears' Art Project.

Mrs. Kelley gave an excellent report on the biennial meeting, also get-together luncheon, at which 29 members from our chapter were present.

Meeting adjourned. A delicious lunch was served. Mrs. Larsen, program chairman, had an interesting program arranged for us. "A New Adventure" and "Collective Views of Edgar Guest" were the two films shown by the courtesy of the "Household Finance Corp." This was an interest-

Choral Club Picnic

ON SATURDAY, August 6th, The Milwaukee Choral Club enjoyed a



picnic at the home of its director, Prof. Hutter, in Elmhurst.

From all the reports brought back the affair was a success socially and gastronomically. There were games and sports arranged by Miss Gussie Weirich. Prizes were awarded to those who won in the games and stunts.

As usual one of the most interesting things about a picnic is the "eats," and due to the untiring efforts of Miss Loretta Kuhn, Mrs. Hutter and Mr. Wesley Nehf, the supper was all that could have been expected or hoped for.

After supper, singing, with Miss Gladys Lund at the piano, and president George Dempsey wielding the baton, was put over with gusto in spite of any possible "hangover" due to the afore-said eats. Professor and Mrs. Hutter were accorded a hearty vote of thanks for their hospitality, and "a good time was had by all" was the final verdict.

ing program, and was thoroughly enjoyed by all the members.

Miss Etta Lindskog was our guest at the regular meeting of the chapter held Monday evening, June 20. After the meeting was called to order by Mrs. Kelley, and minutes of the previous meeting read and approved, Miss Lindskog was heard from. Her talk was most helpful to all of us. She congratulated our efficient recording secretary, Mrs. Art Shroeder, on her most complete minutes, also our chapter on our money-making activities. She told us to be alert for traffic tips.

Miss Lindskog has been a most welcome guest and we do wish she could be with us more often.

Mrs. Carey reported 153 voting and 73 contributing, making a total of 226 members.

Mrs. McConahey reported \$22.01 cleared on the Plunkett dinner and card party that was held June 9.

Mrs. Lydia Davis' name was drawn for the \$1.00 prize. She was not present so the prize for the September regular meeting will be \$2.00.

Sunshine collection amounted to \$1.44. Miss Knoll, chairman of the annual dance and card party, reported that the party will again be held at the "Elks Club" October 22.

Balance brought forward \$377.42. Receipts during May \$40.96, making a total of \$418.38. Disbursements during May \$25.90, leaving a balance of \$392.48 at the close of May.

Before meeting adjourned, Mrs. Kelley wished us all a very happy summer. A lunch was served and a social hour followed.

Our next regular meeting will be held Monday evening, September 19. Our first social event for the fall will be a Gallauer luncheon to be held at Hubbard Park on Thursday, September 29. Mrs. Valentine is in charge.

Marmarth Chapter

Mrs. Shirley Richey, Historian

REGULAR meeting of Marmarth Chapter was held on May 28th, with president, Mrs. Harry Wood, presiding.

Routine business was transacted. Our president then gave out the good news that our chapter had been awarded the \$25.00 membership prize and she thanked all who had helped to make this award possible.

Membership chairman, Mrs. John Richmond reported 33 voting and 43 contributing members. Good cheer chairman, Mrs. H. Dernback reported one card of sympathy, 2 good cheer cards and \$3.10 spent. Welfare chairman, Mrs. Geo. Williams reported \$8.00 spent for welfare work; 8 telephone calls, 5 personal calls and 12 families reached. Librarian, Mrs. R. Rushford reported 142 books in library and 30 cents collected.

Treasurer, Mrs. Theo. Rushford reported \$105.00 in bank and eighty cents taken in. Disbursements, \$30.41.

Our president gave us a very interesting report of the Biennial Meeting and Get-Together Luncheon in Chicago, and it is with a feeling of pride that we are a unit in such a fine organization doing so much good work.

At our June meeting, the following reports were submitted: \$20.00 spent on welfare work, 26 personal calls and 18 telephone calls made. Three cards of good cheer and sympathy were sent and 16 families reached.

Membership chairman reported that we had gone over the top on membership and been awarded an additional membership prize. We are sorry to report that our membership chairman had suffered an automobile accident on July 3rd and had to be taken to the Moberge Hospital, where she was recovering from some bad bruises.

Ways and means chairman reported \$31.41 receipts, and \$35.00 disbursed.

On June 9th we held our annual picnic. Kitten ball games, tug of war and all kinds of races were enjoyed by all. Our star ball players were Mr. Art Bude and Theron Childers, both "boys" of middle age. Two

cakes were sold, netting the club, \$8.20. Slices were sold and a silver dollar was imbedded in the lucky slice. The Rhame band gave us music during the evening, which was greatly enjoyed. They donated their services in return for well-filled picnic supper plates.

Janesville Chapter

Mrs. George J. Ryan

JANESVILLE chapter extends to the Miles City Chapter congratulations for the splendid work done at the time of the Custer Creek disaster. We all feel proud to belong to such an organization.

Our good samaritan, Mrs. Albert Hunter, has given a great deal of her time spreading good cheer among the sick and assisting bereaved families of our club. Three members passed away within ten days, and Mrs. Hunter and her assistant, Mrs. Clara Noeser, spent many hours doing whatever was needed. We are very fortunate to have such a capable and understanding woman as Mrs. Hunter for the sunshine chairman.

On June 8, the Beloit Chapter entertained us with a luncheon and program in their club room. We all enjoyed it very much.

A joint picnic of the Beloit and Janesville chapters was held July 24 at Riverside Park in Janesville. Dinner was served at noon, and Mr. Stephen Bolles, editor of the Janesville Gazette, gave a short talk on "Loyalty." Mr. Bolles is a good friend and booster of the railroad. Games were played in the afternoon, and in the baseball game, Janesville won from Beloit, 19 to 11. Prizes were distributed by our president, Mrs. J. A. Lovaas. The Beloit chapter presented a prize to the oldest couple present, Mr. and Mrs. Thomas Fox. The general chairmen were Mr. and Mrs. M. Kelleher, assisted by Messrs. and Meses. Albert Mahoney, M. McCarthy, J. A. Lovaas, W. B. Wilcox, and Mrs. E. C. Duxstad.

In May we disposed of a canary and cage, and our profit amounted to nearly \$30. Mrs. William Jackson donated the canary, and Mrs. Jay Hymers donated the cage. Miss Helen Morrissey was the lucky recipient.

In July we sold chances on a beautiful pair of hand made pillow slips and a pair of sheets. The pillow slips were made and donated by Mrs. William Siebert, one of our charter members. They were won by Mrs. Julius Bergman. We made \$16.

I am enclosing a picture of one of our talented little members, Mary Elizabeth Mahoney. She is nine years old and has already won a name for herself as a ballet toe tap dancer. Her military toe tap dance was the outstanding feature in the annual Review Rehearsal.

It is with sincere regret that we announce the death of the following members in the last few months: Mrs. Thornton DeCoster, Mrs. William Dee, Mr. Oscar Johnson, Mr. Oscar Hocks, Mr. William Churchill, Mr. Charles Young. Our deepest sympathy is extended to the bereaved families.

Spencer Chapter

Mrs. F. E. Merchant, Historian

NINETEEN members met June 1st at the home of Mrs. L. C. Blanchard.

The meeting was called to order by the president, Mrs. Blanchard. Reports were read and approved.

The secretary, Mrs. A. L. Johnson gave a splendid report of the meeting held in Chicago the 6th and 7th of May. Six of our members attended this meeting, they are: Meses. Jake Erkes, Carl French, W. R. Anderson, Henry Rhode, P. A. McAuley and A. L. Johnson. They reported having a very good time. Plans were made to hold a picnic June 19th at the Clay County Fair Grounds at Spencer.

Following the business meeting the remainder of the evening was spent playing auction bridge.

Mrs. Blanchard served refreshments at the close of the evening. The members were seated at several small tables. The

feature of the luncheon was a decorated birthday cake in honor of Mrs. Blanchard's birthday.

The next meeting will be held the first Wednesday in Sept. at the home of Mrs. P. G. Bowers.

June 19 the chapter held its first club picnic at the Clay County Fair Grounds at Spencer.

Dinner was served picnic style from well filled baskets which had been brought by the women, at small tables which were arranged to form one long table. In charge of the dinner arrangements was a committee composed of Mrs. Carl French, Mrs. W. R. Anderson and Mrs. F. E. Merchant.

Following the dinner a social time was enjoyed. The featured attraction of the afternoon being a soft ball game in which the women took part. The children spent the afternoon hours playing on the children's playground.

Late in the afternoon ice cream and cake was served.

Everyone had such a good time that we all are looking forward to another picnic in the fall. Thirty-three persons attended.

New Lisbon Chapter

Mrs. George Oakes, Historian

ON Tuesday, May 28th, the thirtieth regular meeting of New Lisbon Chapter was called to order by the president, Mrs. R. Zeilsdorf, at the home of Mrs. P. Mortensen.

Twenty members were present to give the club motto. Two visitors were also present.

Reports by the secretary and treasurer were read and approved.

The Good Cheer chairman reported four personal calls and two telephone calls.

The Scholarship chairman reported that we had five railroad graduates from our New Lisbon High School this year and that each was presented with a two dollar bill.

Mrs. D. Wescott was appointed to take the place of Mrs. A. G. Shrake as chairman to buy the bulbs for our flower bed on the depot lawn. She reported that she had purchased twenty-four lovely geraniums for five dollars.

Mrs. R. Zeilsdorf, our president, gave a report on her trip to Chicago as a representative of our chapter.

Sunshine collection was 68 cents. After adjournment luncheon was served by Mesdames D. Wescott, L. Alexander, J. Grahn, J. Stoker and P. Mortensen.

On Tuesday, June 28, 1938, the thirty-first regular meeting was called to order by the president, Mrs. R. Zeilsdorf, at the American Legion Hall.

Nineteen members were present at the reading of the club motto.

The secretary's and treasurer's reports were read and corrected.

The report of good cheer was as follows: one personal call, one telephone call, two messages sent, and flowers sent because of the death of one of our railroad women; also one dinner prepared on the day of the funeral.

Correspondence was read about the different chapters which had received prize money for increasing their membership. We were proud to receive our twenty dollars. Correspondence was also read about turning in tips to promote railroad business.

An auditing committee consisting of Mesdames G. L. Hurd, Wm. Wilcox, V. Robinson and A. G. Shrake was appointed to audit our books.

Our sunshine collection was thirty-seven cents.

After adjournment bingo was played. Winners received wrapped articles (of five cent value) which each woman had brought to the meeting. Luncheon was then served by Mesdames A. G. Shrake, E. Tierney, C. Smith, D. Bogart and H. Moran.

Retired Veteran Supper was held June 16, 1938, at American Legion Hall in honor of all retired veterans of this vicinity: Mr. Ed. Tierney, A. L. Hurd, J. P. Gibson, O. Gebhardt, W. Smart, A. G. Shrake, G. Rima, Will Prior, Will Jones, J. Byers and P. C. Peterson. The last two mentioned

are from Camp Douglas. All were present except J. Byers and Will Jones. With the wives, fifteen were seated at the veterans' table.

Sixty-three voting and contributing members with wives or husbands and friends were present.

A group from the high school glee club sang and the director, Miss Smith, led the community singing, assisted by the club.

Expenses for the banquet were taken out of the treasury. Penny bingo was played and a quilt was won by Mrs. E. Karner. This quilt had been made by the women of the chapter by sewing pieces together into an 18 inch square, and these squares then sewed together.

Folders of pictures of the Quinault River of the Olympic Peninsula, match folders and post cards of the Hiawatha train were used as place cards and table decorations. These came from the commissary department of the railroad.

A miniature train representing the Hiawatha, made by Harry Moran, car foreman, was on the veterans' table.

Corsages were presented to the veterans and their wives as they entered the hall.

Sioux City Chapter

Lillian Rose, Historian

IT IS all very well to make fanciful or platitudinous remarks, nor can sweeping generalizations be precise or entirely accurate, but there is no doubt that the membership of our Milwaukee clubs does receive social contacts which in themselves are of great value, but it also derives great benefits in an educational way. Sharing common interests in an area as diversified as rail transportation, brings into each chapter a broader view of the fellow-workmen in the traffic, the crafts, the freight and the various other departments, thus compelling a strong social motivation throughout the entire personnel. Yes, yes, Mrs. Kendall I know reporters aren't supposed to editorialize, but it's all on account of the Sunshine Lady's report. Mrs. John Carney has actually carried sunshine and good cheer unto the 2nd and 3rd generations of those that work for the Milwaukee. 87 people have either received cards or personal messages; \$12.00 has been expended for donations, \$8.00 of which were individual donations.

Nine good cheer gifts and 50 telephone calls. Several of these beneficiaries and their affiliation with our road was entirely unknown to me until I read that list. Hence the above brainstorm.

Safety first chairman, Mrs. Clair Bushnell presented two very interesting and commendable articles at our March and May general business and social meetings. At which meetings cards and refreshments followed, and those that drink do say that Mr. S. Mike Gallas makes it so that it sets you right up. The coffee.

Wishing to avoid the intense mid-summer heat we held our annual picnic the last Sunday in June. About 200 present. Following the grand spread, a pick-up ball game went over big with the spectators. Some of our athletic girls took part in this game and played real ball too. Mrs. Class (program and entertainment) also scheduled several lively contests. "Suitcase" "Candy-scramble" and foot-races being the liveliest ones. A prize for the youngest baby was awarded Mr. and Mrs. C. H. Embick's grandchild, who will likely grow up and call her young looking grandmother by her first name.

Mrs. Class and son, Kenneth, will attend the National Soap Box Derby in Akron, Ohio, August 14th. No doubt there will be repercussions of this event on next fall's programs.

Three of our Milwaukee employes are hospitalized in Iowa City, State Hospital. Conductor Earle Murphey who has been suffering for some time with a complicated kidney ailment; also Theodore Rush of the roundhouse force and W. F. Penrod, brakeman. They are all reported on the upswing to health again.

The Sioux City chapter wishes to extend consolation and sympathy to all families

that have lost a cherished member. Mrs. Arthur Little, a charter member of this chapter, Mrs. Tim Calligan's mother, and Mr. Schultze, who was lost in Custer Creek disaster.

Deer Lodge Chapter

Mrs. Wm. J. Swank, Historian

ON MAY 20th the anniversary of the organization of our club was observed at the clubhouse.

The hostesses, Mrs. P. L. Kirwin, Mrs. Wm. Coffin and Mrs. Earl Wilson served a delicious luncheon, followed by a candle-lighting service by Mrs. W. H. Graeter. A large cake decorated with 10 candles centered the attraction and the impressive service of lighting each candle inspired each one. The following is the theme of Mrs. Graeter's tribute to past presidents:

"Today we are celebrating the 12th birthday of our Deer Lodge Milwaukee Woman's Club. As we review these years we are reminded of pioneer days. We have always known that any new project whether it be the founding of a new country, state, town or club, has its pioneers. Webster defines a pioneer as one who prepares the way for another. In our club we have many charter members or pioneers. We have been blessed with women of keen vision and earnest purposes who, in spite of many trials, have held fast to their faith in our organization. We recognize our past presidents as the real pioneers of our group. We appreciate the efforts they have put forth in the past and the work that they are still striving to do to make our club a truly bright and shining example in the community. So this afternoon as we celebrate our birthday we are happy indeed to honor our past presidents. We will light a candle of service as each name is read. It is with humble and grateful hearts that we bow our heads and thank our Heavenly Father that all these fine women are still living and that no sad memories of partings will cause us sorrow today.

"When we first organized we elected Mrs. Phelan as our president. For some reason or other we did not get a good start and very little was done that year. Through no fault of Mrs. Phelan, we simply did not get going. Maybe we were not ready for the organization. We are happy to light a candle in honor of Mrs. Phelan and her effort during that year.

"The next year when it seemed that the club was not to be, we reorganized with Mrs. Sears as our new president. In her usual manner of making things move Mrs. Sears took hold of the situation. Under her capable leadership well organized committees were soon at work and in a short time we became an active club. The interest was keen, the membership grew and when the year was over we were definitely on our way. We learned during that year co-operation and good fellowship. As we light this candle for Mrs. Sears we say:

"Our heart is an old fashioned garden
Where the flowers of memory bloom
Fresh, fragrant and rare
With a dainty elusive perfume.
But the spot we like best in our garden
Is a bed of forget-me-nots blue
Whose wee hearts of gold hold treasures untold
And fond happy memories of you."

"Mrs. Sorenson was our next president. She was another energetic and capable leader. How she did work and how we worked with her. She seemed to have a magic touch for when she asked for anything, lo she received it. We were so prosperous during these two years, no thought of a depression had entered our lives. Mr. Sears and Mr. Sorenson were of great help and to them we owe a debt of gratitude. We had so many happy times at our club rooms which were built during these two years. We learned that coming together is beginning—working together is progress, and keeping together is success. To Mrs. Sorenson we say as we light her service candle:

"True happiness lies only in service,
A service that's honest and true,
That gives of its best to each member

That's why we call you true blue."

"Mrs. Pears came next. We enjoyed our work with her. During her year we kept growing. We had many social affairs, and tried to keep up our welfare work in our community. After three more presidents had passed Mrs. Pears again served as our leader. Always helping where she was needed and having the interest of the club at heart she came back when no one else seemed willing to carry on, and gave us another year of faithful service. So to her we owe a double debt of gratitude. As her candle is lighted we say to her:

"Whenever your name comes to our thoughts

Earth brightens in a minute.

It is a fine world anyway,

There are such fine folks in it."

"We left our pioneer days behind and entered upon a full year with Mrs. Winn as president. We began to hear about the depression about this time. Things were not so easy for us as they had been. We learned that it is much more difficult for a president to carry on when interest and workers fall off. Mrs. Winn kept our faces turned to the right and she inspired others with her courage. So as we light her candle we are happy to greet her thus:

"Some folks we meet and then forget,

Some folks with years grow dearer yet,

So here's to one who will always be

More dear to us than words can say."

"Mrs. Waldron and Mrs. Mayo followed with their years of service. Everything was getting tighter and harder. Members could not donate as they had and these two years were difficult ones for our leaders. We learned during these years and the two that followed the true meaning of 'It's easy enough to be pleasant when life flows along like a song, but the man worth while is one who can smile when everything goes dead wrong.' We will light a candle for each of them and say:

"No vision and you perish,

No ideal and you've lost.

Your heart must ever cherish

Some faith at any cost.

Some hope, some dream to cling to,

Some rainbow in the sky,

Some goal for us to work for,

Some service that is high."

"After Mrs. Pears again served, Mrs. McCabe and Mrs. Greeton followed with two years each of hard work and wonderful courage. The depression was on in earnest and at times it was difficult to get enough members out for a meeting. No one can realize how discouraged they were. It is a wonder they did not give up, but some how or other presidents are not made that way, and so we came through these years with our heads held high so not to miss the vision. As the candles for these two are lighted we hope that they will know that:

"They are always in mind

Throughout the years.

And there's always a wish

For their comfort and cheer.

But just at this time

There's a special stress

Put into thought

For their happiness."

"We have read that

'Life is a story in volumes three,

The Past, the Present, and Yet to Be.

The first we've written and laid away,

The second we're reading day by day,

The third, the last of volumes three

Is locked from sight and God keepeth

the key."

The second volume, that of the present is proving pleasant reading. It presents a more cheerful outlook and with Mrs. Dennis guiding our destiny the candle is burning bright.

"We hope, indeed, that some parts of the past will never be repeated. We feel that the 'Yet to Be,' Volume Three, will be worthy of reading. We are happy to pay a tribute to our president of the present; no task is too big or too small for her to attempt and carry out as she plans. We wish her success during her term and we must renew our interest and co-operation for after all this is our club. Our interest in it must increase for it should mean much

to us women whose homes depend on the work done throughout the system, so let's get behind our president and form a good old boosters' club in connection with the railroad organization. It is fitting indeed to light a candle of service sincere to Mrs. Dennis and Bessie—

We hope that as your path of life,
Goes winding through the years,
'Twill lead through fields of happiness,
Avoiding vales of tears,
With many a pleasant resting place
From stress of work and play
And many a friendly comrade's face
To smile a greeting on your way."

Out of the 10 past presidents only 3 were at the meeting, but all sent words of greetings and encouragement. Those present were Mrs. S. D. Winn, Mrs. J. E. Pears and Mrs. N. H. Mayo.

The regular session of business, conducted by our president, Mrs. Dennis, came next on the afternoon's program. Those present were delighted with the report, full of inspiration rendered by our delegate, Mrs. Dennis, from the general biennial convale at Chicago. The report was complete in all details.

Mrs. Craig of Avery, Idaho, was a guest of the club.

The membership committee reported we had gone over the top and would receive the prize offered for same.

Plans were laid to hold a luncheon-bridge benefit on June 16, inviting the Butte club as guests.

A special meeting convened on Saturday afternoon, May 21, at the clubhouse, honoring Miss Etta Lindskog of Chicago, our national secretary.

Luncheon at 1:30 was followed by a business meeting and a social hour.

On June 16, the clubhouse was decorated with a profusion of iliacs. The hostesses were Mes. W. E. Brantigan, Belle Pears, Wm. Craig and James Dennis. Sixteen tables of bridge with 16 guests from Butte and the afternoon was a merry one. The scores were held by Mrs. Charles Davis, Mrs. Jane Gordon, Mrs. Brown and Mrs. Johnson; the latter two were Butte ladies. Mrs. J. R. Rule received the traveling prize.

A special meeting was called for and plans were effected for a picnic. Mrs. Percy Harnack, chairman of affairs.

The invitation was extended to all Milwaukee employes and their families. The place, City Park and the date Tuesday evening, Aug. 16th.

Spokane Chapter

Mrs. John Welch, Historian

THE April meeting was called to order by the president, Mrs. Walter Harnack. After a brief business session the meeting adjourned.

Mrs. Charles Lillwitz, as chairman of the social committee, had prepared a very lovely entertainment in honor of the ladies of the Union Pacific. About seventy-five ladies were present.

Mrs. Quackenbush gave a book review and a vocal solo by Mrs. Joe Lawrence, accompanied by Mrs. Nathan Jones, was enjoyed by all.

It was decided that the next meeting would be in the form of a picnic, at the home of Mrs. F. W. Walkins, but plans were later made for a luncheon to be held in the Crescent Tea Room. At this meeting, held May 23, Miss Etta Lindskog was the honored guest.

The luncheon at 12:30 p. m. was followed by the regular meeting at 2 p. m., called to order by our president, Mrs. Walter Harnack. Visitors from Malden were present, and Mrs. N. H. Fuller, an old member of the club who recently returned to the city, was warmly welcomed.

Reports were read. Treasurer's balance, \$88.89; membership, 42 voting and 14 contributing.

Mrs. W. H. Hunter gave a very nice report from the Federation and Presidents' Council.

The question of a donation to the Art Centre was discussed and a vote to donate \$5:00 toward the fund was passed.

Miss Lindskog spoke on the purposes of the club, and the help they had been able to give when most needed and she urged the members to do all they could to build up the relief fund.

She also asked the members to remember the club motto and do all they could toward promoting harmony.

The annual picnic was held Sunday, August seventh, at the Natatorium Park; basket lunch at 1:30 followed by games and races. Mr. P. L. Hays led the community singing.

Two former charter members, Mr. and Mrs. C. F. Allen, recently transferred from Milwaukee to this city, were present. Visitors from Ione, Worley and Coeur d'Alene joined Spokane members in honoring W. H. Hunter (a retired Milwaukee conductor), who celebrated his 75th birthday.

A. L. Schlatter, Worley, Idaho, Mrs. J. C. Paige and Mrs. M. C. Helmer had charge of the sports program.

Milbank, S. D. Chapter

Mrs. J. P. Zobach, Historian

MILBANK chapter met at club house Friday, Feb. 25th, with President Mrs. Lenhardt presiding.

Twenty-three members answered roll call.

Mrs. Eastman, chairman of the membership committee, reported 33 voting members and sixty-seven contributing members making a total membership of even one hundred.

Mrs. Taylor, representing the ways and means reported \$23.50 made from dances held.

Mrs. Lenhardt then reported that the chapter had been asked to join the other organizations of the city in establishing a Social Recreation Activity Council, the purpose of which would be to create, supervise and maintain same during the summer and securing physical director. Mrs. Ernest Hanson was appointed as club's representative to this council.

It was also decided to furnish some form of entertainment for the men members at

club's expense. Committee appointed and decided to serve six o'clock dinner March 31st.

Kitchen committee: Mes. Geo. Phelan, chairman; Hammer, Eastman, Reeves, Zobach, Anderson.

Diningroom committee: Mes. Cawthorpe, Hanson, Prevey, Bloomhall, Lewis, Taylor.

Bills for \$7.50 for groceries and \$2.12 for groceries for relief purposes were allowed.

The treasurer's report was read and accepted. Correspondence regarding the \$25.00 membership prize received was read and entire club felt highly elated over receiving the prize. Credit for winning of this prize is due the president, Mrs. Lenhardt, Mrs. Eastman, chairman, and her membership committee, and to Mrs. Hammer, chairman, and her ways and means committee, who co-operated in their efforts to put the membership drive over.

On March 31st the Club entertained the men at dinner. Fifty-five were served at tables that extended the length of the club room. After dinner short business meeting was held.

Mrs. Hanson advised she needed more time to secure a complete report on the recreation project.

Bills of \$3.36 and \$16.57 for relief coal were allowed.

A note of thanks from Mrs. Lenhardt thanking club for flowers sent her while in hospital was read.

April 29th club met at club house with Mrs. Lenhardt presiding. Treasurer's report read and accepted. Roll call showed 13 personal calls and ten telephone calls made.

Motion made and seconded that we send our president to the Chicago meeting.

Discussion to move clubhouse closer to the station. Mrs. Zobach and Mrs. Prevey on committee.

Six dollars rent of clubhouse thanked.

Mrs. Bloomhall very kindly thanked the club for card, also Mrs. Taylor thanked the club.

Mrs. Geo. Andersou was recipient of prize on bank.

His Demand

A prominent politician, who had just taken part in an election where the voting was found to be illegal, was called up on the telephone one day and informed that he was the father of triplets.

Becoming greatly excited, he shouted into the receiver—"I demand a recount."

But Surely a Difference

Auntie—Well, Tommy give me a kiss and you shall have a nice new penny.

Tommy—No, Auntie, that's not enough; that's what I get at home for taking castor oil.

The Diplomat

New Boarder—I wish I had come here a week earlier.

Landlady—That's very flattering, sir.
Boarder—Not at all. I'd rather have eaten this fish than than now!

The Explanation

It was an Englishman, met in a train somewhere in Europe, who startled Mark Twain by saying abruptly, "Mr. Clemens, I would give 10 pounds not to have read your 'Huckleberry Finn.'"

And when Mark looked up, awaiting an explanation of this extraordinary remark, the Englishman smiled, and added:

"So that I could have again the great pleasure of reading it for the first time."

Location Indefinite

Old Harker—Hell, Simpkins! How is that son of yours getting on?

Old Simpkins—Very nicely. At present he's on the coast somewhere. And how's that lad of yours getting along?

Old Harker—Badly. At present he's on the rocks somewhere.



Station Park at Hazelhurst

IN THE August magazine the above picture was shown and identified only as a station park on the Wisconsin Valley Division. This charming little station "green" belongs to Hazelhurst, Wis.

It was brought about with the assistance of the local people of that vicinity, and is one of the recent undertakings on the Valley Division for the beautification of station grounds. Approximately sixty trees have already been planted, representing ten or fifteen different varieties, and more work will be done as opportunity opens.

The project has been made possible through the efforts and cooperation of Section Foreman Ralph Minton and crew, of Minocqua, with the help of Mrs. E. E. Terrell, Mr. J. Schwartz and Martin Winger, all of Hazelhurst.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

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

Iowa Middle and West Division

Ruby Eckman

FRRIENDS on the Iowa division learned with regret of the death of A. A. Birler of the Telegraph Department, and M. J. Larson, secretary of the Milwaukee Pension Association. Both had many friends of years standing, on the Iowa division.

Conductor Charles Craig and wife took a vacation in August and went to Seattle to visit Charles' brother, conductor Roy Craig of the Coast division.

Retired conductor A. J. Gregg's wife was in the Perry hospital in August for a major operation. Conductor Gregg's daughter Mary came up from Kansas City for a short visit during the time Mrs. Gregg was in the hospital.

Merle Costello, son of engineer of Mrs. M. Costello, was married August 2nd at Boone, Iowa, to Pauline Black. The young people will live in Perry, Merle being a government mail carrier in the city.

Travelling engineer J. T. Phleger was chief cook and housekeeper during July, his wife and children having gone to Minnesota to spend a couple of weeks with relatives on a farm.

Frank Peterson, son of yard master A. M. Peterson of Perry, was one of 18 young men out of 1,000 attending the Citizen's Military Training Camp at Des Moines, to be given an honor award. Frank received the Sons of American Revolution Good Citizenship Medal. The points necessary to win such a medal are awarded for dependability, co-operation, leadership, patriotism, discipline, courtesy, defense duty, inspiration and hope.

E. D. Calhoun, regular agent at Knoke, went to Albert City for a couple of weeks' work as a relief agent in August, and D. E. Lee, one of the main line relief men, went to Knoke as agent.

Mrs. W. J. Fuller went to San Diego, Cal., the latter part of July to see Richard Fuller who was badly injured in an elevator accident.

Raymond Cross, assistant foreman at Perry yard, laid off in July to accompany his mother on a trip to North Dakota to visit relatives.

F. A. Zeiser, who worked as second operator at Earling until the position was abolished, was appointed agent at Portsmouth, in August, when Robert Gilliland transferred to the Persia agency.

Yard clerk Marlow Stotts went back to work the first of August after having been off duty for several weeks on account of illness.

Operator E. C. Rood of the Slater office force was off duty in July to attend a family reunion held at the home of relatives in Wisconsin. Later he enjoyed a fishing trip in Minnesota.

Henry Little, who before his retirement had worked for many years for the Milwaukee in the shops at Perry, died at his home in Perry July 23rd. Had he lived until the 26th of the month he would have reached his 86th birthday. Ill health forced him to retire from active work in 1931 fol-

lowing a period of service of 36 years. One of his sons, Joe, is now employed in the roundhouse at Perry.

When C. H. Tanner, agent at Tama, went to work the morning of July 26th, he was starting on his fifty-seventh year of continuous service with the Milwaukee company. Charles is the senior man on the Iowa division agent's seniority list.

A number of conductors and conductors' wives from Perry attended the 50th annual picnic of the Order of Railway Conductors which was held in Cedar Rapids July 24th. The picnics are always well attended.

Engineer Oliver Jensen returned to work the latter part of July after having been off duty for fifteen months following an injury which resulted in a broken hip. Oliver fell from a ladder while removing the storm windows from his home.

Arthur Aspinwall of the Perry roundhouse force who had the misfortune to break his hip in a fall at his home, is getting along nicely now and has had the cast which he wore for several weeks, removed.

W. E. Barnoske, who worked for the Milwaukee company for about fifty years, retired in July. Mr. Barnoske started work as a section laborer when a small boy and advanced to the position of road master. He has been located at Coon Rapids for many years.

The birth of a son to Mr. and Mrs. Crum of Woodward, in July, means that conductor Frank Morgan has a grandson in his family.

William Barker, Jr., whose father is an engine inspector at Perry roundhouse, was married July 10th to Dorothy Elston. The event took place in Princeton, Mo. William is employed by the Hawkeye Laundry Co.

Davies Yard News

By J. J. S.

THE Davies Yard Tigers defeated the Cleaning Coachers by a score of 40 to 0.

Fred Osberg has returned to work after a restful vacation. Fred spent his vacation in bed catching up on some much needed sleep.

Clem Kabocinski, the high and wide load inspector, spent his vacation fishing near Madison, Wisconsin. We are sorry to report that Clem returned home without catching any fish.

George Schram has opened a Matrimonial Bureau, and his first prospect was Roman Waszak. George's only error in choosing Roman's mate was that the blonde he picked happened to be six foot two. We are sure Roman is satisfied because he seems to be in a daze ever since he met his "first love."

In our last writing we reported that the Davies Yard was leading the Coach Yard and the Air Line in a "Traffic Tip Contest"—up to date the position is unchanged.

Jasper (Douglas Corrigan) Adamecz is being kept quite busy in his spare time these days. Jasper is building a wingless plane which he claims will surpass all previous records in a round the world flight.

Andy Schilhansel and family have just returned from a week's vacation in Park Falls, Wisconsin. The fish stories Andy tells sound very good and we are positive that he would receive a life membership in a certain Burlington Club if the stories were to be published.

Twin City Terminals

F. A. M.

MR. JAMES HAYS of the superintendent's office was appointed on July 19th to the position of secretary to the assistant general manager, Mr. N. A. Ryan, at Chicago. Jimmy will be missed, but his office friends are glad he is stepping up and hope to see him often when Mr. Ryan comes to Minneapolis.

Mr. Walter Zahradka of Aberdeen, S. D., is Jimmy's successor. He is a native of Minneapolis, and is glad to have the opportunity to return.

Mr. W. T. Stackpole spent the week of August 8th at Breezy Point. It looks like he is hobnobbing with the "400."

Mr. Edw. Knoke spent his vacation around home and ended it by taking a trip to Amery, Wis.

The "Immortal C. B. Rogers" retired August 15th, after 54 years of service. He was honored with a party at the Curtis Hotel and was presented with a big easy chair to enjoy the future hours of leisure.

Miss Helen LeVig became the happy bride of Mr. Wallace Gould at St. Paul, August 13th. They are taking a trip to Washington, D. C., and Canada.

Mr. Eric Gehrke has been appointed traveling accountant and was presented with a bag and brief case as a remembrance from the office gang.

The cribbage contest between the Operating and Engineering Departments which has been going on for three and half years was broken up when Jimmy Hays went to Mr. Ryan's office at Chicago. In that time 2,663 games were played and at the finish only 15 games apart in favor of the Operating Department. They had lagged behind as far as thirty games for over a year and a half. For Jimmy's sake and that he would go away feeling "happy" the Engineering Department let him get ahead. The Operating Department have not yet found a successor for Jimmy.

Joseph Johann won the Accounting Department golf trophy, donated by Hilltop Golf Course.

Wisconsin Valley Division

Lillian

MR. NELLIE LATHROP of Bonduel, Wis., is visiting at the home of Mrs. A. I. Lathrop.

Mr. W. F. Freeborn is visiting relatives in the east, principal stopping places being New York and Philadelphia.

Mr. John Linehan passed away suddenly at his home in Chicago on August 1st. While Mr. Linehan was not in the best of health for some time, his condition was not considered serious. Funeral services were held at Tomah, Wis. Mr. Linehan served

in the capacity of passenger and freight conductor on the Valley Division for many years before moving to Chicago to engage in another line of business. Mrs. Linehan and daughter, Mrs. Charles Kovaric, survive.

Mr. and Mrs. A. W. Warner have returned from a two weeks' vacation spent at the northern lake resorts.

Mrs. D. O. Daniels is spending a few days with her sister, Mrs. Lydia Piper, at Tomahawk, Wis.

Mrs. C. H. Randby, Merrill, Wis., entertained on Wednesday afternoon, Aug. 10th, in honor of Mrs. Carl Riebe of Hoquiam, Wash., and Mrs. Henry Harms, St. Paul, Minn.

Mrs. Oscar H. Olson, Schofield, Wis., passed away at her home Aug. 10th, after an illness of ten months. Funeral services were held Saturday morning at nine o'clock. Mr. Olson and six children survive.

Wausau members of the Milwaukee Railroad Women's club joined members of other communities on the Valley Division for a luncheon at Greens Hotel, Merrill, Wis., on Tuesday, Aug. 9th. Luncheon was followed by bridge and five hundred.

Miss Katherine Vachreau has returned home from a visit at Chicago accompanied by her sister, Mrs. Ralph Merkel, and daughter, Margot, who will visit her parents, Mr. and Mrs. H. L. Vachreau.

D. & I. Divn.—First District

E. S.

MRS. A. J. ELDER and daughter, Miss Janet, have returned from an enjoyable vacation trip to New York City, Niagara Falls, Washington, D. C., and other points of interest in the East.

Mrs. Leonard Johnson and daughter Dorothy have returned from a three weeks' vacation trip to Tacoma, Wash., and other points of interests en route.

Sympathy is extended to the following: Engineer and Mrs. Garfield Watson, account the death of Mrs. Sarah Watson, mother of Mr. Watson, which occurred at the Garfield Watson home in Savanna on Aug. 9. Mrs. Watson was Savanna's oldest resident.

Fireman Glenn W. and Mrs. Gunn and other relatives account the death of Mrs. Lorena Gunn, mother of Mr. Gunn, whose passing away occurred in Savanna, Ill., on Aug. 4.

Machinist and Mrs. O. C. Schmidt celebrated their 20th wedding anniversary on Saturday, July 30, at their home in Savanna. Congratulations are extended.

Miss Joan Tyler returned to her home in Tomah, Wis., after spending a few days with her father, Irving Tyler, chief clerk in the chief carpenter's office at Savanna. She was accompanied by Mrs. A. J. Reinehr and daughter Mary, who will visit for several weeks in Tomah and La Crosse, Wis.

Sympathy is extended to roundhouse foreman D. R. and Mrs. Davis account the death of Mr. Davis' brother, Thilo, which occurred in a hospital in Los Angeles, Cal., on Aug. 11. Funeral services were conducted in Ottumwa, Ia., and Mr. and Mrs. D. R. Davis and daughter Betty attended the last rites.

Mrs. Anna Bahne of Seattle, Wash., visited friends in Savanna recently. Anna was formerly engineemen's timekeeper in the superintendent's office at Savanna.

At eight o'clock, Saturday evening, Aug. 6, in Minneapolis, occurred the marriage of Miss Eva Russell, daughter of Mr. and Mrs. H. G. Russell, Minneapolis, and Mr. Herbert McCall, son of Mr. and Mrs. Wm. J. McCall, of Savanna. Following the ceremony a reception was held in the Iverson Hall with more than 250 guests present. Conductor and Mrs. John Fellows and son of Savanna were among the out-of-town guests present at the wedding and reception. Mr. McCall is employed as assistant foreman of a steel crew and the young couple will make their home in Chicago.

It is with sincere regret that we report the death of the following employes on the Illinois Division, and to the families of the deceased we extend our deepest sympathy.

June 25 occurred the death of operator H. C. Eldred. Mr. Eldred resided in Elgin and was returning from a vacation when death occurred. He entered the employ of the Milwaukee as an operator on June 7, 1906, and has been operator at Fox River Tower for many years.

Aug. 14 in Forrester, Ill., occurred the death of section foreman Geo. Abbas. Mr. Abbas entered the employ of the Milwaukee as a section laborer on April 5, 1910, and was promoted to a section foreman on April 5, 1913, serving in that capacity until the time of his death.

Joseph Skelton, well known Illinois Division engineer, passed away in Chicago on Aug. 13, following an emergency operation. Mr. Skelton started on the Milwaukee Railroad as a fireman on Oct. 6, 1900, and was promoted to an engineer on Aug. 31, 1906.

On July 22 occurred the death of yard foreman Joe Buxler of Davenport, from natural causes. Mr. Buxler entered the employ of the railroad on Dec. 18, 1912, as yardman at Davenport and has been yard foreman in Davenport Yard for many years.

Mr. C. E. Kinney, chief clerk to superintendent, was elected delegate to the Illinois American Legion Convention in Rockford, Ill., and attended the session of the convention on Aug. 21, 22 and 23.

A night game of "diamond-ball" was played at Savanna Old Mill Park, 7 o'clock, Aug. 12, between the Milwaukee Railroad's "Hiawatha" team of Savanna and the Milwaukee freight house team of Dubuque. The Dubuque team brought along a nice delegation of "rooters" and the game was witnessed by a large crowd of spectators. The score ended up 14 to 3 in favor of the "Hiawathas." Pitchers for the "Hiawathas" were E. J. Elder and Frank Brooks; for the Dubuque team, Charles Abraham. The game was thoroughly enjoyed and a return game is looked for soon.

La Crosse River Division—First District

Scoop

ENGINEER HERMAN MANTHEY returned recently from the North country where he made a complete survey of the deer hangouts in anticipation of a nice fat buck when the season opens. He reports that the North woods resound with noisy cowbells as the farmers this year have become, like us, "safety minded" and put cowbells on their rolling stock, meant to say, horses and cows, not to mention mules!



Another sportsman from Portage took a little vacation with his brother in the North woods recently near Shawano, and we print a picture to show you he got the goods. If you are in doubt, it is Les Chappell and the fish he caught. Of course, down here where the North begins, believe it or not, there's a sign to that effect in a park here. We use the fish he shows for bait here as the old Wisconsin produces some whoppers. I mean fish.

Poynette citizens were startled recently to observe a brand new Pontiac roll down the main hike there. Some hazarded a guess that it must be a gangster or some other suspicious character until our good friend Ben Gothompson stepped out and claimed it as his own.

Speaking of cars, conductor John Pugh laid off a trip recently and was seen on Grand Avenue driving his new Oldsmobile '38 model. He says the Hiawatha will have to step now to keep pace with him!

Station agent Johnnie Ostrom has the prize flower garden at Marshall. He sure knows how to raise beautiful flowers of all varieties and it improves the station grounds wonderfully.

Retired agent Frank (Peggy) Learmonth visited here for several weeks renewing acquaintance with his old friends before returning to California.

Kansas City Division

K. M. Gohman

MANY employes are vacationing during the hot days of July and August. Some are seeking the lakes and resorts for a cooler temperature and the fun of fishing. Superintendent W. G. Bowen and family departed on July 20 for Tomah, Wis., to make a short visit with the parents of Mr. Bowen, thence to Lost Lake, Sayner, Wis., for a ten days' vacation. On August 12 Virginia Bowen went to Chicago, where she met her aunt, Miss Minnie Heck, of St. Louis, and the two joined a tour that took them to Montreal, New York, Boston, Norfolk and various other points of interest.

Chief dispatcher L. H. Wilson left on August 12 for points in Wisconsin. He will probably have some good fish stories to tell when he returns.

Agent W. C. Bell of Washington was off for six weeks during the summer visiting in Chicago and took in a ball game; also was with relatives in Cedar Rapids and Marion.

Time reviser C. H. Baker spent two weeks at his summer cottage working out in the open spaces, getting plenty of fresh air and exercise. Judging from the home grown tomatoes that he has passed around among the office employes several times and the beautiful zinnias from his flower garden, he certainly "knows his stuff" when it comes to raising vegetables and flowers.

During Harold Henson's vacation he and his wife went to Chicago to see the Cubs play several games of baseball; part of his vacation was spent in and around Ottumwa.

Several employes have wended their way westward during their vacation period. Mrs. Mike Reynolds left on July 23 for Caldwell, Idaho, to spend a short time with friends and will continue to Los Angeles to visit her brother and her daughter and other relatives. She expects to be away for over a month. Mr. Reynolds will later join his wife in California and the two will return home together.

An overland trip out to Denver, through many places of interest in Colorado, and seeing a real wild Western rodeo in Cheyenne was enjoyed by Mrs. C. H. Baker of Ottumwa, who accompanied a group of friends on a motor trip the latter part of July. Mr. and Mrs. Frank Anderson of Lansing, Mich., spent two weeks with Mr. and Mrs. Baker at their summer cottage on the Des Moines river south of Ottumwa.

Five or six weeks are to be spent by agent W. G. Davis and wife of Newtown with relatives in Oakland and Petaluma, Calif. They were to leave Newtown on July 18.

Denver, Idaho Springs, Central City and Golden, Colo., were among the places visited by Wm. Haven, wife and son of Ottumwa in the early part of July.

With their first stop at Denver, Colo., for a few days, then up into the mountains for a period of time, Mr. and Mrs. Wm. Rawlings left Kansas City on Aug. 7 for a vacation. They expect to be away until September 1.

On August 3 ticket agent W. I. Wendell and family of Ottumwa went to Kansas

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City, en route to Denver, Salt Lake and on to Southern California, where they will spend some time at a resort; will also go to Catalina Island. Expect to return about September 1.

Chief clerk J. W. Sowder, wife and daughter Norma will go to Kansas City and Hutchinson, Kan., and Mr. Sowder will go to Chicago to attend several games of baseball played by his favorite team, the Cubs, while he is having his vacation the last two weeks in August.

David William arrived in the home of H. G. Johnson and wife on August 7. Mr. Johnson is in the engineering department on the K. C. division. To celebrate the occasion he treated the office force to ice cream.

If you ever want some "real" cake, talk to engineer C. H. McCrum, who can prepare the best cake you ever tasted. He has one specialty of a white cake with fresh strawberry frosting.

Seems to have become the custom among the office force of the office of the superintendent to celebrate a birthday by passing out a noon hour treat. Superintendent Bowen donated a big sunshine cake and ice cream on July 18. In celebration of his birthday, W. H. Vosburg of the engineering department passed a box of delicious Mrs. Stover's chocolates. Chief dispatcher L. H. Wilson will be on his vacation on his birthday but we understand has made arrangements for the office force to have the usual birthday treat.

The evening July 18 a banquet was given at the Hotel Ottumwa honoring Mr. J. H. Stewart, who was transferred from this division to Beloit, Wis. Mr. W. G. Bowen was toastmaster and presented Mr. Stewart with a handsome traveling bag. The yard employes and those in the roundhouse at West Yard gave Mr. Stewart a beautiful leather portfolio, cigarette case and lighter and a very attractive billfold. Both Mr. and Mrs. Stewart are held in the highest esteem among the employes on the Kansas City division and in leaving us carry with them the best of good wishes from all. Mr. A. O. Thor of Chicago has succeeded Mr. Stewart as trainmaster, and we hope he will find it pleasant and agreeable on the K. C. division and that he and Mrs. Thor will like Ottumwa as their home.

After office hours on Saturday, July 23, Mr. and Mrs. Stewart treated the members of the office force to delicious home-made cake and ice cream. We are certainly going to miss the occasional treats from Mrs. Stewart. Understand that Mr. and Mrs. Stewart have a birthday in the near future and by the time this magazine is published this year's birthday will be a past event, so here's wishing them both "a very happy birthday."

Conductor James Gray was confined to his home on West Fourth Street, Ottumwa, accounting having a tonsil operation on July 31. He has greatly improved.

Mrs. George Blackaller was released from the Ottumwa hospital on August 5, having had an appendicitis operation. She is much improved and hopes to join Mr. Blackaller, who is working temporarily out of the Marion engineering office.

Mrs. Arthur D. Guyle, wife of switchman, Ottumwa, had just recovered from a broken hip, sustained in fall on last December 20, when she fell on the ice, and while walking into her home on July 18 fell and broke her left hip. She was in the Ottumwa hospital one week following the accident on July 18 and is now confined to her home.

Mrs. C. Westrum of Esteline, S. D., passed away on July 29 at her home. She is the sister of Mrs. P. J. Weiland, who was in Esteline at the time with her two younger sons, having been called there on account of the serious illness of Mrs. Westrum. Burial was in Esteline on August 1. Saturday, August 6, Mr. Weiland left Ottumwa for Esteline to join his family and they will spend two weeks with relatives there and in Madison and Bridgewater, S. D.

Mr. J. V. Tuomey, dispatcher from La Crosse, spent several days in Ottumwa around the middle of August; also spent

some time with his mother in Parnell, Iowa. He returned to Ottumwa from Parnell and joined his daughter, Nancy, who came to Ottumwa for a short visit, and the two returned to La Crosse about August 20. We are always pleased to see those of our former coworkers who return to pay us a visit.

Mr. and Mrs. A. L. Love returned to Ottumwa the middle of July from a month's visit in New York with their son and daughter-in-law, Mr. and Mrs. Leo Love. They witnessed New York's welcome to both the Swedish royal party and Howard Hughes on his return airplane trip around the world.

On July 19 a daughter was born to Mr. and Mrs. S. M. Reynolds of Chicago. The baby is the grand-daughter of conductor Mike Reynolds.

George Kissinger, retired engineer, was in Syracuse, N. Y., for three weeks visiting with his sister during July. Mildred Kissinger of the district accounting office in Chicago spent the Fourth of July at her home in Ottumwa. The early part of August Mr. and Mrs. Hugh Evans and two children of Tulsa arrived in Ottumwa for an indefinite time to visit in the home of Mr. Kissinger, father of Mrs. Evans.

Mr. and Mrs. F. M. Barnoske drove to Leonard, Mo., on Sunday, July 17, and returning brought with them Betty and Nancy Smith, grandchildren, of St. Louis, Mo., who will remain with them until September 1. On Aug. 6 Mr. and Mrs. Wade Smith of St. Louis arrived in Ottumwa with their two younger children, to be guests in the F. M. Barnoske home.

Edw. Grayson, retired conductor, notified that he has a new grandson, born on June 20, named Edward Davis Grayson, son of Chas. Grayson of Davenport, Iowa.

Mrs. C. L. Osterle, wife of agent at Amana, and younger daughter are visiting in Reading, Pa., with an old friend, Mrs. Davis, who formerly was located in Cedar Rapids. En route home they will stop off at Toledo, Ohio, to visit with relatives. They were accompanied as far as Chicago by Mr. Osterle.

Another one of our faithful employes passed away on June 24 at his home in Kansas City, Conductor J. G. Gurwell, who had been in active service until very recently, having been conductor on train No. 25, from Davenport to Kansas City, on July 21. Mr. Gurwell was 72 years of age and had been an employe of the company since June 9, 1887.

Funeral services of W. H. McLallen were held on August 5 at Laredo. He was 95 years of age and the brother of G. B. McLallen, retired section foreman. The two brothers had lived together for some time.

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

R. R. T.

WE REGRET to announce the death of Mr. Leonard Johnson, who died at St. Joseph's Hospital, Tacoma, on July 28, as the result of an automobile accident at Auburn, July 19th. The funeral services were held Monday, August 1st. The district accountant's office, where Mr. Johnson had been employed, attended almost in a body. We extend our sincerest sympathy to the surviving family.

Miss Barbara Woodard, the daughter of Billie Woodard, chief clerk in the division freight and passenger agent's office, Tacoma, who has been confined to her bed by rheumatic fever for the last few months, is now fortunately again able to be up and around, much to the joy of her parents. It would seem that the streak of bad luck which has attached itself to the Woodard family had now been shaken off—barring such minor details as that David, the son of the family, has just had his tonsils extracted day before yesterday; but then we hope that this will pass over pleasantly.

We regret very much to learn that Mr. George Pyette, of the district accountant's office, had to take ninety days' leave of ab-

sence, due to a complication of illnesses. We trust that at the expiration of that time he will be much improved.

Roy Craig, senior, brakeman on this division, is off duty due to a broken arm which he suffered at Auburn recently. We extend our cordial sympathy and hope to see him back before long.

Harry Butler, brakeman on the Monroe work train, was called home from work because of the serious illness of his father. As Mr. Butler, senior, is 83 years of age, even an ordinary illness is serious, but we trust that he may speedily recover.

We are pleased to report that Mr. H. E. Helgeson, of Tacoma yard, has lately become a benedict, but he has kept it so quiet that we cannot even announce the name of the bride. However, we wish them all joy and happiness, as do all their friends.

Mrs. J. S. Eccles, wife of the chief clerk in supt. Devlin's office, recently returned from a month's visit with her mother and other relatives in Los Angeles. Two days after her return she received a telegram announcing the serious illness of her mother and immediately returned to the metropolis of Southern California. We have not learned as yet in what condition she found her mother, but our best wishes go out for her recovery.

Mr. J. F. Pinson, division engineer, passed out the cigars the other day, the occasion being the arrival of his first grandchild, a son born to his daughter who lives in Spokane. Congratulations!

Mr. W. B. Morrison was put on July 26th as second trick operator at White Bluffs because of the heavy shipments of fruit from that station.

Mrs. Fay Clover and son, Kingsley, wife and son of cashier Fay Clover, of the local freight office, at Tacoma, left July 31 for Chicago, Detroit, Cleveland, Erie and Niagara Falls, to be gone about a month. In the meanwhile Fay is leading a miserable bachelor's life, mitigated by the fact that he has his parents, Mr. and Mrs. F. C. Clover, staying with him, and also relieved by the circumstance that he received a card from his wife dated at Moberg and announcing a temperature of 102 degrees at that point, the while we here in this favored country on Puget Sound hunt up extra cover every night.

T. E. McFadden, chief carpenter on the coast division, has been temporarily transferred to the Trans-Missouri division for the next six months or so to supervise the building of a number of bridges on that division, he being considered one of the best authorities on bridge work on the system. Mr. T. M. Pajari has been assigned to take over the duties of Mr. McFadden.

The wheat business is increasing very much of late, the extra tonnage necessitating the running of two sections of 263 and 264 every day. About fifty cars a day come to Tacoma, partly for the big flour mills, partly for storage at the Port of Tacoma.

Mr. C. F. Negley retired from active duty on July 31st and is now on the pension list. While this does not call for any spe-

cial announcement ordinarily, Mr. Negley's long and arduous duties in the railroad line call for special mention. We do not know where he began railroading, but we know that he was chief clerk to superintendent Hugh Spencer at Miles City when we first knew him; later he was chief clerk of the Puget Sound and Willapa Harbor Line at Raymond, and still later occupied positions in the superintendent's office at Tacoma, in all of which he earned the esteem of his superiors and the good-will of all with whom he came in contact. We hope that he may long enjoy his well-earned rest.

Mrs. Hazel Fern, who enjoys the distinction of being one of the few feminine railroad messengers, worked a day or two in the place of Miss Katherine Bell, stenographer in the district accountant's office, who is visiting her parents at Great Falls.

Trainmaster Roy Cleveland of Tacoma is winning distinction in the ancient game of lawn-bowling, which is coming to the front in these parts. He is a member of the Washington Hardware Company's team which has already won five games this season. Congratulations and good luck!

The Puget Sound Pioneers held their annual banquet and business meeting at the Tacoma Hotel, of this city, on July 25th, and on July 26th held their annual picnic at Benbow Lake. Conductor Charles Shriver was elected president. Conductors Kittleson, L. B. Barrett, Shriver, R. R. Gardner, and section foreman Bill Nicola were among those who attended the picnic from hereabouts.

Operator Mike O'Connor of the telegraph office at the Tacoma passenger station being under the weather for a few days lately, was relieved by Clint Miles, extra train dispatcher. While Clint was away from the yard office, the boys over there said they had a real operator. Weeks Holly, relieving him, but this is no doubt an exaggeration on their part.

Charlie Doten, of the Tacoma force, made a whirlwind drive to the Twin Cities the other day. He had gone as far as Grand Coulee, when he made up his mind to go to Minneapolis. No sooner said than done; he drove on, got to the Twin Cities, spent two days there and then got back here, all within a week. That's hitting the high spots!

Al Roesch of the superintendent's office, Tacoma, with Mrs. Roesch and their son, spent several days of his vacation early in August down at the ocean beaches. It is decidedly cool, down there, too.

Roy Lehman, of the Tacoma yard force, returned from a month's fishing trip lately; we haven't met him yet, but expect some tall fish stories.

With Mr. Burroughs going on the ticket job at the Tacoma passenger station, his post as cashier at the local office became vacant and Fay Clover promptly took it up. Ray Powels, warehouse foreman, filed on Fay Clover's job as claim clerk; and then Bob Shipley, assistant chief yard clerk on the third trick, for the first time in fifteen years, landed a daylight job by going on the warehouse foreman's job, much to Mrs. Shipley's delight. Glenn Russell went

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back to his old job as baggage clerk at the depot and Andy Norwood went on the third trick yard job vacated by Shipley. So now all are set for the next ten years.

Charlie Russell bid in on the conductor's job on the Longview rock run; Jimmie Willy's of the Raymond job is still off the list.

M. N. Dixon is now braking on the Mineral switch run.

L. E. Prescott, of the yard office, is taking a six weeks vacation, but is not putting it in with any particular trip this time. Carl Tveter is on his job and George Gordon is on the third trick yard clerk's job for the present.

O. A. Cardle, the baggage clerk on the morning shift, recently came down to the office and worked until nearly noon with his tie on inside out. Some say that that is the Scotch way of saving the tie, but we prefer to give him credit for not looking into a mirror for all that time—and he is admitted to be a good looking chap at that.

Miss Fetters of the local office, recently put in about two days, even less, in driving her uncle and aunt from Detroit, around one of the world's scenic highways: the loop trip around the Olympic peninsula. If they don't appreciate that, they are—well, nearly hopeless.

Chief yard clerk R. V. Bement and wife recently had the pleasure of a visit from conductor Chris McGee and wife, of Miles City. Chris is the conductor who was on the Olympian when it went into the creek.

East Iowa Division

J. T. Raymond

ON Monday, Aug. 1st, superintendent W. C. Givens of Marion motored to Cedar Rapids and met asst. genl. manager N. A. Ryan, asst. to chief engr. C. T. Jackson and supt. of Telegraph and Signal Department L. B. Porter, who arrived on C. & N. W. train at 3:30 p. m. The party proceeded by auto to Ottumwa, boarded a C. B. & Q. train for Brush, Colo., for the purpose of observing the operation of "Centralized Traffic Control" as carried on by the Train Dispatchers at Brush.

This Division is 112 miles long, single track about 18 sidings averaging about 125 cars, some quite stiff grades, has been in operation this way for over a year.

The Milwaukee party remained at Brush for 24 hours, then proceeded to Denver, where between trains they journeyed around the country for several hours through the mountains including a trip through Estes Park.

The history of the operation of Centralized Traffic Control and what the Milwaukee party saw at first hand of its operation by the Brush dispatcher was very satisfying and convincing. The trip considered well worth while.

Mr. and Mrs. Roscoe Stevens of Marion accompanied by their son and his wife of Cedar Rapids, took a ten day vacation trip through the Black Hills and Yellowstone Park the latter part of July.

Civil engr. Henry Johnson and George Blackman of the Kansas City Divn. were doing some special work for about ten days on the Iowa Division the early part of August.

What has more alibis than a black eye? Ask Ida.

Henry Reno is a new employe in division engineer Wuerth's office on the Iowa Division, and is stationed at Lyons, Iowa, for a while.

Mr. and Mrs. Earl Jefferson of Marion left July 15th for two weeks' vacation, spending some of the time fishing in a stream near Everett, Wash., and at Seattle.

Mr. and Mrs. H. J. Murphy of Marion visited several days at the home of Dr. and Mrs. Potter at Muscatine, Iowa.

Will Givins of Marion, who has been attending a civil engineering camp at Marston, Minn., since the close of school term at Iowa State College at Ames, returned home July 20th.

Mr. and Mrs. George Dipple of Marion returned home July 24th from Des Moines,

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where they attended the funeral of Mrs. Dipple's sister.

Mr. and Mrs. Fred M. Golden of Marion and their daughter Bertha Mae spent several days in Chicago the latter part of July.

Mr. and Mrs. Frank Cleveland of Marion enjoyed a visit with their son Grover, of Jackson, Miss., who spent his vacation of two weeks with them.

Mr. and Mrs. Lou Howell of Marion spent part of July and August visiting relatives in the West. Mr. Howell has four brothers residing in different locations in the West.

Mr. and Mrs. Tom Reep of Marion returned home the latter part of July after a three weeks' vacation trip to Denver, Yellowstone Park and the Black Hills.

C. D. Evans of Marion relieved cashier Geo. McPlak at Maquoketa Aug. 4th while the latter was on a two weeks' vacation.

Mr. and Mrs. Earle E. Edwards of Perry visited Marion friends while driving through Thursday, Aug. 4th. Mr. Edwards had just started his vacation and was on the way to Mrs. Edwards' home at Miles, Iowa.

W. E. Ross of div'n engr. Wuerth's office was transferred Aug. 1st to the force of W. E. Johnson at Miles City, Mont. Mr. Ross has resided at Marion for three years and has made a number of friends who regret his leaving.

Mr. and Mrs. O. Fohey of Marion spent most of their vacation of two weeks during July in Illinois. Mr. R. F. Tyler of Milwaukee supervised the Signal Department at Marion during Mr. Fohey's absence.

Trainman R. J. Kendall of Marion recovered from his arm injury and resumed work July 15th.

Chief dispatcher and Mrs. L. S. Dove and daughter Nadine of Marion returned home Aug. 8th after more than two weeks spent at their cottage at Cross Lake, Minn.

Gerald H. House of Eldridge, Iowa, returned home for several days, but was compelled to take an indefinite leave of absence account of illness. J. B. McGuire relieved Mr. House as agent.

Opr. T. J. Allen of Samoa returned Aug. 13th after a few weeks' vacation. He motored out to Colorado points with his brother while on vacation. Frances Zeiser did the relief work at Samoa.

Mr. and Mrs. J. L. Roberts of Marion left July 29th for several weeks' visit at Wenatchee, Wash.

Mr. and Mrs. Joe Boyle and their daughter Virginia of Marion left Aug. 8th for a week's vacation at Clear Lake, Iowa.

Before these notes are printed the reunion of The Milwaukee Veteran Ass'n at Milwaukee will be past history, judging from the number that have expressed their intention to be present, the Iowa Division will have been well represented.

Condr. and Mrs. F. S. Craig with their

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children spent several weeks in July and August visiting friends in California.

Mr. and Mrs. J. F. Coakley of Marion enjoyed a vacation visit from their son Lloyd of Chicago who was at Marion for ten days.

H. J. Thayer of Milwaukee returned home Aug. 9th and will return the latter part of September to relieve train dispatchers taking their vacations.

Mrs. Fred Reimers and son John of Marion left Aug. 8th to visit relatives at Walla Walla, Wash.

Mrs. Ellza Cruise, 90, passed away at Hale Aug. 5th. She is survived by five sons, one of whom is Wallace H. Cruise, a section foreman at Hale. Friends on the division extend their sympathy to the bereaved family.

I. & S. M. Divn. East

H. J. S.

CONGRATULATIONS to Victor C. Hedegard, former section laborer, Austin Yard, who has been appointed Sec. foreman at Plymouth, Iowa, effective August 1st.

Our sincere sympathy to engineer Oscar Ober, account the death of his wife which occurred at Austin on July 26th.

Understand Wm. Poeschel at Albert Lea is sporting a new Plymouth sedan. Well, highways are happy ways, Bill.

Harry Wilson relieved R. M. Olson at Albert Lea for a week.

Glad to see Howard Olson down this way—he was appointed agent at Brownsdale, Minn.

Among those from Austin attending the Veteran's Convention in Milwaukee on Aug. 24th and 25th, were:

Mike Mayer	T. McFarlane
Fred Nockelby	Thos. Damm
L. L. McGovern	F. F. Luskow
F. J. Holmes	E. H. Kough
H. J. Keck	August Damm
J. A. Larkoski	W. E. Tritchler

M. P. Ayars and family have returned after vacationing on the West Coast and Canada; also F. G. Herrick and wife have returned from a vacation on the Coast.

F. E. Falkingham, round house clerk, spent his vacation in the northern part of Minnesota. Evidently the fish weren't biting so good. Beldon Keck and Babe Nicholzen relieved on Frank's job.

Drafts from the Drafting Room

"Monty"

DID you hear about the ball game of Friday, July 29th? No? Well, drag up a chair. It so happened that the Hiawatha Grey Beards met the Hall's Insurance and drew their cuts. The Halls came to bat. Jack Armstrong was tossing for the Fleet-Foot outfit. The game started at 7:15 and at 7:45 the Halls were still batting in their half of first. Twelve runs had crossed the plate and the bases were still clogged and only one out. In this half hour those present saw about everything that shouldn't be done by a defensive ball club. Every player

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had a part to play and at an opportune time played it well. Bobbles, dropped flies, bad throws, stopping balls with faces, poor judgment on pop flies, etc. Any Hoo—Jackie looked at his watch and saw that he wasn't getting much help and he never would get to that "Fiery Cross" game, so he called on his reserve strength to do its stuff. Well, to cut it short, the next two men struck out. The Hiawathas came to bat 7 innings in a row and, lo and behold, they were killers with the ash. Thirteen runs in 7 innings. Yes, the Hiawathas won, 13 to 12. Sure, the opposition batted the last 6 innings but good old Jackie was issuing forth "black magic" with every ball and they were putty in his hands. Oh, yes, the rest of the Hiawatha team turned over a new leaf and played errorless ball the last six innings, especially Andy Schildhansl, who redeemed himself for the season by batting in the winning run with a "terrific" drive over second. Andy was so excited at that moment he almost forgot to run to first and just beat the throw from center field to first base. What a gang! What a game! What a pitcher!

Robert Engelke, the Gudahl of CMStP&P RR, who practices golf 6 days a week so as to be sure to be in shape on Tuesday (league play), is second in the standings. It's funny how Bob draws all the easy fellows and J. J. Fedler draws all the hard ones. J. J. is nearing the bottom.

Ray Petrie still is a very "Scientific" Skat player. He always sits in when the competition is not so hot, so he can be high man. Pete always keeps track of the score when he is high, but when somebody else is high he throws the scores away. How about rubbing elbows with some good Skat players for a change, Pete?

Lefstrom says trying to catch Herman and Lena (the big prize fish) is like trying to win one of Jack Armstrong's swindles, but he is always seen at lake cottage, rod in hand, wasting or whiling away his time

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Horton packed the Mrs. and family in the new bus, spun a bottle (empty one), and whichever way the neck pointed, that was the direction the car would wend its way for another vacation jaunt across the country. It pointed south. So, Lisle stopped on way out of town and got himself a 1938 bathing suit and cap as Palm Beach was sure to be one of his stops.

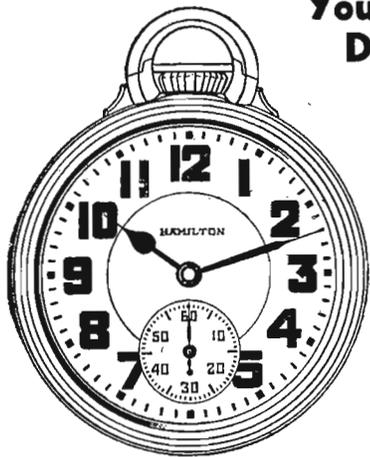
Art Schultz returned from his official vacation very much browned. Art says he browns very easily. Oh, what tough skin. Some of us get "Sunburn blush," eh, Dickie?

HWC (Fields) Chandler is contemplating having a very good bowling season average this year. He is already getting in a few practice licks on his private planks. "The only way you'll be able to hold a good average is to bowl a good series the first night out and then sit on the bench the rest of the season."

J. J. Fedler's poor golf game of late can be laid to the fact that Johnny has been under a severe strain the past few months with that Beaver Tail. Now that rush is over, watch J. J. go. See, he won Bob Engelke's tournament at Eagle. Beat a classy field, too.

Dickie (Buttercup) Cowper, our great blg sailor man, attended one of those "nautical" parties Aug. 6th and 7th. From

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what we hear, our "Dickens" must have had a wov of a time.

Freddie Wiegatz has finally run into a blind alley. After "being chased" for several years (he says he always managed to wiggle out of tight spots before), he finally gave in. If you know women, you know they always get their "man." Now Freddie is to be signed up for life. Estherann has, after a great battle against countless odds, finally got "her man." September 10th has been set as the wedding date. Fritz will be hog-tied until then. How'se about that invite for the gang? The last time we celebrated in a group was in 1928 at Jack Armstrong's wedding. Better invite us, as we'll be there anyhow!

Felix Schwalbach, our roly poly inspector man from George Luebke's "jernet," is a happy man today and from now on in. For the past three months Felix has been having soup three times a day. It sure was tough watching everybody tie into nice juicy steaks, etc. Soup, soup, soup—he saw soup bowls in his sleep. Then came the final day. Hurrah! They fit perfectly. Now to catch up for lost time with knife and fork. Felix has steak for breakfast, steak for dinner, steak for supper. Wonderful things, those there teeth, eh, Pudgie?

Howard Melzer has gone "operatic." He was one of the 18,000 out at Washington Park concert shell and was seen with one of his many admirers. The title of the opera was "Lost in a Crowd." Howard was later seen canoeing on the park lagoon. "You, too, Howie, can evade them for awhile but they'll get you if you don't watch out."

Elmer Kuntz, Gus Koester, Tom Scott, Syl Lester, Art Schultz, Al Hoppe, H. (Fancy Face) Chandler, Oregard, Lisle Horton, Vernon Green, Mickey Cochrane and Harvey Uecker all have concluded their official 1938 vacations and feel fit as a fiddle to dig right in where they left off with new vim and vigor (or do they?).

The bowling season will open around September 13th and the office will be represented in the R. R. bowling league. The squad will be composed of Art (Screw Ball) Schultz, Ode (Prayer Bowler) Odegaard, Larry (Squatter) Cochrane, Clarence (Mocowitz) Wellnitz, H. (W. C. Fields) Chandler, Harvey (Round House) Uecker, Hugo (Little Rollo) Erdmann, Wesley (Lucky) Lefstrom and Jack (Power) Armstrong. With Jackie on the team there always is a chance. He inspires all to do bigger and better things. Who knows, they might even finish in first place. Yes, that's true, too, they might even finish in last place. Anahoo, they look good on paper.

Deepest sympathy is extended to James E. Mehan, asst. to supt., car dept., and sons, Rev. James, Quinn and Edward, due to the loss of beloved wife and mother, who passed away July 22nd after a brief illness. Rev. James Mehan assisted as sub-deacon at the Requiem High Mass offered on July 25th at St. Rose's Church. Mrs. Elizabeth Mehan was a member of the Milwaukee School Board for the past 18 years and had played a prominent part in educational work in Milwaukee County during her lifetime.

La Crosse River Division— Second District

Ira G. Wallace

WE ALL regret the sudden passing of former roadmaster Charles O. Carlson at the Colonial Hospital, Rochester, Minnesota, on July 22nd. His death followed several years of failing health and a recent major operation. Funeral services were conducted at his home in Red Wing and burial services were held at the Oakwood Cemetery at Lake City. Mr. Carlson was fifty-seven years of age and had been in the continuous service of the Milwaukee Road for forty-two years. Starting as a water boy with an extra gang at the age of fifteen, his ability was soon recognized and promotions followed. In 1914 he was appointed roadmaster which position he held until forced by his failing health to retire last July. His thorough knowledge of track construction and maintenance, with his efficient methods of performance, made him a most valuable and respected employe by everyone who knew him. Surviving are his widow, two sons, one grandson, one brother, two sisters, to whom we extend our sincerest sympathies.

A. M. Donaldson, yard-foreman at Eau Claire, left recently on a three weeks' vacation to the West Coast. He will also visit with his mother while in Seattle. H. R. Marine is running the yard with Wm. Hansen of Wabash acting as helper during his absence.

We are glad to report that veteran conductor Dan Hurley is back making his regular passenger runs after a siege of illness of several months duration.

Agent Wm. Hanson of Lake City is now spending a few weeks visiting with friends and relatives in the state of Washington. Jos. Gerkey of Caryville is acting temporary agent until his return.

The River Division is now in the midst of the busiest summer in many years with nine various gangs performing various duties. Complete servicing of the main lines with bridge gangs doing heavy replacements and repairs, constitutes the larger share of the work. Wabasha, with its handy terminal facilities and gravel pit, is the center of activities. Roundhouse foreman Joe Opie and his crew are more than kept busy tuning up the big engines in addition to their regular power.

I&D News

C. D.

WE, ON the I. & D., are still busy getting that big Dakota grain crop to

market. Seems like old times to see so many extras running every day.

W. E. Beck, former agent at Geddes, S. D., representative of Public Relations Department, called on the local offices last week.

Wm. J. Smith, machinist, Mason City roundhouse, has retired after 34 years' service. We wish Mr. Smith many more years of health in which to enjoy his well earned pension.

Albin Groth, formerly of the superintendent's office, but now in Mr. Nystrom's office, Milwaukee, called on us during his vacation. Sure fine to see Al again and see him looking so good. The girls in Milwaukee will do well to look Albin over as he is sure good looking and just as good as he looks. He would make a wonderful husband.

Frank Casey, engineer, was overcome with the heat one of our real hot days. After the doctor examined Frank, he advised him not to eat so many onions during hot weather.

We regret to report the death of retired engineer Thomas Morrissey, July 14th, after a long illness. Mr. Morrissey completed 45 years' service before retiring last Fall. We extend sympathy to his family.

Mrs. H. B. Larson, wife of conductor Larson, passed away August 1st, after a long illness. Funeral services were held August 3 and burial was in St. Joseph's Cemetery at Mason City. We extend our sincere sympathy to Mr. Larson and relatives. Mr. Larson also wishes to thank the Railroad Orders and friends for their kindness and help in his hour of sorrow.

Mrs. Wm. Garrity, wife of the chief carpenter's clerk, passed away the last of July. We all extend our sympathy to Mr. Garrity.

Agent E. T. Bolger of Lawler is sure cheery these days since Wrong Way Corrigan got lost and showed up in Ireland. Oh well, we all know what a few Manhattan will do to anyone, let alone an Irishman. You know the old Manhattan Merry-go-round goes round and round.

Don Woodhouse of the superintendent's office has left us again, this time to work in the Western Railway Association offices for a few months.

FOR SALE at all times, fresh catfish—WINTERS & MOORE FISH MARKET, INC. Vern Winters of the store department and Duke Moore, chief janitor, roundhouse, Mason City, have opened a fish market in an old engine water tank and are having a fine business.

C. D. Hixon of the Mason City freight house and C. H. Thoma, switchman, are sure lucky, having struck oil on an oil lease in Montana. These boys will soon be driving Packards. Hope they will not forget old friends and will give us a ride in the near future.

R. L. Jones, switchman, thought he had caught his foot in a frog and on investigation it was learned he was standing on his own foot. Jones says, "No more standing around for me." Was his face RED?

Flukey Conway Range enjoyed a visit from a couple of old friends from down east. Col. Glen Moore from Indiana and Captain Longwood from St. Louis Barracks. He sure had quite a visit talking over old times with these two old war horses.

We tried to get some news from the engineering department, but true to his ancestors, Sandy MacGregor informed me he was not putting out anything—that's the Scotch for you.

We are still waiting for news from along the line. I wish the agents would send in some news, as we want all the news in each month.

I&SM (West) Division

E. L. W.

SUPT. R. C. DODDS, accompanied by J. A. Larkoski and W. E. Tritchler, all of Austin, Minn., made a business trip over the SM west on Aug. 1st.

Al Brakke, extra conductor on SM West, spent a week's vacation the latter part of July at International Falls, Minn. We

Preferred Protection for Railway Employees!

Health - Accident - Life

Our Six-in-One Plan No Medical Examination

PAYS:

ACCIDENT BENEFITS effective immediately from first day of Disability.

ILLNESS BENEFITS from first day of Disability.

ACCIDENTAL DEATH, Total Dis-

ability, and Natural Death (Life Insurance).
The life insurance, in connection with your health and accident indemnity in the Employees Mutual Benefit Association is issued by the Guaranty Life Insurance Company, an Iowa Old Line Legal Reserve Life Insurance Company, operating under the stringent insurance laws of the State of Iowa.

HOSPITAL BENEFITS—For Hospital Confinement, you receive ONE and ONE-HALF times Monthly ACCIDENT or ILLNESS benefits—for two months.

Make application today

EMPLOYEES MUTUAL BENEFIT ASSOCIATION

Endicott Bldg.

St. Paul, Minn.

Tomorrow may be too late

haven't been able to find out who accompanied Al on this trip.

H. D. Grimes, our agent at Lily, S. Dak., and his family spent a week's vacation the latter part of July, visiting relatives at Grand Meadow, Minn. K. W. Gebhart of Wess Springs relieved Grimes during this period.

C. L. Olson, agent at Oldham, S. Dak., spent the last two weeks of July vacationing with relatives and friends in California. R. E. Gilbertson did the relief work during Mr. Olson's vacation.

I want to again this year have all of the Milwaukee employes notice the beautiful flower garden that Agent F. G. Barr at Colman, S. Dak., has developed. A passenger on 222 the other day said that it was the most beautiful flower garden that she has seen between Denver, Colo., and Jackson. How is that, Floyd, for a nice compliment.

The picnic of the Milwaukee employes and their families that was held at Lake Herman, S. Dak., was very well attended. All of those who were there sure had a fine time. The main attraction of the day was the kittenball game between Mr. Gregerson's team and the team piloted by Kaisersatt. It was a real close game all the way through but when the game was over the score keeper said that Kaisersatt's team won by the score of 8 to 5. Right then and there John put up a challenge to any team in the state for a championship game. At this writing he hasn't received any challenge. What a team John, old pal.

Ed Scheid, clerk at Lakefield, Minn., has now decided that he will wait until the new 1939 Buicks come out before he purchases that new car. He and the Mrs. are still debating about that color that they should get.

Mrs. Fred B. Easton, wife of agent at Bradley, S. Dak., is spending a three months' vacation in California. She plans to return to Bradley the latter part of September.

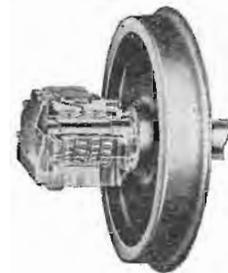
J. E. Felker is back on the job as agent at Ramona, S. Dak., after taking treatments at Rochester, Minn., for about three weeks.

Mrs. H. R. Laugen, wife of agent at Jackson, Minn., returned to Jackson on Aug. 1st after spending a seven week vacation visiting relatives and friends in California.

On account of the increased volume of business this fall in the movement of carloads of grain to the terminals, it was decided to put a patrol train back into service again between Fulda, Minn., and Jackson. We all hope that business will warrant this train as a permanent fixture.

In looking over the Traffic Tip Bulletin for the month of July, 1938, I notice that not a single employe from the SM west has

LEADING THE WORLD IN PERFORMANCE



The development of American railroad transportation is something to wonder at. In mileage covered, loads hauled and speeds attained the railroads of this country are far ahead of any others in the world. They also lead in the development of new equipment and in provision for passengers' comfort. The constantly increasing use of TIMKEN Bearings in modern locomotives, cars and streamlined trains is one of the most important factors of this progressiveness.

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SUPERIOR 0065

448 N. Wells St.

Chicago, Ill.

sent in a traffic tip card. Let's all get behind this and push it and see if we can put the SM west in the lead. There surely is a lot of prospective business that we can go after. Let's get behind it and push it, everyone of us. I know that we will get results.

Jack Theophilus of Granada, Minn., accompanied by his brother Owen of Jackson paid their father a visit on July 31st at Howard, S. Dak. They returned to their respective homes late Sunday night, July 31st.

R. M. Olson, agent at Albert Lea, Minn., and the local chairman of the ORT, paid a short visit with all of the employes on the SM west the last week in July. He resumed his duties at Albert Lea as agent on Aug. 1st.

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

Nora B. Decco

QUITE a few important notes demanding they be first out this month. Oh, sure, all right. Operator Williard, who lives over at White Sulphur Springs a good part of the time, came over to our division and worked a few weeks and looked things over and says to himself, "no reason why I can't sit in on one of these train dispatcher jobs," so being from Missouri, he got right busy, "messed around" with a few items from the train sheet, shook hands with the chief and the train master, says "howdy" to the superintendent and is a train dispatcher . . . knows all the boys by their first names and is working on the Northern Montana Division. We offer our congratulations to Mr. Williard and when the next time card comes out will expect to see his name thereon.

Mr. E. R. Stevens who has been traveling engineer on this and the Missoula division for a good many years, has retired. He took a short trip east and is much better in health than when he left here. He has now gone to the Coast to live. Mr. Percy G. Harnock of Deer Lodge has been appointed traveling engineer in place of Mr. Stevens. Mr. W. E. Brautigan of the Deer Lodge round house was acting traveling engineer during Mr. Stevens' absence from the division. We are sorry to see Mr. Stevens leave the division, he was a popular official and well liked by everyone; we trust he will enjoy a long vacation for many years to come. We also give our very best wishes to Mr. Harnock in his new position and congratulate him on this promotion.

So now the next thing is which was the most important, former President Hoover down to the Gateway the sixth of August or the get-together anniversary meeting of the local lodge of the Order of Railway Conductors . . . well, we know where the most noise was—one guess.

Mr. Hoover was up at West Yellowstone where he had arrived the evening before after a fishing trip with the Four Horsemen of National Fame whose lodge on the Madison has long been a popular meeting place of them and Mr. Hoover as well as other famous and nationally known men, and there were a lot more people at the Gallatin Gateway Inn to see and hear him that afternoon than at the conductors' meeting but there was more doing at the latter place. That is what we heard at least, not knowing exactly where the conductors' party was, but as dusk approached, and with our new shoes all shined up and our new dress on and our invitation in our hand, we sallied forth looking for the party, went right by the place several times, once on the opposite side of the street, but from the sound of good clean fun coming out all the doors and windows, we could not think it would be those staid, work-a-day folks we knew so well, who never smiled or spoke unless spoken to; alas, we missed something, I'll say, plenty of eats, etc. . . . plenty of everything, including Ernie Gray at the drums . . . he played all the notes there were in the book before him, and

some that were not there. I know, because he said so.

Mrs. Barnard, wife of third trick operator Barnard, Three Forks, has gone to Seattle to visit her daughter for a few weeks.

Operator Miles at Harlowton took her vacation first of July and was relieved by Doc Byrne from the Baxter hotel at Bozeman who returned to Bozeman again after Mrs. Miles came back to work. Operator Mattson, who worked at Three Forks during July, went to Lewistown to work after agent Rector came back to work again.

Two new operators have been hired and sent to the Northern Montana division, one to Lewistown and one to Denton.

Operator Mattson relieved at Butte Yard during the absence of Dave Goggin who was off a week account of the death of his sister. We extend our sympathy to Mr. Goggin.

Conductor Spayde received word of the death of his father, Frank Spayde, in Garner, Iowa, July 28th, and we extend our sincere sympathy to this family.

Engineer Flynn has returned to the division after an enjoyable trip with relatives and friends, both at Coast points and in nearby states. Son Billy also came home just at the right time and the family went through Yellowstone in addition to other trips taken.

A wedding of interest to our division was that of Stanley Winn, son of engineer and Mrs. Sam Winn of Dee Lodge, and Miss Ruby Sjoldal, daughter of Mr. and Mrs. Odin Sjoldal of Havre, Mont., August 6th. Mrs. Winn is a graduate of Northern Montana College and one of Havre's most popular young women, and Mr. Winn, a graduate of the State University, is at present connected with the National Youth administration, where they will make their home. We extend to them our most sincere wishes for happiness.

Mrs. Chester Bales has gone to Los Angeles to see her brother, Wm. Sauer, a Rocky Mountain fireman who is very ill in the hospital there; word was received here that he was in a serious condition after an operation. Chester Bales has been called to the Northern Montana division running for the balance of the summer and fall wheat crop rush.

Mrs. Shook, wife of the car foreman at Avery, passed through enroute home from a trip to various parts of the state. Mrs. Shook was at one time one of Three Forks' good-looking young women, and will say, we don't think she has changed much.

Roadmaster Art Jersey has been on the sick list the past month; he was in the hospital at Bozeman for a few days and is now taking things easy at the ranch near Toston. This will give him time also to look over the dam situation in that territory and also hoe the dahlias for which he is locally famous. Mr. G. R. Moats of



Marlene Gladys Johnson, Granddaughter, Car Repairer John Haugen, Butte.

the Missoula division is acting roadmaster while Mr. Jersey is resting.

Mrs. E. V. Bennett, wife of fireman Bennett, is greatly improved from a major operation last of July in Bozeman and expects to soon be home again. We will all be glad to see her back again as Mrs. Bennett has been very sick.

Mrs. E. Heier is about ready to return home again after a long illness in the hospital. Mrs. Heier underwent a very serious operation and we are glad to know she will be greatly improved in health hereafter. Her sister from Los Angeles spent some time here during Mrs. Heier's illness, and has now returned home as she is a teacher in the high school in that city.

Mrs. Pogreba, wife of conductor Pogreba, has gone to Texas and Missouri and will return home via Kansas City and Chicago. She will be gone about three weeks and Mr. Pogreba and Russell will no doubt meet the train somewhere east of here to be sure she doesn't keep on westward. Batching is all right but you soon get enough of it.

Good Old Dubuque Shops

Lucille Millar

OUR sympathy to Mr. L. A. Schuster, whose mother passed away in Rochester, Minn., on July 25th after a brief illness.

"Grandpa" Louis Swift Hauth is beaming over his new title.

We always knew that "pigs is pigs," but now it seems that the two Fritzes (Homan and Hacker) have discovered that "pigeons is pigeons."

Ask Walter Keck when "whitewash is not whitewash," and he'll answer, "when it's water, and I'm still looking for the guy"; the answer is, "Fritz" (the talkative one), is my guess.

At the 150th Anniversary Celebration, "Under Five Flags," a stirring spectacle of historic Dubuque, our railroad is represented with some up-to-the-minute air conditioned passenger coaches. It is a fine display, and the many who are attracted to it are loud in their praises. Thousands of out of town visitors are attracted to Dubuque this week for the above celebration. Have you heard of our "Puddle Jumpers,"

The "thirteen errors" boys?

Why, it's our Milwaukee baseball team,

(They're just a bunch of noise!)

Fred Taft is a second "Chance" (?) guy,

As first base he holds down,

Horsfall is the umpire—and

On decisions he's a clown!

In one game Fielder Nelson

Did a "Corrigan," sure enough—

In the opposite direction

Was the way he did his stuff.

The game took on a rural note—

(Wasn't there, but they do say);

Pitcher Keating took a little nap

And dreamt he was pitching hay.

Then Eckstein to the rescue,

And with his puny right

Pitched in real slow motion—

They knocked it out of sight.

Last game reported:

The team (if you'd call it such)

Played at Savanna—

Took their beating and came home—

If they win a game, we're betting

'Twill be at the Old Folks' Home!

This little "skit" is called "My Vacation" (I hope you like it):

I had a nice vacation away down Boston way; saluted all the monuments and washed my tootsies in the bay. I wandered through Sleepy Hollow, where Emerson and Thoreau sleep; saw Longfellow's home in Cambridge, and at Salem took a peek at the house of the seven gables, the witch-house and dungeon deep. I saw Plymouth and old Miles Standish and the house which Priscilla did keep for "speak for yourself, John Alden," and Gloucester, where fishing is deep.

In memory of Mrs. E. H. Johnson: "Katie," when you were with us here in Dubuque a few years ago we learned to love you, and in the several cities and towns who have lived those who knew you

loved you. And now He has transferred you to a permanent Place and we are sure your present companions love you, but "Katie," we'll always be missing you "till we meet again."

Milwaukee Terminals

G. W. E.

YARDMAN Fred Borden, who has been confined to the hospital for the past three months with illness, is slowly recovering and we hope to see him back with us soon.

Engineer Charles D. Pulford, with a party of friends, visited the shops and roundhouse July 26th. He is just fine thank you.

Engineer Guy W. Rhoda returned July 29th from his vacation on his estate up in the north Wisconsin woods.

Engineers Wm. L. Crowley and Harry E. Duer left July 15th on a vacation and business trip to Alaska. They arrived home August 8th.

One of the finest, if not the finest office on the Milwaukee Road is the new roundhouse office at Milwaukee Shops. Clean, noiseless and air conditioned with steel lockers for the enginemen. It is appreciated by the officers and men who use it.

Yardman Michael E. Markert died at his home in West Allis, July 22nd, after an illness of two weeks. He was a member of the Veteran Employees Association and the Brotherhood of Railroad Trainmen. He was a loyal employe of the Milwaukee Road for over fifty years and a fine man. He retired about six months ago. He is survived by three sons and two daughters. Funeral 2:00 p. m., July 25th. Interment Valhalla cemetery.

Machinist William Ewart died at his home, 921 South 35th St., July 27th. He was a member of the Veteran Employees Association with 42 years of continuous service with the Milwaukee Road. He is survived by his wife and two daughters. Funeral services and cremation at Forest Home cemetery, 2:00 p. m., July 30th.

General foreman F. L. King returned from his vacation July 29th. North Wisconsin, Iowa and Chicago were some of the places visited. By that smile he brought home with him you can tell he had a good time and is feeling 100%.

Capt. John H. McKane (enr. Milw. Ter.) and his sister, Miss Mary A. McKane (clerk accounting office) left on their vacation in New Orleans, July 30th, where they will visit a brother. A card from Capt. McKane advises that they are now visiting at Pensacola, Florida, and that he was never as homesick as when they arrived at Pensacola and were greeted by a band playing, "THE GIRL I LEFT BEHIND ME."

Roundhouse foreman of boilers E. S. Peters returned from his vacation at Long Lake, Wisconsin, August 1st. He tells us about the big fish in Long Lake, but as yet we have not seen those pictures of the big ones he caught.

Machinist John W. Allen died at his home, 405 North 39th St., July 27th, after an illness of two months. He was a member of the Veteran Employees Association and a faithful employe for forty years. He was a mighty fine fellow and had a host of friends. He is survived by his wife, one brother and one sister. Funeral from funeral home of J. N. O'Boyle Co., to St. Rose's church, 9:30 a. m., July 30th. Interment Holy Cross cemetery.

Chief caller second trick Howard (DUTCH) Zuehl and family have just returned from a vacation of a month visiting at Vancouver, Seattle, Oakland, San Francisco and Los Angeles. As they had never been west of Waukesha this was quite a trip for them.

At the fifty-fifth annual encampment of the Sons of Union Veterans of the Civil War at Milwaukee, June 26th-29th, Yardman Roy R. Lewis, was elected commander of the Wisconsin Department. He has held every office in the department and is now the right man in the right place. Congratulations Roy.

Weighmaster and Mrs. Fred E. Butz have moved into their new home at 1737



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Because
Accidents and illness occur.

Because
YOUR turn may be next.

Because
When it comes — YOUR
PAY STOPS.

Because
The CONTINENTAL will
pay for your LOST TIME.
(No lodge to join — no initiation
fee — no policy fee — easy
payments.)

CONTINENTAL CASUALTY COMPANY
(The Railroad Man's Company)
CHICAGO TORONTO
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PROTECT YOUR FEET with **SAFETY FIRST SHOES**

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available thru your local
storekeeper.

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SHOE COMPANY**
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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.

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Organized 1903
WE SPECIALIZE
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Protection for
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CREOSOTED
MATERIALS

and

COAL TAR
PRODUCTS



Republic Creosoting Co.
Minneapolis

LUMBER
PILING—TIES

and

MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago

North 32nd St., and one of the nicest homes on the west side.

Engineer John W. Gleason received his 45-year button and engineer Milton (BINGO) Weffer received his 35-year button from the Veteran Employees Association, August 1st.

Chief caller first trick Fred C. and Mrs. Williams returned from their vacation trip to California and the west, August 6th.

Engineer G. J. (HAPPY) McKenna has so far recovered from his recent illness that he is taking the shower baths at Clybourn St. We hope to see him with us soon.

Yardmaster Wm. (BE ALIVE) Cahill has been substituting at the Cut-off for the past month for A. J. Reiss who is on vacation in the west.

Pipefitter H. J. Horsch returned to work August 9th after being confined to the hospital at the Soldiers Home for six months.

Turntable operator George Gibson in house 1 became a grandpa for the 14th time on August 1st, it is reported. At any rate he is giving out good cigars the past week.

Twin City Terminals Locomotive and Stores Departments
N. A. H.

MRS. IDA LUNDBURG, wife of Mr. Charles Lundburg, former roundhouse foreman at Minneapolis and St. Paul roundhouses, passed away at Galesburg, Ill. She was a resident of Minneapolis 20 years and was a member of Daylight Chapter, O. E. S. Our most sincere sympathy is extended to Mr. Lundburg and his daughter, Mrs. Arthur C. Strachauer of Minneapolis.

Flying grandmother, Mrs. Elizabeth Jones, 91 years, and mother-in-law of River Division Engineer George Ubl, has joined the ranks of enthusiastic flying grandmothers. Mrs. Jones took her first airplane ride, arriving in Minneapolis from Chicago, "thrilled to death." She says "I got a huge kick out of it and can hardly wait till I can go some place by plane again. It was the most fun I've had in ages." Mr. Ubl's son Myron is connected with the Northwest Air Line.



Our thanks to Mr. Charles E. Haack at Mound, Minn., for all the beautiful peonies

and iris he so generously shared with his friends. This picture shows him, with his wife, among his beautiful peony beds. Mr. Haack is now enjoying his home to the fullest extent, having taken the retirement pension.

This is James Lincoln Hauser, two years of age, grandson of asst. roundhouse foreman, H. M. Hauser, of South Minneapolis roundhouse.

Mr. Wayne Henderson, roundhouse foreman, South Minneapolis, spent a wonderful two weeks' vacation hither and thither and returned well satisfied.

News from Council Bluffs Terminal

Vernon C. Williams

SWITCHMAN Joe Kernan and wife left for Oakland, Calif., the middle of July for a couple of weeks basking in the famous California sun. A sore back won't work very well with suspenders, Joe.

An over-grown Maroon Packard with the Hilburn family attached was seen returning from up Yellowstone way a couple of weeks ago, and I really pity the mid-night switchcrew. I will admit, however, that outfit can switch box cars, but I fear Fishing Bridge and Old Faithful would blush from modesty if they could listen in on some of the tall tales that will now be told. At least for twenty minutes each morning around four a. m. Take it easy, Val. Take it easy.

Those boys in our esteemed Omaha office won't put out much, but from what I can gather Emery Davis, chief clerk, left about June 16th, on his rest cure. I imagine he went up into New York State, and it listens like "Shrill" Dugan's voice on the 'phone, so I suppose he is taking charge while our Davy is away. I dunno. I'm just supposing. Loosen up, men.

A "GOOD NEWS PROGRAM" we all like to hear. The Butler Welsh Grain Co., leasing our Gateway Elevator, is developing into one of the busiest bins in town. With almost a hundred per cent increase in loadings this year; an enlargement program is now being aired around, which looks very favorable on the upward trend side of the recession.

More glad tidings, for at least a select few. The weather—for while the temperature has been below normal this year dispositions have gone up. Especially for rope chewing Frank Colburn, boss of the 6:30 a. m. switch engine, who finally has the beet-red look off his face now that the elongated B. V. D.'s get a chance to cool off.

Lawrence E. Underwood, our local Daniel Webster, was observed on the lead the other 3 a. m. swatting the pesky skeeters with all fours, and when questioned if they grew them that big and ornery down Kansas City way where he used to rattle for the Santa Fe, he didn't explode with his famous quips for once. 'Smatter, Red? Can't you take it? I hear camphor is good.

Carl Schonberg wishes to advise his softball team has won a game at long last. Old Baldy will strut now. Watch that red chalk over there, Ted.

Switchman Art Skelton and family left

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for a trip to the West Coast via Denver and Frisco, returning to work the latter part of July and reporting a grand time.

Frank Benton, checker at the freight house, suddenly passed away at his home Sunday, Aug. 14th, of a heart attack. He had worked as caller and trucker for the past twenty years, and his passing will call to mind the faithful and patient worker to all of those who came in contact with him. Our heartfelt sympathy is extended to his family.

To all the Veterans attending the annual reunion: From those of us that are not fortunate enough to be able to attend this wonderful get-together, lots of luck and all of you have a good time, and bear in mind a small excerpt from Edgar A. Guest:

"As time wears on and the years roll by,
Remember best, a last good-bye—
To those who have wished us well. For
This is my way, of trying to say,
Old friends, a fond farewell."

Coast Division

J. F. Bryan is relieving on the job vacated by Leonard Johnson's death in the district accountant's office, until it is filled by bulletin.

Bob Shipley and his wife recently surprised everybody by coming out as the owners of a brand-new Chevrolet car, the joke being that they had used it for three months before anybody noticed the new car. Bob, by the way is gaining in good looks recently by reducing his avoirdupois.

Charles Tokley, of the district accountant's office, after trying out renting for five years, has now become the proud owner of a modern home at 3019 North 12th Street, Tacoma. Congratulations and may it prove a good investment. His son, Howard Tokley, is taking advantage of the summer vacation to visit his grandmother at Deer Lodge.

Mel Kongsli, yardmaster on the second trick, is off on his vacation which he will spend largely at Ruby Beach. Art Palmer is in his place. Howard Montague, general yardmaster, is going on his vacation on the 18th of August; with Mrs. Montague he will visit Portland and Salt Lake City. Mel Kongsli will be in his place. Pleasant vacations!

Mrs. E. T. Brewster and son, Jimmie, wife of E. T. Brewster of the district accountant's office, have gone to Miles City for a few weeks visit with her sister, Mrs. Malvaney.

After putting in his vacation painting his house, chief train dispatcher Tom Corbett is again on the job, refreshed and ready for action. The only drawback is that he has already acquired fame as a painter and is now being flooded with inquiries as to his price.

Ray Powels also took four weeks' vacation, but he merely put in the time at his country estate on Lake Tanwax, fishing, eating and watching the kids play—an ideal vacation, we should say.

Ruth Phelps, of the district accountant's office, put in two days of her vacation in driving around the Olympic Peninsula, including a detour to La Push.

Don Buchanan, warehouseman at Seattle, retired August 1st. Here's wishing him a long life of retirement.

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W. M. Eshelman and wife, of the district accountant's office, are enjoying a visit from her sister, Mrs. B. L. Wehmhoff, of Chevy Chase, Maryland, and her daughter, Mary Jane, her son Bruce and his wife. After leaving here they will go to Yellowstone Park via Gallatin Gateway. Up to Tacoma they had already driven 3,800 miles!

C. J. Delin, of the Tacoma yard office, is enjoying a vacation camping with his family at Lake Surprise.

E. C. Williams came back from Everett and is again working out of Tacoma.

Tubby (Arthur) Gleb, of the warehouse force, is back again, fat and smiling as always. He had a wonderful trip to the East, as far as New York, but was as glad to get back to Tacoma as we are to see him back. That will be enough now for three years.

Guy Bell, of the superintendent's office, is shooting some wonderful golf recently; he made 72 at Meadow Park, which is marvelous. He has already eliminated the present Meadow Park champion and is now in the finals for that course. We expect to hear great things of him.

Piety

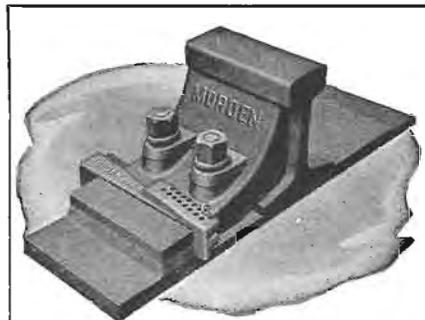
A young flyer officer, stationed somewhere near Egypt, while flying near the Great Pyramids, carrying out exercises in navigation and working with a sextant to discover his exact position, suddenly turned to the pilot and said, "Take off your hat."

"Why?" asked the pilot.

"Because, according to my calculations, we are now inside St. Paul's Cathedral."



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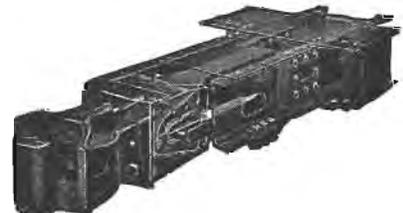
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The use of these columns is FREE to members of the MILWAUKEE ROAD family who have personal property to exchange or sell. Ads must reach the Editor not later than the 15th of the month. Your name and the department for which you work must be sent in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

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

FOR SALE—Stamps. Send stamped addressed envelope and 2 three cent stamps for 50 all different U. S. A., or 50 different stamps from 25 different countries. Both packets for 4 three cent stamps. Edward A. Ashley, Canton, South Dakota.

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

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

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

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

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

M. P. MUSIL
KIMBALL, SOUTH DAKOTA

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

Would like to sell a Signet Model Royal portable typewriter, with case. Would consider a trade for a portable machine of different model. Marc Green, Room 286, Union Station or 6437 Kimbark Ave., Apartment 501, Tel.: Dorchester 9410.

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

FOR SALE: Two outstanding male English Bull Dog puppies, sired by Tri International Champion Basford Ideal, ex Peaceful Pansy O'Puglist. (AKC 16402). Something very unusual. Wonderful pets and watch dogs. Priced very reasonable, quality considered. F. L. Costello, 521 W. 16th St., Sioux City, Ia.

FOR SALE: Lot, 50 by 150 ft. in Downer's Grove, Liberty Park Subdivision, located about 3 blocks from Ogden Ave. Chance to buy some good property reasonable. Priv. party. Call Spaulding 0366.—Chicago.

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

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

220 ACRES — Timberland — Baker County, Florida—near R. R. town of Eddy—about 35 miles to Jacksonville. Will sell cheap for cash—or trade for small farm or town property in Wis., Ill., Mich. or what have you to offer in exchange.

M. P. MUSIL
KIMBALL, SOUTH DAKOTA

FOR SALE: One-half acre, all lake frontage, 3 room cottage, boat on Mirror Lake, Wis., near the Dells. Price, \$1,200 terms. J. P. Garry, Bensenville, Ill.

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

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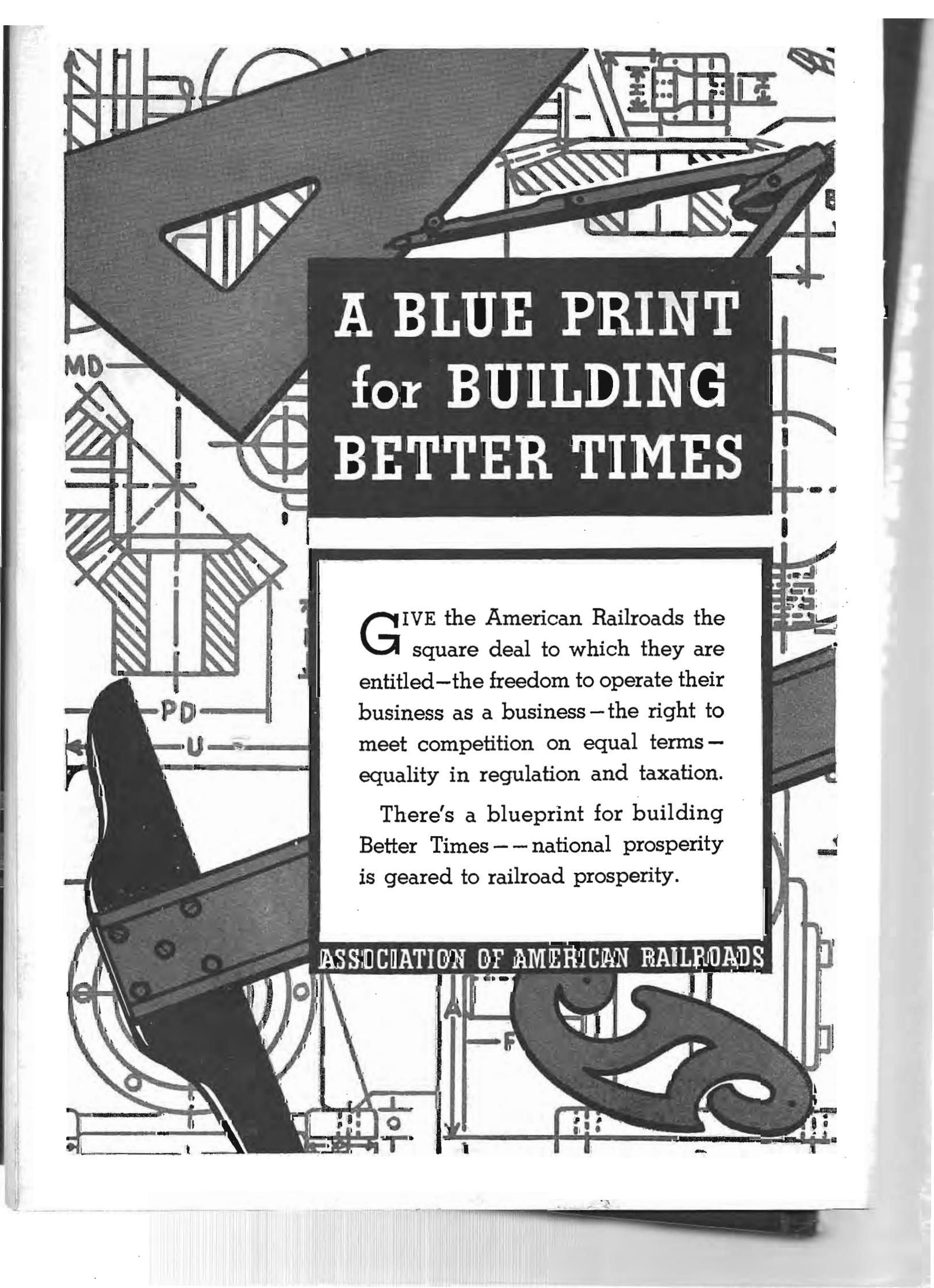
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