

The Milwaukee Magazine



October, 1940

About Traffic Tips

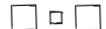
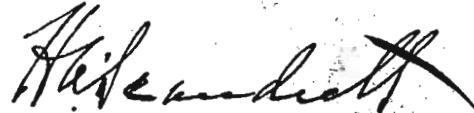
The month of August, 1940, completed the first four months of the third year of the Traffic Tip plan and a tabulation of the tips sent in during these four months shows a substantial increase over the same four months period of 1939, which, in turn, was better than the same period in 1938.

There have been ups and downs in tip returns during the 28 months since the tip program was launched, but on the whole the plan has shown very satisfactory progress, reflecting the work of new tippers as well as the continued activity of tippers who have been identified with the movement since its inception.

Service Clubs have accomplished a great deal by urging their members to become active tippers. We are relying upon these Clubs to continue their fine cooperative efforts, and our faith is supported by the evidence of increased activity as shown by Service Club minutes.

The 60,000 tips so far received have been sent in by 9,800 Milwaukee Road people, — about one-third of the men and women on the payroll of this railroad. They have done an important job remarkably well. How about the remaining two-thirds who have taken no part in this plan? Perhaps they need help and encouragement from those who have been successfully using tip cards. If each of our present tippers will help enlist one or two new tippers, it will not be long before a majority on this railroad will be Traffic Tippers, each one knowing the satisfaction that comes from doing his part.

Helping to sell the services of our railroad is the job of each of us. When each of us realizes the importance of this phase of his job, and acts, we will produce a tremendous increase in tips.



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

Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees	Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees
Milwaukee Division	325	87	33.6	Iowa Division	33	53	6.4
Madison Division	179	12	26.7	Iowa & S. Minnesota Div....	19	30	6.2
Iowa and Dakota Div.....	290	103	26.3	Rocky Mountain Div.....	45	5	5.8
Dubuque and Illinois.....	81	128	16.7	Coast Division	65	12	5.2
Seattle Gen. Offices.....	38	9	14.8	La Crosse and River Div....	84	22	5.1
Terre Haute Div.....	3	112	13.4	Kansas City Div.....	14	20	4.6
Superior Division	25	50	12.9	Milwaukee Terminals	100	37	3.5
Hastings and Dakota Div...	100	30	12.8	Twin City Terminals.....	60	11	3.4
Chicago General Offices...	108	58	9.9	Chicago Terminals	28	37	2.2
Trans-Missouri Div.	46	14	6.6	Miscellaneous	2	0.3
TOTALS.....					1,643	832	9.2

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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MARC GREEN,
Editor

A. G. DUPUIS,
Manager

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Appointments

Effective September 16, 1940:

W. B. Conradi was appointed Division Freight and Passenger Agent at Terre Haute, Ind., succeeding P. M. Fagan, who is retiring after many years of efficient and loyal service.

F. K. Beem was appointed Special Coal Agent with headquarters at Cincinnati, Ohio, succeeding W. B. Conradi, promoted.

G. W. Larson was appointed Traveling Freight and Passenger Agent with headquarters at Salt Lake City, Utah, succeeding O. T. Burton, resigned.

The Magazine, the Railroad and You

EDITORIALLY, THE MILWAUKEE MAGAZINE usually confines itself to material of important concern to those responsible for the proper running of the country's railroads. That includes all of us on the payroll of The Milwaukee Road.

The subjects are of significance and all of us have come to regard them accordingly. It is the intention of this publication to continue, whenever possible, this policy designed to keep us conversant with the complex facts which enshroud the transportation industry and our railroad in particular.

We know that our railroad provides unexcelled transportation service and that the readers of The Milwaukee Magazine are competent railroad people. We know, too, that we are all fighting side by side in the uphill struggle against competitive transportation agencies that have access to the public pocketbook. None of us needs to be told of the importance the outcome will have on us. This magazine will continue to keep its readers informed of the battle's progress, and supply them with an occasional paragraph that may well point the way to eventual victory.

Thirty thousand people are capable of generating tremendous voltage in good will and friendship—and the good will and friendship of the public are the greatest assets any business can have. The fact is, these are more than just business assets. They are the qualities that make life worth the perspiration; the cultivation of these qualities contributes to a high and desirable degree of pride in oneself. Plainly speaking, it makes a better man of you and breathes meaning into the words of the scribe who scrivened:

"I don't want to stand, with the setting sun,
And hate myself for the things I've done;
I want to go out with my head erect;
I want to deserve all men's respect."

We all stand to gain from friendships made. No friendship is too small to cultivate. The fellow in overalls whose kindly attitude and desire to serve those he meets both on and off the railroad premises is doing just as important a job of cultivating friendship and good will as the executive who takes his customer to lunch and lets the \$1.50 Blue Plate speak for itself.

And there are a lot more fellows in overalls on the railroad than there are executives.

Proposed Congressional Control of State Highways

AN ingenious scheme to lodge control of all highways with Congress, instead of leaving such control locally in the states, is proposed in a recent recommendation of a hand-picked sub-committee to the Congressional Committee on "Interstate Trade Barriers." The scheme simply is that Congress so amend the Federal Act for Highways Authorizations Act that "after the next regular meeting of its legislature, no state shall participate in the federal aid fund which shall not have adopted the uniform weights, measurements, and specifications for all motor vehicles that shall travel federal-aid highways, as set up in the act and until it shall have adopted the uniform highways code as provided therein."

Organized trucking interests have been trying, unsuccessfully, for years to induce the several state legislatures to enact laws imposing uniform weight, height, and length provisions. The states have declined, in most instances, to go along with the idea for the reason that highway and other physical conditions vary so greatly in many states that it has been concluded local regulations should be established to fit conditions local to each state. The "trade barrier" ballyhoo now will be used to secure action by Congress to set up a uniform code for the entire country, and to enforce it by threatening states with loss of federal aid funds,

if they do not go along with it. The new scheme, after all, is nothing more than another proposal of abridgement of state rights.

What Upper Mississippi Waterway Costs Taxpayers

ALMOST \$15,000,000 in cash furnished by the taxpayers is being expended on the Upper Mississippi Waterway during the current fiscal year. Less than \$12,500,000 of that amount is for new work. The rest is for maintenance, operation and care. So, without considering the interest on the tremendous sum of public money invested in improvement of the waterway for navigation, the out-of-pocket cost to taxpayers of navigation on the Upper Mississippi this fiscal year will be about \$2,500,000. That figure, however, does not include allowance for local taxpayers, losses on municipally built and owned water terminals at various points on the river above St. Louis. At the beginning of the 1940 fiscal year, total expenditures of federal money in improvement of the Mississippi for navigation purposes, from Minneapolis to the mouth of the Missouri, amounted to \$205,529,971.

Amounts spent on new work in the 1940 fiscal year, plus amounts authorized for the succeeding year, will bring the total federal investment in the Upper Mississippi Waterway to upwards of \$35,000 a river mile. No interest on that investment is charged as part of the cost of transportation on the waterway. But the cost to the taxpayers does not end with putting up the money to provide the waterway. Improvement of the waterway involved provision of a series of 26 locks and dams, in addition to the other new work in connection with dredging and channel control. These locks and dams must be maintained and operated. When the project was authorized, it was estimated that their operation, maintenance and care would cost \$1,805,000 a year.

It is significant that the authorization of expenditures for these purposes in the fiscal year 1941 is over \$2,500,000, or almost one-third more than the estimate. It also is interesting to note that the total cost of new work, when the project was undertaken, was estimated at \$170,000,000. More than that amount now has been expended on new work, including that now authorized for the fiscal year 1941, and the project is not complete.

What it all adds up to is that, when it is complete, taxpayers will have an investment of something like \$35,000 to \$40,000 a river mile of federal money in a waterway project on which they will have to spend over \$4,000 a river mile annually to operate and maintain, and which will be open to navigation approximately half the year.

The Milwaukee Road Hauls Weather

HOLLYWOOD'S WINTER SCENES COME OUT OF MILWAUKEE



WE thought you might like to know that the motion picture industry could not indulge its penchant for winter scenes, with heroines floundering about in snow up to their eyes, if it were not for the Chas. A. Krause Milling Co. of Milwaukee—and The Milwaukee Road.

If you should ever see an Iowa farmer loading a Milwaukee car with white corn and wonder where it is going and why anyone would be so particular as to require that his corn be all white; and, if you grow curious when the movie snow storm gets pretty thick and folks start walking hither and yon with what appears to be the genuine article all over their shoulders and hats, it may be a comfort to know that the white corn you saw loaded into the car and the realistic flakes you see on the screen are all the same.

Right midway between those two incongruous tableaux stands the Krause Milling Co. It is one of the country's largest milling companies, engaged in the perfectly sober business of turning out various corn products, but now and then it succumbs to a flight of fancy and makes artificial snow. And The Milwaukee Road hauls a large percentage of it.

Uses to Which Rare Product Is Put

Until one gives a little thought to the subject, he does not realize the great demand there is for such a commodity.

These two pictures demonstrate uses to which the Krause Company's "snow" is put. They are from the Paramount picture, "Rhythm on the River," with Bing Crosby, Mary Martin, and Basil Rathbone. The ice shown in the lower picture is made from wheat paste, another Krause product.



It would seem that Hollywood would be the exclusive user, but that is not the case. A great deal of it, labelled Art Snow, or Hollywood Snow, is sent to New York City and other large cities for use in window displays, photographic and advertising studios. Department stores sell fur coats and winter sports goods with its picturesque assistance. Travel agencies credit it with sending folks kiting to the North Country in the Winter. The studio photographer puts it to profitable use, the legitimate stage uses this glorified corn with such skill that the audience's power of suggestion very nearly freezes it tight to its reserved seat.

By now you likely realize that you were mistaken in your belief that marital difficulty is the only considerable by-product of corn.

Here's How

As far as anyone seems to know, the Krause Milling Co. is the world's sole manufacturer of this type of snow—the kind that actually looks like and falls like the real McCoy. There is, of course, the mica product that is used for purposes of sparkle, but there is nothing like Hollywood Snow if you want weather deep enough to wade in. The manufacturing process was figured out by the Krause people:

When the corn is received, it is treated rather roughly, with the result that at the end of a thorough heating and soaking it has been divested of its hard shell and core. To all intents and purposes it is hominy. It is then dumped upon a bed of heated steel rollers which have been set to roll the corn out in a sheet of desired thickness. By the time

it has come from between the rollers it has lost its identity completely. It looks no more like a grain of corn than does a sheet of tissue paper.

These extremely thin sheets are then put through machines which cut the flakes into sizes, after which the corn is blown into a bin where it floats slowly to the floor, eagerly previewing its new function in life.

The difference in thickness and size are made chiefly for the motion picture trade. If the story calls for an ultra-picturesque scene with falling snow, large, photographic flakes are used. That kind is also well adapted to use in snow

(Continued on page 15)

AFTER many years of efficient and loyal service, said the September issue of the Magazine, W. F. Cody is retiring. Any one who has known Bill Cody will agree that it simply would not do for him to terminate his 54 years with The Milwaukee Road and not be given more of a send-off than a routine understatement.

The chief thing wrong with the announcement was that it lacked perspective. It made no mention of Mr. Cody as a personality whose life has been so completely intertwined with the history of our railroad that a great many people probably have not figured out yet whether The Milwaukee Road made Bill Cody or Mr. Cody made the railroad. To a considerable extent the latter is true—especially on the Iowa and Dakota Division where he served as division freight and passenger agent for 32 years prior to his retirement the first of September.

The reason Mr. Cody is somewhat younger than you would expect a veteran-twice-over-and-then-some to be (he just turned 72 on September 24) is because he started railroading with the Milwaukee when he was a youngster of 18. He liked it so well, he said, that he stayed with it and never worked for any other road or in any other business.

It was in 1886 that he left his father's farm at Spring Green, Wis., and became a sort of itinerant operator up and down the lines that are now part of the I&D division. During 1891 he served as agent at Ionia, Ia.; from 1892 until 1926 he was agent at Ossian, Ia.; and from 1896 until 1900 he occupied the same position at Marquette, Ia. In 1900 Mr. Cody went to Dubuque as agent and in 1908 left there to take over as DF&PA at Mason City.

He has been in Mason City ever since and will, in all probability, continue to live there, as he owns a fine home in that thriving town and would feel pretty much "out of socket" anywhere else.



Mr. Cody returns to his former office long enough to pose for a picture with Rex Prescription.

W. F. Cody Retires

MASON CITY'S DF&PA FEELS 54 YEARS ARE ENOUGH

The boy who left the farm at Spring Green, Wis., in 1886 because he felt more like a railroader than a farmer, is now owner of the paternal acres—480 of them. Mr. Cody said he would have to devote more time to it in the

Mr. and Mrs. W. F. Cody and Rex at their home in Mason City.



future, but it was apparent that he was not quite sure how to go about it. "It's a dairy farm," he explained, "and I couldn't milk a cow if I had to."

Mr. Cody's years spent "tramping up and down 1,500 miles of track," as he expressed it, have been very fruitful ones. It would be hard to find a man on this railroad or any other who has more friends and who knows more people. They have, apparently, an appreciation of his outstanding quality—real sincerity and honesty with a pleasant wit for seasoning:

Mr. Cody's love for animals has, perhaps, done more

by way of making a personality of the man than any other single thing. Rex, his pure-blooded Belgian shepherd dog, has been close to his master's heels for the last four years; before that it was a cat.

Rex (whose full name is Rex Prescription) has been having a little difficulty since the first of September be-

cause he can't get used to seeing Mr. Cody at home so much. When his master was still on the job, Rex developed the habit of going to Mr. Cody's bed at least twice a night to see whether he was there or not.

And, judging by his master's obvious itch to keep his hand in the doings of The Milwaukee Road, Rex is not going to find that bed occupied every night.

Hundreds of lives can be saved each year if motorists will exercise increased care in approaching and passing over highway-railroad grade crossings.

All the bed sheets used by the Pullman Company, if laid end to end, would extend from New York to San Francisco, then to Portland, Oregon, a distance of approximately 3,000 miles.

Telephones are now used for the transmission of train orders for trains operating over 148,248 miles of railroad, compared with 85,107 miles over which the telegraph is used.

Van Maren Takes Over as DF&PA at Mason City

HERE is every reason to believe that the employes at Mason City, Ia., speak for the entire I&D Division and the railroad generally when they say that no one could fill W. J. Cody's position as division freight and passenger agent better than N. P. Van Maren, who was appointed to that position effective September 1.

Mr. Van Maren joined the Milwaukee in 1918 as chief clerk to DF&PA C. E. Hilliker at Des Moines. In 1920 he was made city freight agent there and held that position until 1927 at which time he took over the job of traveling freight and passenger agent, working out of Des Moines. In 1933 he was transferred to Mason City in the same capacity. It was that position he was holding at the time of his recent appointment.

N. P. Van Maren is a friendly man and it is easy to see that he is well liked. It is a testimony to his ability that he has been chosen as Mr. Cody's successor.



N. P. Van Maren

English Refugees Ride the Varsity

WHEN The Varsity pulled out of Chicago Union Station on September 14, it carried three calm but anxious passengers who were completing the last leg of a journey which had started at Brighton, Sussex County, England, about two months earlier and was to end in Madison, Wis.

Mrs. Audrey Langston and her twin boys, Charles and Roger Spencer, had been in Boston a few weeks before starting westward. While there the little boys had had their first birthday; Mrs. Langston, dignified and gracious, appeared to be quite excited over the fact that, as she put it, "The boys came of age in America." She said they had friends in Madison, connected with Wisconsin University, with whom they planned to stay for the duration. Mrs. Lang-

ston's husband is a professor whose work made it necessary for him to remain in England.

Mrs. Langston was too busy with the twins to go into a full-length account of the war, but when asked how things were when she left Brighton, her answer was very casual and matter-of-fact.

"Getting a bit hot," she said.

Mrs. Langston and twin boys, Charles (left) and Roger Spencer. Perhaps it is the other way around.

Chicago Daily News Photo



Double Deck Box Cars Constructed at Milwaukee Shops

SCHEDULED for completion at Milwaukee Shops late in August or early in September were 25 box cars of a new, double deck type modeled after the sample car shown here-with which proved to be a success in trial shipments.

The new car is designed to provide closer approach to a universal freight car in meeting a growing demand for a more flexible means of handling various commodities and mixed loads. The Milwaukee Road's cars are equip-

ped with devices that permit of double or triple deck loading.

The principal new feature is the application of the 144 metal pockets applied to the interior side walls, which can be used as anchorage for cross beams when deck loading is used.

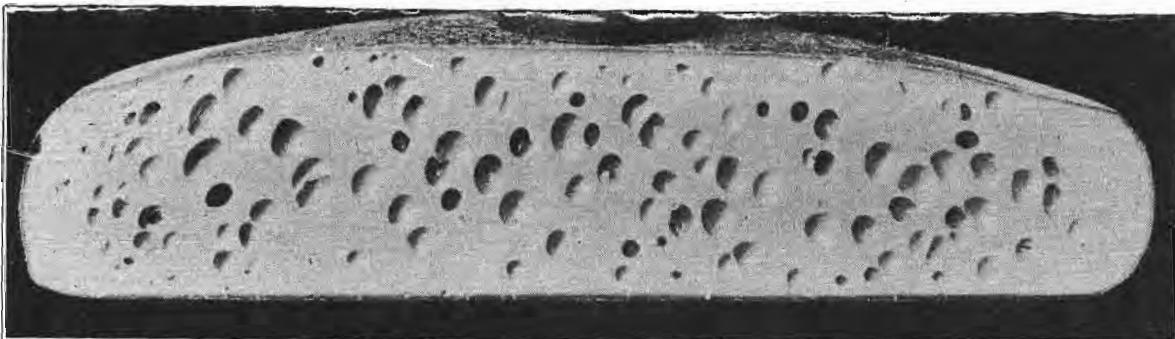
Sample double deck car as it was loaded at Racine, Wis., recently by the J. I. Case Co. Shown from L. to R. are: Mr. Ramsey, agent at Racine; Mr. Phelan, U.P.R.R.; Mr. Scott, perishable freight inspector; Mr. Nystrom, mechanical assistant to chief operating officer; Mr. Bowman, traffic manager, J. I. Case (seated on tractor); Mr. Bryant, U.P.R.R.; unidentified; unidentified; Mr. Deppe, superintendent of Car Department.

These pockets are located at 6 elevations and at 12 intervals on either side of the inside wall of the car. When the supports are in place across the inside width of the car, grain doors or other flooring is laid thereon to provide a second or third deck. When crossbeams are not in use, they are carried in a receptacle underneath the car, and to protect these beams from being stolen a seal pin and seal are applied. The 144 anchor pockets can also be used to hold flexible steel straps which will prevent shifting of the lading, thus eliminating wooden cleats or blocking now generally in use. The design of metal pocket used provides a flush interior and does not interfere with present standard loading methods for bulk or package commodities.

This development will more readily lend itself to split or mixed loads and loading of like commodities when the high piling might crush the lower tiers. The use of metal banding will save cost and time in anchoring the load. Where the rates for tractor loadings for eastern and southern territories are the same regardless of the size of car used and regardless of the weight of load therein, it has been demonstrated that by double decking the loads the 40-foot car will carry an ordinary 50-foot car load. Therefore, since the lighter, 40-foot car is less costly to build and maintain, it should prove adaptable to the general transportation operation.

The ultimate hope is that this equipment will attract new business.





Monroe, Wis., Celebrates Cheese Day

IN Wisconsin every day is cheese day, but in Green County and its county seat, Monroe, Cheese Day is an occasion that calls for capital letters. And, speaking of capitals, it is worth pointing out that Monroe is regarded as the Swiss Cheese Capital of the United States.

Cheese Day has been celebrated once every five years since its birth in 1914. It costs so much to stage it that it can't be afforded any oftener than that—at least not by the thrifty Swiss people in Green County who know how to make and save money, as well as how to make and eat cheese.

This year Cheese Day fell on September 14. It was Saturday and the crowd that jammed the town square and ran off into side streets was estimated by some to be 40,000 and by others to be 50,000 people; there were so many there, at any rate, that a paltry 10,000 more or less could have been swallowed up in the press of the milling multitudes of cheese enthusiasts and never been noticed.

The parade, an hour and a half long, was the outstanding event of the day, as the pictures on this page indicate, but the "cheese lunches" that were being devoured on all sides ran the parade a close second. These lunches were passed around gratis, but people ate them with as much gusto as if they had cost a couple of Swiss francs each. They consisted of a succulent, generous slice of Swiss or limburger cheese, with crackers to match, put up in little cardboard boxes. They gave the affair just the right touch and made everyone go home with a taste for more.



The float at left, carried Green County's veteran cheese makers, all of whom were born in Switzerland and have been making cheese for at least 40 years.

Parade and Lots of Cheese Feature Green County Affair

Although the two types of cheese mentioned above are the chief product of Green County's chief industry, there are many other kinds of natural cheese produced there, and The Milwaukee

by the average Swiss citizen, the Dutch 14.7 pounds, and the Danish citizen's 13.5 pounds. Cheese Day is doing what it can to alter that situation—and those of us who have a palate for cheese are loud in our declaration that the crusade is an almost holy one. And that was not intended to be a pun, at least not at the outset.

On the program at Monroe, Septem-

The new Hiawatha replica, entered in the parade by the Milwaukee Road Post No. 18 of the American Legion, Milwaukee, caused a great deal of excitement.



Road has a considerable interest in all the products of all the plants in the region, as it hauls thousands of tons of that tasty dairy product along its rails to the cheese-hungry world.

In Green County, however, it is felt that the United States is not quite as cheese-hungry as it ought to be; a recent survey indicated that only 37 per cent of the families in this country eat cheese at all. The average individual consumption is about 5.7 pounds yearly, which is pretty low, compared with the 17.7 pounds consumed annually

ber 14, were a great many events beside the parade, most of them with an old-world air. There were bands all over the place, there was music by yodeling societies (in costume), folk dancing, dancing in the streets, cattle shows, and an afternoon and evening program of hilarious entertainment by the WLS Broadcasting Station Players.

Monroe's right to call itself the Swiss
(Continued on page 15)

Gulliver was there, too. He was a pretty fair indication of the scale on which the town of Monroe was doing things.



Development of Columbia Basin Being Planned in Detail

MILWAUKEE ENGINEER HEADS COMMITTEE

THE Columbia Basin, when irrigated, will not be permitted to grow as Topsy did. Its future growth is planned. Engineers, other experts, and public-spirited persons are busily engaged in planning the future development of the Basin just as an architect draws on paper a picture of the building to be constructed. A "picture" of the way the Columbia Basin will look 10, 20 or more years hence is taking form at this time.

About the middle of 1939, Dr. Harlan H. Barrows of the University of Chicago, was employed by the U. S. Department of the Interior to make a study and report, including physical, economic and social factors, that could be used as a guide in completing the irrigation development and settlement of the irrigable acres and areas in the Columbia Basin. Dr. Barrows, soon after making a preliminary study of the Basin, dividing the planning to be done into twenty-eight separate studies and selected committees of experienced, trained men to make a report of their findings. These committee reports will be predicated on a series of basic surveys that have been in progress for some time or are completed. Such basic surveys are: Topography, a complete land classification of the Basin; engineering of requisite works needed to supply all irrigable lands with irrigation waters; determination of required drainage, and a complete appraisal of all lands.

To supplement these basic surveys the 28 special committees are making their studies and will report thereon as rapidly as possible. The studies cover

such a wide field that only a few will be cited, to give the reader some indication of the amount of work that must be done to insure complete development, settlement, and success of the world's largest irrigation project.

PROBLEMS

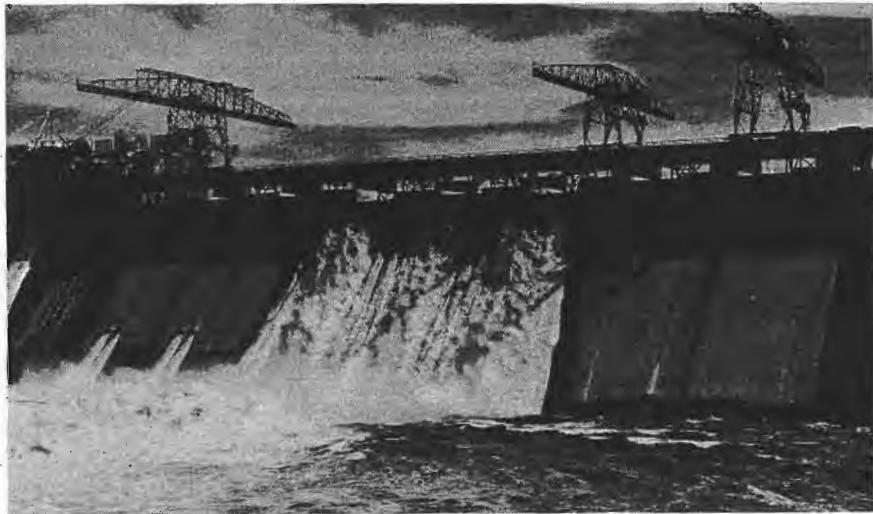
The study assignment of each committee is referred to as a problem. Each problem is known by number.

The committee working on Problem No. 1 has the job of determining what crops and cropping programs now in use on other northwestern irrigation projects will be most successful if used.

Water requirements; size of farm units; layout and equipment of farms; need for seasonal labor; possible need of financial aid to assist prospective settlers in establishing themselves in their new environment; equitability of basing repayment costs on productivity of varying classes of land; direct and indirect responsibility of non-rural settlers in assuming share of repayment costs of project construction; rate or speed at which the project units can be developed and opened for settlement; these and others are examples of problems to which assigned committees are giving their attention.

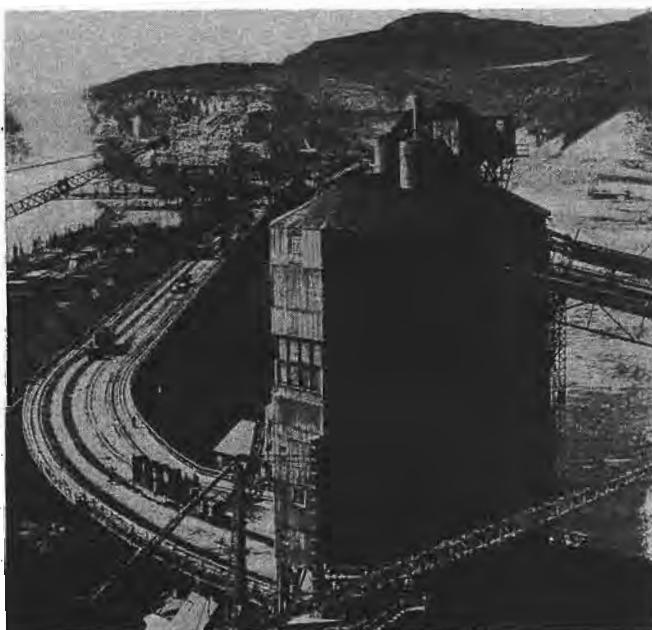
MILWAUKEE ROAD MAN CHAIRMAN OF RAILROAD COMMITTEE

E. B. Crane, principal assistant engineer for The Milwaukee Road, Seattle, is chairman of a committee representing all the railroads that serve any part of the Columbia Basin. This committee is giving its attention to



Above: A waterfall 200 feet high spilled over Grand Coulee Dam during this summer's high water period.

Below: Concrete mixing plant on the east bank of the Columbia River at Grand Coulee Dam.



on the Columbia Basin Project. "Success" in irrigation farming, in principle, constitutes a suitable standard of living.

Another committee is giving its attention to types of farm economy that can best be recommended. This committee has been assigned the problem of how much income the settlers may be expected to secure from dairy-ing, horticulture, general farming, processing agricultural production, part time farming, and so forth.

"desirable additions to the railroad facilities of the project area, particularly in the form of branch lines and new shipping points, in mutual adjustment with such related items as new villages, prospective industries, the probable transportation needs of the future farm population, and the road net to be planned." Representatives of the railroads are also serving as members of the committees whose reports will tell of desirable additions and modifications of the project's highway system and opportunities for village and neighborhood industries.

How thoroughly and seriously Dr. Barrows and his co-workers are seeking to do a good job of planning development of the irrigation project is illustrated under tasks assigned committees working on problems Nos. 22 and 27.

The former is studying underground water supplies; occurrence, movements, quantities and quality. Why? That it may be known where a city of considerable size, resulting from settlement of the project, can best be located in relation to this essential factor of city growth and its industrialization.

(Continued on page 15)

SERVICE CLUBS



The Milwaukee Road banner headed the delegation of employees who paraded before a crowd of 7,000.

Railroad Week at Perry, Iowa

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

THE week of August 19-22, while a trifle short as calendars go, was a great time in Perry, Ia., for it was Railroad Week and every citizen in town, as well as a great many people from the country and other towns, was aware of the happy fact. For three months prior to the above dates E. E. Banyard, chairman of the Perry Club, and his committee had been meeting with the local Commercial Club to complete arrangements.

At first it had been planned to set aside only one day, for a picnic, this to be attended only by business men and service club members. But new suggestions kept popping up until at last it was apparent that, if the elaborate plans were carried out, this would be the largest celebration Perry had had for many years. The plans were carried out.

Some of the men who attended Perry's big celebration. Left to right: L. W. Palmquist, ass't. supt.; M. G. Lyon, manager, Iowa Light & Power Co.; Clarence Council, clerk; Frank Daniels, manager of Sunbeam Dairy; John Marckess of Marckess Shoe Company; Ray B. Smith, of the Smith Drug Co.; E. E. Clothier, engineer (mayor of Perry); W. G. Bowen, division superintendent; A. W. Nicholson, special officer; A. J. Kressin, roundhouse foreman, Perry; and H. Wuert, division engineer.

roader's garb—overalls, shop cap, and red bandana, the redder the better.

THE PERRY CHIEF, local newspaper, issued a 16-page special edition, on August 20, covering the week's varied activity. The issue was especially noteworthy in that it carried a picture of all the Iowa Division officials, together with an outline of their duties.

August 22 was the day of the grand climax—the two-mile parade—which included, among a great many other things, 58 floats. These were entered in the parade by local business concerns and by various departments of the railroad. One hundred and fourteen Milwaukee Road employees marched afoot, followed by the big, beautiful Hiawatha float, which made its debut at a similar occasion in Council Bluffs last October, and by 27 automobiles carrying retired veterans. Alto-

gether, they made quite a spread and were greeted by uproarious cheers from the great crowds, 7,000 strong, packed along the streets.

There were, naturally, several bands on the premises, representing the Elks

On the opening day, August 19, the city had taken on an entirely new appearance. Every business house had its windows painted in red and white with the words, "Ship by Rail," and each window was decorated to carry out the railroad motif. Practically everyone was attired in what seems to have become recognized as traditional rail-



Above: Leland Smith, son of Train Dispatcher C. C. Smith, bedight in Perry, Iowa's, official garb for Railroad Week.

Below: The Track Department entered one of the most attractive floats in the long parade.



Club of Des Moines, the Perry High School, and Woodward State School; the Boone (Ia.) Bugle Corps was on hand, too. Riding the Milwaukee Women's Club float were members of that club, singing the club song throughout the parade.

After that gala feature of the day's festivities the scene of action was transferred to City Park where the program, complete with greased pig, sack races, et al., made for plenty of honest-to-goodness fun. The evening was brought to a close with a floor show followed by a dance.





Two Special Trains Carry Picnic Throng to Chillicothe, Mo.

An estimated crowd of about 1,800 first-rate, picnic-hungry Milwaukee Road boosters converged on Chillicothe, Mo., on Sunday, September 15, for the Kansas City Division joint feed-fest and service club pep session. About 800 of them came in the two special trains which were trotted out for the occasion. The one from Ottumwa brought 500 and the other, from Kansas City, carried 300. They were met at the station in Chillicothe by a large delegation of local citizens and the high school band.

Cheers went up from the witnessing crowd as the Rails and their basket-toting families wended their way to the west side of the station where 125 automobiles were in waiting to transport them to Simpson Park for the festivities. No sooner had they arrived at the park than they fell to eating and, it should be mentioned, they showed ability.

M. F. Pollard, operator at Dawn, Mo., acted as master of ceremonies, and brief talks were made by Division Superintendent O. A. Beerman, A. G. Dupuis, assistant public relations officer, Chicago; Harry W. Graham of the local Chamber of Commerce and C. A. Spooner of THE CONSTITUTION-Tribune, local newspaper.

The afternoon was spent in the time-honored way, with the employes visiting and disporting themselves generally. Following a watermelon feast at 5 o'clock in the evening, there was an exodus to the station, where the special trains were waiting to take the out-of-towners back where they came from.

This picnic drew people from a larger territory than any similar event ever staged by a service club or a group of clubs. It was an ambitious gesture which succeeded in meeting the highest expectations.

PICNIC SIDE LIGHT

The general atmosphere of good cheer at the picnic, the weather, the watermelon, and all of the combined elements conspired in the souls of one

This was the animated scene at the Chillicothe depot as one of the special trains released its picnic-bound cargo.

couple in attendance, with the result that they were married in the courthouse before they left town. Their wedding had been set for the day after the picnic. They hadn't planned a formal wedding so they can't be accused of having acted impulsively, without regard to consequences.

The spirit of the picnic, though, must have been too much for them and they decided they might as well conclude their plans one day ahead of schedule. It did take a little maneuvering to get the courthouse opened up on a Sunday night, but that was just a detail easily overcome with the aid of Cupid. So the service club groups who participated in the successful picnic enterprise at Chillicothe will, as a result, now be able to chalk-up at least one authenticated case of matrimony which, it is believed, is going to be a hard mark for any other service club to equal.

It is likely now that suggestions will be made to make this sort of thing a feature attraction to encourage attendance at future club affairs. Any one desiring to suggest the decision that should be made in connection with this question must also take all of the responsibility and consequences.

There were a number of company officials in attendance at the Chillicothe picnic, as this picture indicates.

Left side of table, l. to r.: K. C. Division Superintendent O. A. Beerman, Mrs. Beerman, and A. G. Dupuis, assistant public relations officer, Chicago.

Right side of table: K. C. Division Ass't Superintendent J. E. Hills and Mrs. Hills.

Club Notes

Lines West

Electric Service Club Picnic

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

More than 300 Milwaukee Roaders from Deer Lodge and Butte, Mont., attended the picnic sponsored by the Electric Club at Deer Lodge on Sunday, August 25.

All the traditional athletic events indigenous to picnicing, American style, were put on during the day; three legged races, potato races, sack races, horseshoe pitching, and a tug-of-war between the married men and the single men—which the married men won, thereby proving something or other.

A free-for-all softball game wound up indecisively, since everyone played, leaving no one to keep score.

Hero of the day was George Lane, son of Sam Lane, chairman of the Electric Club, who won the singles trap-shooting championship, scoring a 100 per cent fatality record on the clay birds. And what makes the feat even more amazing is that was his very first try. His father vehemently denies standing on the side lines with a slingshot to give the boy a hand.

In the rifle shooting matches the Girls Junior Rifle Club team scored a tremendous upset by defeating the Boys division, and the Deer Lodge National Rifle Club teams with a score of 487 out of a possible 500—which also proves something, and pretty ominous, too.

In the afternoon the crowd laid into the basket lunches with good old railroad appetites, sharpened by a strenuous day, and the Milwaukee Women's Club helped out by serving hot dogs, ice cream, and soda pop.

Among the delegation from Butte were Mrs. A. C. Kohlhase, wife of superintendent Kohlhase, trainmaster J. O'Dore, and C. V. Peterson, chairman of the Butte Club.

In the evening the railroaders swung their partners to the music of the Deer Lodge Demons, exponents of the rugged individualist style.

Powder River Jack Lee, famous plains-





Officers of the Electric Club, Deer Lodge, Mont. L. to R.: H. F. Dell, secretary; Sam Lane, chairman; and H. W. Mellon, vice chairman.

was the lunch, provided by the ladies of the Women's Club with a committee consisting of Mesdames C. S. Warner, J. P. Rothman, C. E. Thrasher, and L. A. Wallitner in charge.

The picnic lunch was none of your canned-beans-and-delicatessen-store-potato-salad affairs. Every item was a gem of the culinary art, as practiced in the Far West,

where men are men, and have man-sized appetites. There was a deep pot of genuine oven-brown baked beans, generously stripped with bacon, and heaping piles of homemade hamburgers, and many a fine dish besides, topped off with a perfect gem of an old-fashioned apple pie under slathers of ice cream.

Because of the increase in business on the Port Angeles line, most of the men had been working long hours, and were in no mood for three-legged races, or any such fol-de-rol, but one and all proved themselves trenchermen after the true western tradition.

Butte Club Has Card Party

ACARD party and luncheon featured the Butte, Mont., Club's first meeting of the season, held September 9. A committee from the Milwaukee Women's Club, consisting of Mesdames A. C. Kohlhase, J. O'Dore, and H. Byrne, served coffee and sandwiches and delicious homemade cake. Honors at bridge were won by Mrs. C. V. Peterson, and P. J. Skelley.

Superintendent A. C. Kohlhase caused a deal of consternation among the ladies, and a guilty flush to suffuse Milt Mason, when he demanded to know by what sinister means Mr. Mason had wriggled himself into the meeting of the Women's Club, held just prior to the Service Club meeting.

No adequate explanation was forthcoming, from either Mr. Mason, or the ladies.

Part of the group that attended the Mount Olympus Club picnic at Port Angeles, L. to R., front row: Mrs. E. H. Bowers, Joy Wallitner, Orlantha Johnson, Marilyn Booras, Lola Wallitner, Charles Warner, Marion Warner, L. A. Wallitner, Mrs. J. P. Rothmar, J. P. Rothmar. Back row, l. to r.: G. R. Gordon, Mrs. G. R. Gordon, F. R. Smith, Geo. Hogdon, Mrs. Geo. Hogdon, C. E. Thrasher, Mrs. C. W. Johnson, Mrs. C. E. Thrasher, C. W. Johnson, Mrs. Chas. Warner, unidentified, Mrs. L. A. Wallitner, and E. H. Bowers.



Inland Empire Club Meeting

THE Inland Empire Club of Spokane, Wash., struck a patriotic note in opening its first meeting of the season on September 16. With much good will, and a fair sprinkling of harmony, those assembled gave out with a rousing "God Bless America," and a no less enthusiastic "We've Been Working On the Railroad," which, without wishing to appear sacrilegious, we might call the railroader's national anthem.

Fred Beal, chairman, announced that he had appointed Don Henry, stenographer to Assistant Superintendent G. H. Hill, to be the Club's secretary, replacing Mrs. G. Potter, who had been incapacitated by an automobile accident.

There were some cries of "New Dealism" and even "Dictator!" from the left, because of the appointment being made without due democratic process, but these were quickly quelled by Mr. Beal's loyal followers, who insisted that an emergency existed, that Mr. Henry was unusually



Fred Beal, chairman of the Inland Empire Club.

well qualified, and, besides, being a newly married man, he probably needed the work, unremunerative though it might be.

The opposition was won over, and, later, being mellowed by the tasty provender presided over by Al Gist, gave Mr. Henry a rising vote of confidence. Mr. Henry blushed.

Mrs. M. C. Hellmer, program chairman, presented a talented and entertaining

group of musicians. There was a song by Miss Patsy Rice, a violin solo by Ralph Molstad, and a piano solo by Miss Grace Helmer.

Responding to the enthusiastic applause of their audience, the young musicians played and sang a number of popular ballads. If this meeting is a criterion, the Inland Empire Club can look forward confidently to a highly successful season.

Lines East



You might not believe it, but this young lady, Miss Maude Dixon of Aberdeen, S. D., is regarded as the city's best softball pitcher. She has pitched on several men's teams, including the Aberdeen Service Club's squad, where she was regarded as the team's star hurler. She has won several championships in softball and in ice skating.

A Glance at Some of the Club Meetings

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

Freeport Area Club, Freeport, Ill., August 13

The Freeport Club is doing its share in traffic tips, especially with their comparatively small potentialities. Let's hope it keeps up the good work. With the appointment of L. E. Martin to the assistant agency at Rockford, Ill., the club has lost a fine chairman. An election was held and R. H. Fleck was honored with the chairmanship.

Milwaukee Hiawatha Club, Roundhouse Unit, August 19

A. G. Dupuis, of the Public Relations Department, gave a very interesting talk to about 250 present. Mr. Sery, an additional drum major (?) to the band, entertained with his dexterity in handling the baton,

and then Miss Marion Corak, the likeable drum majorette, favored the enthusiastic crowd with an act a bit different from that of Mr. Sery. Two accordion players brought out the fact that this Roundhouse gang really can sing.

Pecatonica Club, Darlington, Wis., August 20

There certainly is an aggregation of cooperative people in this club, and friendly, too. To insure a good start for the autumn meetings, at the suggestion of Charles Howard, Jr., the chairman, C. A. Howard, appointed a program, an entertainment, and a refreshment committee. A discussion was held regarding some of the problems on the line, and some fine suggestions were incorporated in the minutes.

Hiawatha Club, Union Depot Unit, August 26

Bruno Heinrich, chairman, engaged a very capable speaker for the evening—Harold Rodahl, traffic manager of the Froedtert Grain & Malting Co. Mr. Rodahl said he was pleased to see the Milwaukee Road represented with service clubs. He was highly in favor of such a movement, and remarked that there are many people who must be aroused from their self-complacency, and must face the facts of this competitive era. The usual community singing followed, which has made these meetings so popular.

Hiawatha Club, Executive Board, September 4

The officers of the executive board, striving to stimulate interest and a little more activity in the traffic tip plan, invited some 60 traffic tip supervisors of the club to this special meeting. A fine turnout proved the club has a co-operative group of supervisors. A. G. Dupuis of the Public Relations Department gave an enlightening talk on the traffic tip plan, emphasizing the importance of the tip supervisors in the success of a club. He stated it is their duty to (1) Encourage members to attend all meetings, (2) Keep members supplied with both passenger and freight tip cards at all times. (3) Stimulate tip activity by having personal talks with member; a reminder now and then has immeasurable benefits. He also said that, if advisable, the supervisors could keep a personal record of all tipsters, thereby giving him an account of his respective group.

Messrs. Grothe, Kennedy, Dahnke, Cavebaugh, Bostwick, and Keller gave words of encouragement and praise to the service clubs and tip plan in general, and offered their whole-hearted support.

Irwin Weber of the Coach Yard unit showed the colored motion picture of the July 28 picnic.

The traffic tip supervisors will have a special night at the Schlitz hall soon, and after the meeting we will try to discover if they can sing as well as the other members of the club.

Mississippi Palisades Club, Executive Committee, Savanna, Ill., September 3

J. J. Roe, the active chairman of the club, called a meeting of the Executive Committee, and discussed a tentative meeting to be held with the farmers of the community. It will be strictly a service club affair, and they will endeavor to establish a closer relation with the farmers by showing them some service club good fellowship. This move is just another good job of service club work.

Watertown Club, September 11

A lively discussion on traffic tips was held, wherein one of the wives of a member made a suggestion. I wonder whether, if all wives of club members took an active interest in service club work, we could

bring back that business. And, if all clubs furnished as fine a lunch as this one, would the men be more enthusiastic about attending meetings.

Mr. and Mrs. Radke and Mr. Sery of the Milwaukee Hiawatha Club were guests, and Messrs. Radke and Sery obliged with a little talk, while Mrs. Radke entertained with a few piano selections after the meeting. If it weren't for the service clubs, a lot of the people in Milwaukee might never know what fine people live in Watertown and vicinity.

Green Bay Club, September 16

A small attendance was recompensed by a strong determination at the Green Bay Club meeting September 16. It was a determination to revive an active interest in their club. This "Bay" town isn't very large, but they have the best football team in the country today. It proves something more or less, that a comparatively little thing is capable of doing big things, if determination and spirit are put to work. They will have election of officers, refreshments, and entertainment at their next meeting, with E. S. Reeves, one of the spark plugs of the club, acting as chairman of the entertainment committee.

Old Line Club, Richfield, Wis., September 18

A very important factor in a successful service club is the entertainment and fun after the meeting. Mr. Fiebelkorn, chairman, and Miss Hargraves, agent at Richfield, saw to that by having a one-man band, and Mrs. Radke, a visitor from the Milwaukee Hiawatha Club, also gave a few piano selections. They sang and danced, and showed a few business men of Richfield, who were guests of the club, that Milwaukee Road people not only take their business seriously, but can also relax and enjoy themselves.

Junius Springs Club Features Musical Program

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

CHAIRMAN I. J. SEWARD of Junius Springs Club had better watch out for those Hollywood talent scouts, as he certainly has a fine group of talent in his club territory.

On August 10 at Ruskin Park, Forestburg, S. D., members of this club were treated to a fine program. After a couple of months of picnic baskets and outdoor games, it was refreshing to sit back and be entertained by these young people. Fifteen year old Doris Greene tooted a



Miss Doris Greene, 15 year old versatile musician, who helped to entertain the Junius Springs Club August 10.

tune on her tuba, and was acclaimed a fine musician. Doris is equally apt with the saxophone and the piano. The musical Chapin family contributed a vocal duet by Shirley and Peggy, accompanied at the piano by sister Maxine. Miss Norma Jean Jones, another young lady of unusual talent, gave a fine reading. After listening to a tenor solo by Willard Briggs, accompanied by Elaine Burrill, and a soprano solo by Mrs. Gladys Buehl, accompanied by Miss Elsie Cook, the entire audience was inspired to the point of wanting to hear their own voices and the community singing was entered into with gusto.

After the program everyone gathered around a camp fire where wieners were roasted and a fine lunch served. Dancing was enjoyed after lunch in the large hall. Such evenings as this one are sure to create a fine spirit of friendship for all those present.

Unusual Methods Used to Secure Business

By Helen M. Holden, Operator, Fairmont, Minn.

AT the regular meeting of the Mid-Southern Minnesota Club, held in Jackson, Minn., Sept. 8, among other interesting experiences reported, Agent A. A. Horton of Fairmont told of an opportunity he had to perform an extra service for one of our big shippers, The Railway Motors, Inc.

Quoting Mr. Horton: "The Fairmont Railway Motors Inc. received a call from a firm at Richmond, Ind., asking them to release a new machine which had just been installed here to a firm in Minneapolis. This was a special type of drill machinery and the Minneapolis firm needed it to start a rush order for the United States Government. It would have meant a delay of weeks to wait for another machine to be finished and shipped from the factory in Richmond, Ind., and the Fairmont Railway Motors agreed to release their machine and ship it at once. However, the Minneapolis firm said they would send their trucks right down to get it, whereupon Mr. Fitz, the purchasing agent for Railway Motors, told them he would attempt to handle it by railroad (Mr. Fitz doesn't like trucks). He called us and asked what we could do to expedite this shipment. We spotted a large car that same morning, and made arrangements to send this 5,000 pound L. C. L. shipment out on our passenger train that afternoon, and had assurance from our dispatcher at Austin that it would be handled preference into Minneapolis. It was, and Mr. Fitz received a letter from the firm in Minneapolis, thanking him, saying:

"We are writing to let you know how much we appreciate the fine service you gave us on the Natco Drill which you shipped to us over the Milwaukee Road. This car came just as you said it would and the Northern Pump Company are especially pleased with this fine service."

"Incidentally, the shipment amounted to \$40.28 in freight charges."

This kind of service is what bears out the purpose of our organization—promotion of good will and friendliness.

Faribault Club Entertained by Impromptu Act

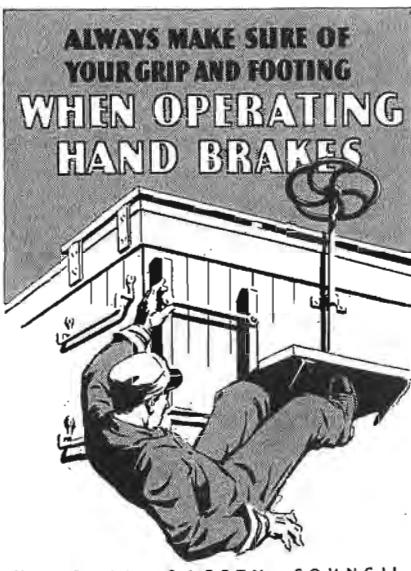
HERE is something new in the way of service club entertainment, and it all centers around the fact that the chairman of the Entertainment Committee was unable to round up the entertainment he had hoped to get for the Faribault Club's August 27 meeting.

S. B. McGinn was the committee chairman and, as the date of the meeting drew nigh, he became more and more restless. Across the track from his office the Snow Construction Company was constructing a new water tank, so Mr. McGinn, growing

more desperate by the minute, told his troubles to the foreman on the water tank job. Then it was that the sun shone again—the foreman told Chairman McGinn to stop worrying; he'd see to it that the club got all the entertainment they wanted.

He was as good as his word, too. When meeting time came rolling around, in came the foreman with two of his men. He had no more than introduced the pair than they started singing, dancing and playing guitars like men on salary.

The club got its entertainment, all right, and it was good.



NATIONAL SAFETY COUNCIL

The Cost of Upper Missouri Navigation

IT is stated that the most enthusiastic boosters for navigation on the Upper Missouri River concede that, even with completion of the Fort Peck Dam, extension of barge line service

above Sioux City never will be practicable. All of the navigation expenditures in the Upper Missouri, therefore, will be for the benefit of the territory between Kansas City and Sioux City, a river distance of 409 miles. The cost of improvement of the Upper Missouri for navigation is properly chargeable to that 409 miles. It consequently is interesting to know how much that 409 miles of river channel, open to navigation at best only part of the year, is going to represent in the way of taxpayer investment, when the Fort Peck Dam is finished.

It now is estimated that the Fort Peck project, when completed, will have cost almost \$125,000,000, and that something like four-fifths of that total cost will be charged to navigation improvements, for the reason that so little can be sensibly charged either to flood control, power development, or irrigation. Up to 1937, federal expenditures for improvement of the Upper Missouri, Kansas City to Sioux City, for navigation, represented an outlay of \$55,243,070 in taxpayers' money. Upon completion of the Fort Peck project, navigation improvements on the Upper Missouri will have cost in excess of \$150,000,000 for a river distance of 409 miles. The investment to develop this 409 miles of the Upper Missouri will represent a total of more than \$366,000 a mile for service limited to the summer months. It would have been cheaper, in the long run, for the taxpayers to have built two more railroads from Kansas City to Sioux City, one on either side of the river. The two railroads would have cost less than half as much in the first place, and they would have provided transportation service throughout the year.

DON'T QUIT

When things go wrong, as they sometimes will,
When the road you're trudging seems all uphill,
When the funds are low and the debts are high,
And you want to smile but you have to sigh;
When care is pressing you down a bit,
Rest if you must, but don't you quit.
Life is queer with its twists and turns,
As every one of us sometimes learns,
And many a failure turns about,
When he might have won had he stuck it out.
Don't give up, though the pace seems slow—
You may succeed with another blow.
Often the goal is nearer than
It seems to a faint and faltering man.
Often the struggler has given up
When he might have captured the victor's cup.
And he learned too late, when the night slipped down,
How close he was to the golden crown.
Success is failure turned inside out—
The silver tint of the clouds of doubt.
You can never tell how close you are;
It may be near when it seems afar;
So stick to the fight when you're hardest hit—
It's when things seem worse that you mustn't quit.

Author unknown

The Milwaukee Railroad Women's Club

Wausau Chapter

Mrs. A. I. Lathrop, Historian

COVERS were laid for 40 at the luncheon meeting of the Wausau Chapter, held at the Central Cafe, Merrill, Tuesday, Aug. 6. There were guests from Wausau, Merrill, Wisconsin Rapids, Tomahawk, Irma, Gleason, Sparta and Minocqua. Later, cards were played at the kitchenette at Stange park. Prizes in bridge were won by Mrs. F. J. Slomske, Wausau, Mrs. Dell Charter, Merrill, and in five hundred, by Mrs. Walter Freeborn, Wausau, and Mrs. E. P. Little, Irma.

The September meeting of Wausau Chapter was held at the clubhouse on the 10th, terminating a summer season of pleasant outings, at Minocqua, Wausau's lovely Marathon Park and at Merrill. Changes in the constitution were read, and it was announced that a public card party would be held at the clubhouse on the afternoon of Sept. 24. Favors in bridge were won by Mrs. Warren Essels and Mrs. Ed Gondaware, and in five hundred, by Mrs. Edward Hahn and Mrs. William McEwen. The hostess committee included Mrs. James O'Brien, chairman, assisted by Mesdames Amos Griffith, Mrs. A. W. Warner, Mrs. Lawrence Nowitzke and Mrs. J. E. Dexter. The hostesses served a delicious lunch at the close of the card playing.

Tacoma Chapter

Mrs. H. L. Wiltrout, Historian

OUR chapter is still active and anxious for the meetings to begin so they can get to work in earnest.

We are planning a picnic to be held with Seattle Chapter at Mrs. Rowe's beautiful country home in West Seattle. We look forward to this with great pleasure.

Our Sunshine Chairman, Mrs. Bucheu, is always on the job doing her bit to scatter sunshine and good will.

Tacoma Chapter went over the top in the membership drive. We had 26 more than needed. We now have a membership of 391.

Thanks to the untiring efforts of Mrs. Beachwood, our membership chairman, and our president, Mrs. Beal.

Milwaukee Chapter

Miss Elinor Zuehl, Historian

ON JUNE 17 our regular meeting was held in our clubroom. Mrs. Larsen, our president, was absent account of illness and our Vice-President, Mrs. Charles Tenant conducted the meeting. We all missed Mrs. Larsen. After a short business meeting, new business was discussed and new activities planned. After singing our closing song, refreshments were served, cards were played and prizes given.

Miss Etta Lindskog was present at our June meeting and we were all glad to see her. She gave a short talk and hoped we would all get as many new members as possible so we would soon go over the top.

Little Joyce Bell entertained the members by giving several short recitations.

Mrs. Kelly reported no welfare work during June.

Sunshine collection amounted to \$3.90.

On Thursday, June 27, a basket picnic was held in our beautiful Washington Park. Coffee was served. Cracker Jack and ice cream and as much as everyone wanted was given to all the ladies and children. About 100 attended this picnic.

The Ways and Means Committee thanks everybody who donated prizes from the 1st of January to the end of June and for their wonderful co-operation.

There was no welfare work during July. On Friday, October 4, there will be a luncheon and cards held in the clubroom at 12:30.

On October 19 the annual dance and card party will be held at the Elks Club.

Ottumwa Chapter

K. M. Cohnmann, Historian.

HERE was a nice attendance at the 1 o'clock cooperative luncheon on September 6, the first of our meetings of the season. A new member of our chapter, Mrs. E. L. McGuire, formerly of Perry, was a guest at this meeting. It was announced that we have been awarded a total of \$37.50 in prize money by the general governing board for increasing the total membership this year; also, increasing the number of voting members, and we wish to thank the Milwaukee employees through this department for their assistance and support in making it possible for us to win the awards.

A bridge tournament will be held on the fourth Friday of each month at 1:30 p.m., beginning with the fourth Friday of September and continuing through the months of October and November. It is hoped a large group of Milwaukee women will participate. It was voted to change the meeting day of our chapter from the first Friday of each month to the second Friday, with the usual 1 o'clock cooperative luncheon preceding the meeting. Mrs. A. O. Thor, president, and Mrs. L. Oots, chairman of the membership committee, deserve much credit for securing the splendid membership we have, enabling our chapter to win the awards offered by the general governing board.

Al. Lucker, chief clerk in Mr. Madigan's Office, St. Paul, Minn., passed away on September 4. His funeral, September 7, at Sacred Heart Church, was attended by a large circle of friends.

Seattle Chapter

Mrs. M. H. McEwen, Historian

THE Seattle Chapter wishes to acknowledge at this time its appreciation of Mr. and Mrs. Harry Rowe's courtesy in opening their home, "Rosecliff," to them and the Tacoma Chapter for a Garden Party on Thursday, Aug. 15.

The luncheon, as prepared by the committee headed by Mrs. W. A. Monroe and Mrs. A. W. Magill, was unusually attractive and delicious, as the many smiling faces and compliments proved. After having heard so many interesting talks on flowers and gardens, our chapter is decidedly flower conscious, and at "Rosecliff" we had ample opportunity to enjoy ourselves to the fullest along this line.

Mrs. Vera Flory from Tennessee, former teacher at Istanbul, Turkey, gave us an interesting talk on "Women and Culture in the Moslem World." Miss Anne Medley played several numbers on the accordion, accompanied by her cousin, Miss Kitty May Morgan. We all realized at the end of a warm afternoon what a beautiful garden party we had had together with our neighbors from the south.

On July 17, we had a picnic at Magnolia Park, and from all reports everyone who attended had the usual good time that goes with every picnic.

We are sorry to hear that Mrs. Mildred Nelson, of the Traffic Dept., is ill at this time in the Maynard hospital.

Mrs. E. D. Kennedy is in New York City this summer, while her daughter, Katherine, is getting her Master's Degree at

Columbia University, and they are expected home again soon.

We regret very much to learn of the passing of the sister of Mrs. J. C. Chapman recently; and also of the sudden death of Mrs. E. H. McAvoy, one of our members, whose funeral was held on August 24.

Our regular fall meetings were resumed on Sept. 26. This meeting will feature a "Homemaker's Program," and Mrs. E. M. Marx was luncheon hostess.

The Seattle Chapter are deeply grieved at the passing of one of their much beloved members—Marie Alice Stanton on Aug. 30. Marie Alice was the daughter of Mr. and Mrs. Oscar J. Lano. She leaves beside her husband a young son, Donald Mercer—her mother and father and brother, Bud.

The club extends to them their most heartfelt sympathy.

In Loving Memory of Marie Alice Lano Stanton

Betimes, as now, we wonder and grieve
That one so radiant with life should leave.
Whose cheery challenge will ever remain
An example in happiness for us to attain.
A life lived so nobly; no doubt's nor fears
To erase the joy of coming years.
With trust she would gladly make amends,
And was always worthy of her friends.

Today we reverence her nature kind
And the lofty ideals she kept in mind.
When lending her talents she would rejoice,
So let us pay tribute to a golden voice;
And know, in God's goodness, when writing
the scroll,
Her name will be listed in Life's Book of Gold.

—By Mabelle E. McDougal.

Facts

In the first seven months of 1940, there were 1,010 fatalities resulting from highway-railroad grade crossing accidents, the greatest number for any corresponding period since 1931.

Although the first air-conditioned passenger car was not placed in operation until 1927, there are now approximately 12,000 such cars in use.

Class I railroads paid \$226,469,224 in taxes in the first seven months of 1940, the greatest amount for any similar period since 1929.

Thirty per cent of the railroad mileage of the world is located within the United States.

Steel rails sufficient to build 10,000 miles of track are normally used for replacements annually by the railroads of the United States.

The average number of cars loaded weekly with revenue freight by the Class I railroads so far this year, if placed together, would make a train 5,589 miles in length or approximately twice the distance between New York and Spokane.

Approximately four million acres of land are used by the railroads for rights-of-way, yards, shops, station grounds and other transportation purposes.

More than 40,000 new freight cars were put in service by the railroads in the first seven months of 1940.

Milwaukee Road Hauls Weather

(Continued from page 4)



This display in the show window of I. J. Fox, New York furrier, also shows effective use to which Art Snow is put.

storms, because the wind machines can whirl it around and make it look like just the kind of blizzard you wish the hero and the dog team would hurry up and come in out of. Furthermore, the slight sound it makes when falling does not register on the sound recorder.

For winter sets finer, smaller sized flakes are used. They will lie fluffy or will pack, just like real snow, with the result that in most cases you couldn't tell the difference to save yourself.

Shipments

A few years ago the Krause Milling Co. was shipping about 100 tons of artificial snow annually, but there is not quite that much shipped now. One reason is that the studios have found the corn snow can be swept up and used again and again. A new order is made after the supply on hand gets dirty, wears out, or gets eaten with a little cream and sugar (the Krause Co. contends that its snow is as edible as the commoner type of corn flakes, although not quite as tasty).

The amount of Hollywood Snow shipped via The Milwaukee Road is dependent upon the workings of some motion picture producer's mind. As a general thing, when one producer does a picture with howling wind and lots of wintry weather, all the producers do a picture with a winter set. They are copy cats, but that suits the Chas. A. Krause Milling Co. just fine. Means more snow business.



The home of Art Snow, the Chas. A. Krause Milling Co., Milwaukee, Wis.

Columbia Basin

(Continued from page 8)

The latter committee is planning the location, and, insofar as practicable, the improvement of sites for rural schools, churches, community halls, market centers, athletic fields and the like.

DAM TO SERVE SEVERAL PURPOSES

Construction of the Grand Coulee Dam, the largest dam in volume in the world, not only insures tremendous power production but also makes possible irrigation of the Columbia Basin. Present plans provide for the irrigation of about 1,200,000 acres—an area 627 square miles larger than the state of Rhode Island. Two main line canals 150 and 100 miles in length must be built, with several large tunnels, siphons, wasteways, headgate structures and bridges. All this costs money—many millions of dollars—and those who become the direct beneficiaries will be required by law to reimburse the government for that part of the total cost that is assessable to irrigation development.

Completion of the Columbia Basin Project will bring about establishment of 25,000 to 40,000 new farm homes with a farm population of 100,000 to 200,000 people. Some estimate that an equal or greater number of people will be attracted to the project to provide professional, educational, trade and other services.

Literally, the project is being planned so that it may become a vast new state within a state.

Because of its cost, its social aspects, and the general desire of Americans to do any job well, every effort is being advanced to make the Columbia Basin Project a complete success. To that end the railroads and particularly their agricultural departments are cooperating and providing counsel.

Agricultural Agent Appointed

WILLIAM SPURLING began his duties as an agricultural agent in the Agricultural and Colonization Department October 1. Mr. Spurling will have headquarters in the Chicago office of the department and will cover unassigned territory.

For the past three years he has been county extension agent in Perkins County, Bison, S. D. Prior to that he was associated with his father in the management and operation of a large cattle ranch at Milesville, S. D.

Mr. Spurling is 30 years of age and is the father of one son. He was born and raised on a ranch and is a graduate of South Dakota State College. His life's work has been spent in agriculture. Much of that time he has devoted to leadership, not in the capacity of telling others what they must do, but rather taking the effective position of getting the best thinkers and doers in his county to study their individual and combined problems and mutually formulating workable programs designed to improve the social and economic status of all. It has been his job not only to get the programs outlined and agreed upon but to act as director in putting them into effect. He, therefore, comes to The Milwaukee Road well equipped by training and experience to take over his new duties.

Cheese Day

(Continued from page 7)



L. to R.: A. S. Myers, president of Green County Cheese Day, Inc.; Frank Buehler, mayor of Monroe; and Al Bolgrein, vice president of Green County Cheese Day, Inc.

Cheese Capital of the U. S. A. and the justification for Green County to pride itself on being the center of the Swiss and limburger cheese industry are based on official, convincing figures. Within about 35 miles of Monroe is manufactured more than half of all the Swiss made in Wisconsin. Most of that cheese is concentrated in Monroe storages, making this the greatest shipping point for these two varieties of cheese in the nation.

In the calendar year 1938 the Green County area produced 54.2 per cent of all the Swiss made in the United States and 79 per cent of all the Swiss made in Wisconsin. Those are the latest available official statistics.

In the same year the Green County area produced 47 per cent of all the limburger made in the United States and 82 per cent of all the limburger made in Wisconsin.

Those are the figures and The Milwaukee Road has every reason to be glad of it.

Subject for Debate

"What question will the Stony Bottom Debating Society next wrestle with?"

"Resolved, that it is more disgraceful to be unhorsed than to be cowed,"

Stray Bits

Here is a new department where practically anything goes. Like all of us, it looks longingly toward the day when it can live on charity. The literary stalwart who started it (G. W., and you're to guess who) has high hopes, so anytime you fatter an idea, a poem or a stray paragraph, send it along, labeled "Stray Bits." It will be given to G. W. for the X-ray treatment.—EDITOR.

Etc.

I WONDER how many people at the Service Club picnic at Chillicothe, Mo., knew it resulted in a wedding? No foolin', it did, and if you're an interested doubter, just check the courthouse records and they'll show what took place. This is going to bother a certain Kansas City Division correspondent of THE MILWAUKEE MAGAZINE who got scooped on this story, and she was awfully close to it before it happened. She just left town too soon . . . Frank Patterson, who is pappy and grandpappy to the Booster Club in Chicago, got the Booster Club behind the idea of giving The Milwaukee Road a place in the sun at the Ted Lyons Day celebration thrown to honor this long-time pitcher for the White Sox. Three hundred Booster Club dimes clinked merrily into the kitty that bought Ted a present he will long be proud of; and the Chicago paper which promoted the affair really went to town in patting

friend Patterson and his boosters on the back for their gift and testimonial. Yes, sir, they printed the whole story right there on the sports page and even though Pat's an old-time newspaper man himself, he regards it as quite an accomplishment to have snared so much publicity for his boosters and The Milwaukee Road.

Anon.

A Story of "Loco" Motives

ACH of us, it is safe to say, has a hobby. I, for instance, am a self-appointed connoisseur of train commuters' mannerisms and idiosyncrasies. I could be more honest and admit my hobby is minding everybody's business but my own, but who wants to be that honest? With little or no encouragement, however, I will now tell you of the interesting specimens riding trains:

No. 1 is the little damsel who uses her train trip to complete her toilette; the first operation is the emptying of the contents of her handbag on the seat space next to her. Doubtless this babe has taken a course in weight lifting, since it is obvious that without this training she could never hoist her paraphernalia, which includes practically everything from false eye-lashes to kitchenware. With the aid of her makeup she dons her "From Mr. Hyde to Dr. Jekyll" face (or vice versa) after which she busies herself cracking her gum. Now, while holding one part of the wad in her mouth, the remainder between her teeth, and employing a stretching process, she accomplishes a series of interesting designs.

No. 2 is the gent with the Rip Van Winkle disposition. This chap, upon

entering the coach, sprawls himself over two seats. Hibernation promptly ensues, and through the medium of a few droning nasal reverberations, the "saw-mill" effect is created throughout the car. A great favorite with the rogues aboard the train who immediately take advantage of his inertness, paint mustaches on him, give him the "hot foot," etc.

No. 3 is the incorrigible child traveler. This little dimpled tike, once upon the train, runs away from his mother and entertains himself by pilfering Mr. Snodgrass' toupee, tripping old women, and effectuating a condition of general turmoil throughout the train.

No. 4. Now we come to the "overseer," so called because he sees your paper over your shoulder. In some cases he has been condescending enough to smoke his own cigarettes. It is suggested for your future comfort that arrangements be made to have this old bean accidentally-on-purpose "slip" out of the window while the train is passing over a river. Assistance can easily be procured from your fellow passengers to effect this plan.

No. 5 I shall call "My Man Friday." He is more accurate than a calendar since, consistently, on this day (which by a strange quirk happens to be payday), he manages to get quite "gay," and entertains (?) his fellow passenger with renditions of such gems of eloquence as "The Face on the Barroom Floor," "Casey at the Bat," and etc. It is that "etc." which makes the situation really unpleasant.

R. B. Larsen,
Tax Dept., Chicago.

G. W.

Eighteen New Diesel-Electric Switch Engines to Be Acquired

IT has recently been decided to purchase 18 additional diesel-electric switch engines to add to the fleet already in use at various points on the system. They will be obtained on a lease purchase plan, with 96 monthly payments and 2 per cent interest. Altogether, they will represent an investment of about \$1,300,000.

The Electro Motive Corp. will furnish nine of 600 h.p. and three 1,000 h.p.; the American Locomotive Co. will furnish four of 1,000 h.p.; and the Baldwin Locomotive Works will provide two of 1,000 h.p.

Chicago will get four; Milwaukee three; Twin Cities, two; Council Bluffs two; Seattle, two; Tacoma, two; Perry, one; Sioux City, one; and Aberdeen, S. D., one.

The Train in the Bible

A minister, traveling on one of those way-trains that stops at every station on a side line, was reading his Bible.

"Find anything about this railroad in that book?" asked the conductor, as he reached for the minister's ticket.

"Yes," replied the preacher, "in the very first chapter it says that the Lord made every creeping thing."

CERTIFICATES for superior service were awarded recently to Milwaukee Road supervisors who completed the 10 year period, 1930 to 1939, without a personal injury occurring to an employee under their jurisdiction. Among the many who received this recognition were those shown in the above picture which appeared in the TACOMA NEWS TRIBUNE. The picture shows Coast Division Assistant Superintendent

L. Wiley (left) presenting certificates to, L. to R., Section Foreman Bert Graham, Section Foreman D. C. Monroe, and Electrical Construction Foreman E. K. Randall, all of Tacoma.

The awards were issued in the name of the supervisor and were personally signed by H. A. Scandrett, trustee, and L. J. Benson, assistant to the chief operating officer. All the recipients have reason to feel proud.



ON THE STEEL TRAIL

Agent's Daughter Is Stenographer to President Roosevelt

MISS MARICE CROWDER, daughter of Mr. and Mrs. R. D. Crowder of Jefferson Island, Mont., was appointed to the position of official stenographer to President Roosevelt, effective August 1. Mr. Crowder, a veteran Milwaukee agent who has served at various Montana points during the last 32 years, has been agent at Jefferson Island since 1935.

Miss Crowder didn't turn 20 years of age until more than a month after her appointment, which Miss Marice Crowder is still greater evidence of her ability. She was called to Washington, D. C., in May of this year to fill a vacancy in the Interstate Commerce Commission, and was chosen for the honored position from a group of 10 employees.



Rocky Mountain Division

*Nora B. Decco, Correspondent,
Three Forks, Montana*

Motoring on the Milwaukee, up and down hill on the R. M. division, and who should look in on us one evening but E. Sears, enroute home from his vacation. Understand he exceeded the speed limit somewhere, and so he is walking with a cane; this may not be true—the cane may just be an addition to his new Fall outfit.

Car S R S 117, on our division around Labor Day, enroute east stopped over here for a few days. The Milwaukee Road's representative, G. L. Sevides of Chicago had his wife come out for a week and they took the opportunity of the layover to make a trip through the park for a few days.

Fireman Chester Markel and Mrs. Markel have been away visiting home folks in Wis. for the past two weeks.

Miss Marie Jenkins, young daughter of Condr. and Mrs. H. H. Jenkins, is a student in business college in Spokane, having just started the fall term.

Mr. and Mrs. Clarence Martin of Willow Creek are the proud grandparents of a lovely granddaughter, born to their son Charles, and wife in California. Clarence seems to be . . . well, just about normal and looks after the signals more or less, but Blanch can hardly finish putting up the rest of the peaches for wondering what said granddaughter looks like.

Mrs. Gibbs and Mary have returned from a short visit in Tenn. with home folks. Fireman Gibbs is holding a turn on the west end now, so they had to hurry back to look after him. Mary had to leave her dog down there, which did not suit Mary any too well.

Brakeman Louis Kirwan is working out of Three Forks on the extra board. Several new faces both in train service and engine service on this division the past two months, Fireman Switzer, Adams, Tedewalt, Britzius, Evans and even Max Mullins working on the extra board, and some new brakemen, Jack Grace, and Duncan just hired. Business is excellent and the larger the trains the more of them there seem to be, for which we are all very glad.

Operator Thompson on the N. M. at

Lewistown is laying off and Opr. Howard Ullery is relieving him; Mr. Ullery worked 10 days at Piedmont while Agent Miles took a short trip. Operator Fanny Miles is greatly improved from her last accident and hopes soon to be able to return to Harlowton.

Agent Reed, for many years at Belgrade, has taken the pension and he and his wife have moved to California; we extend our best wishes to the Reed family. The Belgrade agency has been assigned to Agent Spencer who has been for several years agent at Straw, between Harlowton and Lewistown; we will be glad to welcome Mr. Spencer and his family back to the R. M. again. Operator Bill Stetzen, who has been working third at Three Forks, is working at Belgrade until Mr. Spencer arrives.

Koga's extra gang has been pulled off for the winter and Mr. Koga will take over the section at Three Forks. Mr. Joslin has been on this section for some time; we will be sorry to see him move; did not learn where Mr. Joslin will go from here.

A wedding of interest to our division was that on August 27 in Missoula of Miss Nora Kilpatrick and Albert E. Daugherty of Butte. Nora is the eldest daughter of Condr. and Mrs. Kilpatrick of this city, was born and raised in Three Forks, and for the past two years has been a student at the University in Missoula. They will make their home in Missoula, where Mr. Daugherty is an attorney.

Raymond Callahan, who has been janitor and red cap the past Park season, has returned to Troy where he will again attend school. Raymond gets more popular with the tourists each summer season, especially with the young ladies; he has quite a way with them.

Milwaukee Terminals

*L. J. Cooke, Correspondent,
Milwaukee Coach Yard*

The Union Station, redecorated and streamlined, is getting a lot of attention here. Last year the ticket cages were modernized; this year the barber shop, ladies' lounge and the cigar stand were re-

designed. The train crews' quarters in the basement, too, were completely "done over," new steel lockers, a shower-bath, and even new walls being added. It really looks like the "Home of the Hiawathas" now.

Congrats: To Ery Weber and his bride; to Harley Schwertfeger on the arrival of his third son in three years, and to George Tomcek and Emma Grutzmacher, who were married recently. George took "My Emmy" to the New York World's Fair on their honeymoon.

The trophy ball given Sept. 3 by the Coach Yard Ball Club and the local unit of the Service Club was the social event of the year here. The boys of the ball team supplied the music and the beer; the Service Club served the supper. The party opened with a short Service Club meeting. Ed Hoerl, public relations representative, spoke on the importance of traffic tips; Phil Stetzenbach, our club chairman, presented Frank Mosser, the team manager, with a beautiful 24-inch first place trophy and all the players with smaller trophies, and the meeting was then turned over to Mr. Sery, our general chairman, who is a party-starter if there ever was one. Mr. Sery sang, he recited and he spoke. When he finished there wasn't a stranger in the place—they were all friends. The supper was delicious; everyone had plenty to eat and to drink; no one had too much, and the dancing continued till the beer gave out. No one seems to recall just what time that was.

When any group of people who work together can go out together and have as much fun as the coach yard employees had that night, they have little need for talks on harmony. Perhaps the nine-year perfect safety record they established could be easily understood if their friendliness could be seen.

Coach yard employees regret the loss of their perfect safety record of nine years, but they regret more the loss of their friend, George Rucktenwald, aged 57, a Union Depot car inspector, who lost his life in August when he was crushed between two cars of the Service Club picnic special. Our sincere sympathies go to his wife and family.

Hiawatha softball team, first place winners in Shop League, Milwaukee.
Front row, l. to r.: Jim Herman, utility; Ray Stark, ss.; Ralph Nick, p.; Tony Archocosky, c.; Rich Flechsig, lf.; Bill Lofy, p.
Back row, l. to r.: Dick Casey, capt., 1b.; Harley Schwertfeger, rf.; Phil Stetzenbach, utility; Dick Seiden, 3b.; Geo. Laetsch, short cf.; Dan Kessler, 2b.; Frank Mosser, mgr., cf. Geo. Ballard and John Kennedy, utility men, are not shown.



Galewood Station—Chicago

Temporarily Anonymous

L. B. Allen, after 40 years' service, the past 5 years as west bound route clerk at Galewood, retires on disability. He intends to spend his time fishing in Northern Wisconsin.

Wm. Wake, asst. foreman, who bids in the route clerk job, says that new platform will be too long and cold.

Otto Schultz, entry clerk in Foreman's Office, is a new grandfather.

Barney Pobloske, general foreman, spent a week's vacation looking over real estate and painting his new home.

Check Clerk Mike Ciezadlo off for a week with a very bad cold.

Francis Mason, chief telephone operator, spent a month visiting eastern and Canadian points.

Harry Cameron, general car supervisor, Chicago Terminals, visited in Seattle during August.

Robt. McQuinn, ticket clerk at Healy, has been transferred to the General Freight Agent's Office. Bob worked up a nice ticket business while at Healy.

Galewood and Union Street seniority lists being consolidated. Sept. 30 is when 24 Union Street clerks move to Galewood; we hope that they will like their new location.

H. C. Johnson, engineer, returns to Ottumwa as the new platform is finished but promises to send back some catfish.

See by last month's Magazine that The Major (E. E. Ross) visited in Mexico. Wonder if he found that Royal Son of Borneo.

Next month we will try to tell you what happened to Galewood on Sept. 30.

DELICACIES FOR THE TABLE *Specialties*

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

**E. A. AARON & BROS.
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Chicago Terminals

Chester Phelps, Correspondent,
care of Crew Director,
Bensenville, Ill.

WE EXTEND SYMPATHY—

To the family of John O. Franz, train clerk at Burn's office, who passed away suddenly.

To Engineer John McMILLER, whose wife passed away after a long illness.

To the family of Maurice Fry, yard conductor, who passed away on Sept. 7 after a short illness. Maurice worked for many years at the Island and will long be remembered for his fine sense of humor and good fellowship. He served with the Navy during the World War and was a member of Lincoln Park Post 481.

CONGRATULATIONS—

To Mr. and Mrs. Earl Atkinson, who have a new daughter named Judith. Earl is a car inspector at Bensenville.

Guy ("Kickapoo") Sampson, retired, former scribe of this department, was a visitor to the vets' reunion. "Kick" was around the yards shaking hands with the boys—and DID he brag about the corn he was raising out in Oregon!

Wm. Rands, retired, spent the summer at Bensenville in his trailer. Bill has let out his belt and is enjoying life to the utmost.

"Herk" George, retired, was away from Florida long enough to come out and say "hello" to the boys. He spends most of his time at the beaches, and it wouldn't surprise us if he gives the life-guards some competition.

Dave Rands and family were visitors at Los Angeles during the summer. Dave picked up a grand piano down there, which probably made his neighbors very happy.

Henry Peters, chief yard clerk at Division St., has taken this reducing business pretty seriously. Hank is really streamlined now. Tom Seidel, yardmaster at the same place, had the gout this summer.

Wm. Tessendorf, son of Yardmaster Tessendorf, spent the summer helping George Plates. Bill is a guard on the Gonzaga U. football team at Spokane, and the boys are wondering if Bill is going to toss the opposing players around the same as he did the ties.

Charley McIntyre, from the Union St. freight house, was pretty sick for a while this summer but we understand is doing fine now.

John Malvin and family have moved to their new home in Itasca. Joe Jorgenson and family have moved into their new home on Mannheim Rd., near Grand Ave. We understand Engineer Charley Wall's new home is complete—all except the chimney.

VACATIONS

Engineer Eddie Bohlman and family spent their vacation visiting points in Kentucky, Tennessee and other southern states.

Officer Charley Atwood and family visited points in New York and Massachusetts.

Edw. Harding and family were visitors in New York City.

Mike Wiltse and Yardmaster Capoot were visitors to the Hot Springs.

Carl ("Whitey") Carlson and family are visiting in Peoria, Ill., and Minneapolis. Carl is a yard clerk at Benes.

Carl Jensen and family were visitors in California.

Cpl. Harold B. Steele, son of swm. Orlan Steele, is home visiting with his family. Harold is a member of Uncle Sam's Air Corps and has seen service in the Philippines and Hawaii. At present Harold is a crew member of a "flying fortress," and we are all relieved to hear we have some of those.

We'd like to take this opportunity to thank everybody for the lovely pencils and splints for a broken arm—but—we'd appreciate some news items more—and—if you have any interesting pictures, or something important to say, Mr. Green has promised to do the next best thing.

Seattle Terminals

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

General Offices

Leslie Neuman and Roy Jorgenson of the General Claim Dept. both took their vacations in California this summer and are now back to work again.

It appears that Dan Cupid has finally caught up with Bob Bigelow of the General Freight Dept., as Bob proudly told his friends of his engagement.

Jim Hayes, transportation inspector, is the proud father of a baby boy; Jim flew from Spokane to be in Seattle for the event.

A sad announcement to those in the Seattle General Traffic offices was that of the death on August 21 of Mrs. E. H. McAvoy, wife of Elmer H. McAvoy. Mrs. McAvoy was ill only a few days and her sudden death was a great shock to all concerned.

We have been very fortunate in obtaining the services of Ed Notske of Mr. Bahl's Office to report the happenings of the General Offices. Ed is a great ski enthusiast; he also has some Groucho Marx fame. He is also single, willing and 21. So look out, Old Man White Building.

Local Freight Office

Mrs. Ellen Noble, station accountant, with her husband recently spent several weeks in California. While there they took in the Fair and points of interest. Ellen is back on the job again.

Have you seen the new paint job on Stanley Holtum's home yet? How it does shine!

C. E. Coburn, retired, formerly from the Local Freight Office, with his wife recently left for Kicksville, Ohio, their old home town, where they will visit relatives and friends for some time.

Roy Edwards, of the Local Freight, recently purchased a motor boat and is spending his holidays and Sundays exploring the scenic beauties of our own Puget Sound (we have lots of them). Look out. Paul Satko, there is likely to be another new homesteader in Alaska in the Spring.

The first bowling game of the season was Sept. 9. Leo Kord, of West Seattle bowling fame, was heading the list at this writing. The Local Freight are all pulling for Leo to keep at the head of the list again this season.

Car Department and Yard Offices

Former Traveling Engineer Wm. Emerson made a visit here on September 6. Bill looked fine.

Maurice Cook, switchman, is at present writing undergoing a minor operation in Providence Hospital. Clyde Medley says if Maurice survives he will be all for one, too.

Loading Inspector Marion Trudnowski is weakening for a new Hudson day by day. We expect something will happen soon.

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CORPORATION**

122 So. Michigan Ave., Chicago

**Trans-Missouri Division—
East**

Dora H. Anderson, Correspondent,
Care Agent, Mobridge, S. D.



Mrs. James R. Anderson, nee Miss Frances Regina Williams, daughter of F. C. Williams, agent at Mobridge, S. D.

We extend hearty congratulations to Miss Frances Regina Williams, only daughter of Agent and Mrs. F. C. Williams, of Mobridge, and Mr. James Raymond Anderson on their recent marriage which took place September 15. Frances was born at Mobridge and is a graduate of the Mobridge high school and also of St. Olaf college. Mr. Anderson is also a graduate of St. Olaf College and is now associated with the Retail Credit Company at New York, where they will make their home. They are spending their honeymoon touring the Black Hills.

And also to our popular Faith line mail clerk, Andrew Perion, who was married on September 8 to Miss Edna Davies, one of our Mobridge school teachers. This marriage took place at Baker, Mont. They are now comfortably settled in the Jack Tunnell home.

SYMPATHY IS EXTENDED TO:

Conductor L. W. Clark, Switchman George Clark and Brakeman Howard Clark on the passing of their mother, Mrs. Mae Clark, whose death occurred on Sept. 2 after an illness of several weeks. The three brothers and their families went to New Lisbon, Wis., for the funeral.

Mrs. Marion J. Corson and four sons on the death of her husband, an employee of the B. & B. Department, who passed away on the 23rd of August after a short illness.

RETURNED VACATIONERS

Mrs. Ross Grange, accompanied by her son Billy and daughter Beth have returned from Vancouver, Wash.

Agent A. S. Hatch and wife of New England, N. D., spent two weeks in August taking in Glacier and Yellowstone Parks. They were accompanied by their son and wife of Mount Pleasant, Mich. George Youmans relieved at New England during Mr. Hatch's absence.

Agent and Mrs. F. E. Frankenberger of McLaughlin, S. D., spent their vacation in Minnesota and Iowa. While in Minnesota, Frank cleaned out several lakes of

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Chicago, Illinois

fish, using the quick freezing method of preserving them for future use. George Dimick relieved him while he was away.

Conductor L. W. Clark and family spent a week in the Black Hills.

Retired Pumper, M. F. Rollins, formerly of Mobridge and now of Puerto, Calif., spent a few days here visiting his son Roscoe. From here he went to Chicago to attend the Veterans' Convention.

Engineer Middleton spent a few days in Seattle with Mrs. Middleton where she is recuperating from a recent operation. Her daughter, Mrs. Leslie Howe, of Bismarck, N. D., is with her.

Agent Roy Van Dyne of Havelock, N. D., intended laying off during August, but when the big wheat crop showed up, he decided to stay on the job and help handle the rush.

Roundhouse Foreman Lawson Johnson is the proud father of a baby daughter born at the Mobridge Hospital Sept. 15.

Engineer Fred Parkinson and wife of Miles City, after an absence of several years, are again residents of our fair city.

Retired machinist, Steve J. Bailey, and four sons, who left here for Florida to make their homes, have decided there are worse places than South Dakota and are back here to stay.

Retired agent, H. J. Kail, formerly of this division and now residing in California, spent some time here during August visiting old friends.

Bob Clark, son of Conductor L. W. Clark, is now a full-fledged operator, having relieved George Dimick at Selfridge for three weeks, going from there to Vanada, Mont., where he tried his hand at main line work.

We understand Division Engineer E. H. Johnson enjoys having his picture taken dancing with the Indians at Mobridge.

Agent Brundage and wife, of Mott, N. D., took a few days' vacation during August and were relieved by Mr. Phelps.

Section Foreman Chris Torpo of New England is now back at work after a month's illness in the Miles City Hospital.

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ST. PAUL, MINN.**

**Rocky Mountain Division—
Northern Montana
Branch**

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

MARRIAGES

Trainmaster R. A. Middleton to Miss Mary Lura Bollen, on August 14, at Seattle.

Roundhouse Foreman Arthur Keeler to Mrs. Anne Treadway, on August 3, at Miles City, at the home of Mr and Mrs. H. E. Riccius.

OBITUARIES

Retired Conductor Thomas Keating, died in Seattle September 12. Burial in Tacoma.

Conductor L. S. Wandell and wife, and Engineer J. A. McCullough and wife, from

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**Lock Nuts and
Water-Tight Bolts**

*Used on Rolling Stock of
Leading Railways*

**MacLean-Fogg Lock Nut Co.
Chicago, Ill.**

Lewistown and Great Falls respectively, attended the Veterans' Meeting in Chicago.

Engineer W. E. Douglass and wife, together with retired Agent A. M. Maxine and wife as guests of the club, attended the Pioneers' meeting in Seattle. Mr. Douglass was elected president of the organization.

E. A. MacBride of Terre Haute, is now office engineer at Butte, succeeding F. B. Peter who left the division July 1 to enter a flying school in Los Angeles.

Roadmaster O. Haanes, wife and son, Harold, had a nice vacation the latter part of July. They spent some time in Glacier Park, Bonners' Ferry and Spokane. At the latter place they visited with retired Superintendent N. H. Fuller and family.

Section Foreman I. W. Harris and wife, of Amherst, accompanied by their niece and nephew, spent their vacation in July at Coulee Dam and Glacier Park.

Section Foreman John Gamell, wife and son, John, have returned from a two months' visit in New Jersey.

L. C. Jensen and wife spent a few days in Butte and Deer Lodge during the latter part of August. Leo was formerly Office Engineer at Butte, but now is assistant engineer at LaCrosse.

Extra Gang Foreman Hans Jensen after a short vacation has returned to his regular section at Fowlerville. Elmer Earl, who relieved him, is back at Square Butte

Understand B&B Foreman Ed. Young had some bad luck in July. 'Twas bank night in Three Forks. His name was called—the amount \$105—he wasn't there.

**La Crosse & River Division
—2nd District**

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

Geo. K. Baskin, agent at Wabasha, Minn., retired on pension Sept. 1. Mr. Baskin started work on the old narrow gauge road running between Wabasha and Zumbrota, starting his railroad career at Millville, Minn., and then transferring to Hammond, Minn., where he served continually until about six years ago when he transferred to Wabasha.

A farewell party was held at Wabasha for him and about forty employees and friends attended. Mr. Baskin was presented with a Gladstone traveling bag containing several small personal items. We all wish Mr. Baskin good luck and know that he is going to be missed greatly by all of us.

L. M. Truax, agent at Rockford, Ill., stopped off at Red Wing a week or so ago to say hello to the boys. He is looking great and says business is good.

A son was born to Dr. and Mrs. B. J. Boquet, company doctor at Wabasha. From all reports, "Doc" is quite enthused.

On Sept. 9, J. T. Brandt, agent at Winona; J. M. Hemsey and J. C. Opie of Wabasha; W. F. Haben and F. O. Anderson of Red Wing, attended a banquet at the Ryan Hotel in St. Paul, sponsored by the St. Paul Baseball Club and Booster Ass'n. After the banquet all guests were treated to a ball game between Kansas City and St. Paul.

**Iowa Division—Middle
and West**

*Ruby Eckman, Correspondent,
Clerk, Perry, Iowa*

Clerk Ralph Murphy and wife, of Clinton, were in Perry during August to attend

the golden wedding anniversary celebration of Mrs. Murphy's parents.

There is a new daughter in the home of Eugene Brenton, a daughter having been born August 17. Switchman Brenton is the grandfather of the little Miss.

Clarence Nicholson, and Frank Hoes, sons of railroad men, and Mary Ellen Steinman, granddaughter of Engr. L. A. Hulbert, deceased, were all prize winners in the poster contest sponsored by the service club. The young folks designed posters which were used in advertising Railroad Week in Perry.

Retired Engineer George Finnicum who makes his home in Long Beach, Cal., was in Perry the latter part of August visiting friends. George wants the news passed around that the library near the big park in Long Beach maintains a Railroad Men's directory or register and any visitors can easily locate any former railroad man who now makes his home in Southern California by visiting the library.

Marie Hickey, niece of Conductor E. R. Hickey, received an appointment to a Civil Service position in the Naval Department in Washington in September and left to take charge of the position Sept. 17.

Harold Ivey of the Signal Department was married the fore part of September to Mabel Hagge. Several parties were arranged for the bride.

Chief Dispatcher J. J. Kindig and wife spent their vacation in September with their son in Los Angeles, Calif.

Mr. and Mrs. W. E. Ginn of Omaha celebrated their Golden Wedding anniversary on Sept. 3. "Bill" is known to most of the employees from Chicago to the coast as he traveled with a line of small merchandise for many years after the accident which cost him the loss of both hands and a foot. He retired a few years ago on account of ill health.

Mrs. John Collings, wife of the water service man was in a Des Moines hospital in September for a major operation.

V. W. Merritt was relief agent at Hernando for a month while A. C. Hutton and wife were in California on their vacation.

Gene Van Horne, son of Conductor Ralph Van Horne received an appointment in the U. S. Naval Department in September. He will be stationed for the present at the Reserve Aviation Base in Minneapolis. Gene is a graduate of the State University of Iowa.

Mrs. A. A. Brown of the Milwaukee family at Perry won the title of City Golf Champion for the second time, in the tournament held in August.

Marlow Stotts who worked for 28 years as a yard clerk and caller for the Milwaukee at Perry, died during August at his home. He had been on sick leave for several months.

G. W. Munns who has been a relief agent and operator on the Des Moines Division the last couple years was appointed rate clerk in the office of the Division Freight and Passenger Agent at Des Moines effective Sept. 1.

Sarah Elaine Smith is a new daughter in the Gilbert Smith home and a granddaughter of W. J. Barth. Mr. Smith and his father-in-law are both shop men at Perry.

Conductor James Kanealy has a new granddaughter. Mary Patricia was born to Mr. and Mrs. Thomas Kanealy, September 9.

Miss Mary Rogers, daughter of Engineer Wm. Rogers, was married August 17 at Roanoke, Va., to Dr. Louis Curd of Covington, Ky. Mary is a graduate of Augusta Hospital Training School for Nurses and has taken special work in orthoptics and will assist Dr. Curd in his practice as he is a graduate of the Northern Illinois College of Optometry.

Jean Stapleton, daughter of Engineer Frank Stapleton, was married August 31 at Adel, Iowa, to William Paist. The young people will live in Perry. Mr. Paist is a building contractor.

Freight Traffic Dept., Chicago

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

The softball season has ended and did our boys win the championship again—nay, nay, but maybe the new lightweight bunch will do better.

Otto Timm certainly looked stunning coming to work with a scarlet turban; wonder if it was his.

We have an "old clothes" man in the Freight Department—can you GAS who?

Our All-American backfield, composed of Quarterback McNamee, Walter Klos, Fullback; Joe Burke, Blocking Right Half, and Walt Anderson, Left Half, have set a new all-time record. Since this backfield have been together they have never been penalized for backfield in motion. Whatta team!

Ex-handball player and former member of Madison A. C. gets married. Carmel Moran takes over management of "Man or Mouse" Sauter, including one 1940 Plymouth. Mr. and Mrs. Moran will reside

It was not quite so chilly when the pictures were made. They show, belatedly, l. to r.: Russell Larsen, Robert Arneemann, Richard Cook and C. L. Culver, all of the Tax Department, Chicago. Pictures were made at Cedar Lake, Ind., by R. G. Bundy, also of that Department. Mr. Arneemann is boat owner and skipper.

temporarily at the home of his parents. Incidentally, Harry stayed home the day before the wedding to prepare for the ordeal.

Ray better hurry up or it'll be shoulder arms, and not with a .410, either.

Understand that the followers of the terpsichorean art are still taking lessons, and not from Madame Lazonga, either.

What will Commodore Gardner do with his motorcycle when he returns to active duty with the navy?

The Litzen-Neville combination clicked again.

Teddy Lyons' day went over big in our department, even Mary Dugger dug in for a dime. Too bad he's not liked in Marquette Manor.

Newest member of the Proud Fathers' Club is Howard Larson. Reports on his daughter will be published shortly.

Looks like Sloma ran out of descriptive adjectives.

I&SM Division—First District

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

Vacation season is about over for this year but Sherman Rowe is still enjoying himself in Seattle at this writing.

Arnold Ray was assigned the permanent position of agent at Ridgeway, Iowa, leav-



ing agent's position open at Bixby. The new clerk at Decorah is Clyde Seiler. Herman Weihl off few days due to illness. The Lester Tonsager's blessed event turned out to be a baby boy.

Due to retirement, W. F. Cody's genial self will be missed by the boys on the Calmar and Mason City lines. However, N. P. Van Maren will ably fill the post, as he was Mr. Cody's assistant for several years.

About the time you read this, the celebration called "Days of '49" will be in full swing at Faribault, Minn. All men able to do so are required to grow some sort of hirsute adornment. Of course the Milwaukee employees (about 16 in all), are giving the movement their whole-hearted support and you see whiskers bristling at you back of desks, typewriters, and at every turn. Could it be they are just fulfilling an old desire to quit shaving?

BET YOU DIDN'T KNOW THAT: Our company, exceeded only by the N. Y. C. and Penn. R.R. in number of trains, operates 20 daily trains at average speeds of 60 m.p.h. or over, for distances of 60 to 90 miles. Also our Morning Hiawatha, No. 6, runs the fastest scheduled start-to-stop mileage in the United States. This between Sparta and Portage, running the 78 miles in a scant 58 minutes, with an average speed of 80.71. Also our Hiawatha type locomotives Nos. 1 to 4 are considered by the mechanical engineering intelligentsia to be the most perfectly designed and balanced locomotives ever built. So, if you are inclined to boast about the good old Milwaukee Road, above are a couple of good reasons.

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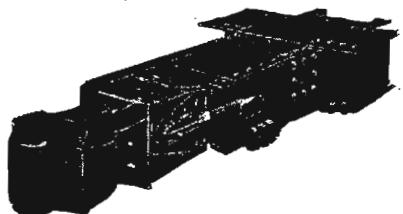
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Supt. Car Dept. Office, Milwaukee

*Martin Jos. Biller, Correspondent,
Asst. Chief Clerk,
Milwaukee Shops,
Milwaukee, Wis.*

Betty spent her vacation up in Dillinger's old habitat—little Bohemia. She had a grand time, but some little bugs also had a grand time at Betty's expense. A few days after her return, she nursed insect bites; everything's under control now.

The Car Department is having its share of representation at the San Francisco World's Fair this year—Mrs. Deppe and Marion, accompanied by Lucille, visited the coast. They report a very enjoyable trip. On the way home they stopped to visit relatives in Portland.

Bernice is leaving next week to visit her aunt in San Francisco—but then she confides—"Maybe I won't even get there—time will tell"—sounds mysterious—perhaps it is very hard to leave someone behind???

Willard did not have his vacation but some fair damsel from the fishing country sent him a souvenir candy fish. We happen to know that a certain nurse was up north on her vacation—but why should she send "candy fish." Willard might explain.

Rain, rain and more rain this last month. Ask Bob Harris what he thinks about the rain. Bob took his vacation during the rainy spell, in fact it always

rains on his vacations. Why don't you try December next time, Bob?

Herman Klatte and family spent a week visiting his folks in Terre Haute, Ind., between August 28 and Sept. 4. He reports having had very nice weather there that week and a pleasant trip.

Jerry and his family spent several days latter part of August touring northern part of the state, stopping also at the beautiful Duluth harbor.

Steve spent his week's vacation fishing. He mentioned before he left that if he catches any he would send us a picture of the fish.

John Bremser also enjoyed Wisconsin's gift to the nation—two weeks in the northern woods. He hasn't spoken much about it but from his healthy appearance he must have had a good time.

Wm. Bremser, formerly employed in the Police Department in Milwaukee, passed away Sept. 6, at the age of 81 years. Sympathy is extended to the bereaved relatives in the Bremser and Deppe families.

La Crosse & River Division —1st District

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

DEATHS

Veteran Switchman M. J. Finn of La Crosse yards passed away after a short illness.

Veteran retired Telegrapher Arthur Berne passed away at his home in Tomah. He had been in ill health for some years. He was at Tomah for many years working the middle shift telegrapher's job.

GOSSIP

The Old Vets convention held in Chicago was, as usual, a grand success, being well attended and the evidence is shown in the picture published in our magazine. During the course of events one of our vets told some half dozen of his cronies he knew where the Old Heidelberg flowed which was a little better than they had at the banquet and invited them to sample some at his expense and thereupon led the way, smacking his lips in anticipation. He ordered six Old Heidelburgs and laid down thirty cents, at which the barkeep looked twice and then pinched himself and then seeing it was not a joke said in a loud melodious voice, "Hey Buddy, that round is \$3.21." The Old Heidelberg fan's face fell a foot or two but he was game and shelled out the difference and snuck back to the banquet hall, vowing to stick to American brands from now on.

They tell one on Deacon Shutter, the high-powered yardmaster of Sparta yards. During the recent soldier maneuvers when troop trains and troops were thicker'n flies, the Deacon had flagged a couple meals and done some maneuvering himself to get the soldier trains switched out and started back east. An old lady had parked herself in her car near a crossing to watch the proceedings and being of a curious nature had a different question to ask the Deacon everytime he passed by, as to the why and wherefore of the signals, etc., etc. His patience held out until the last train had been switched and was ready and he gave the hogger a highball. The old lady immediately called out, "Hey, Mister, what did you mean by waving your arm at that man?"

The Deacon promptly said, "That meant 'Get the Sam Hill Outa Here!'" An official heard him tell the old lady and said, "Deacon, you should not be so short with an old lady; better apologize to her." So the Deacon walked over and soon came back. The official, curious himself, asked, "What did she say?" "Nothin'," Deacon answered, "Just waved her arm like a highball."

Engineer Pat Mulcahy and wife are attending New York World's Fair. They were among the rooters at the Polo Grounds that saw the Cardinals trim the Giants.

Haven't heard a good fish story for a long time. Better come across before the snow flies.

I&D Division—Central

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

There was a very interesting tabulation on page two of the September magazine and it should make everyone on this division feel mighty proud. If you don't remember what it was, dig it out, it may serve as a good reminder.

A recent visitor to Sioux City was Burton O. Johnson, formerly of the Division Engineer's Office, Sioux City, and now of the Engineering Department, Chicago.

Salvador Tovar of the Sioux City yard gang recently took unto himself a bride. Understand that when the summer's work is out of the way, Salvador and his bride will take a wedding trip to New York City.

Conductor Frank Leggett recently sent the office force of the Asst. Supt's Office a very fine large fresh salmon right out of the Pacific Ocean, which was very much enjoyed. If there were more men like Frank Leggett, this world would be a much nicer place to live in.

Dorothea Cliff, clerk at the Sioux City Roundhouse, returned from her vacation in Colorado looking even more beautiful than ever, if such a thing were possible.

On August 5 the ARROW came to a stop at Calliope, Iowa, which is about a mile north of Hawarden, and near the home of Miss Lettie Storts, aunt of Mrs. Florence Fitzgerald and her brother, Robert Belcher, of Chicago, who were on this train. Their parents were Mr. and Mrs. "Cap" Belcher, early day residents of Calliope, and their uncle, Alex Johnson, another early day resident, who owned a large part of the Calliope townsite in the early days, donated the ground for the site of the Milwaukee depot. Mr. Johnson was the great grandfather to the late South Dakota Congressman, Royal C. Johnson. "Cap" Belcher was a Missouri River boat captain and was well known by many of the Milwaukee employees at that time. Due to the fact that Miss Storts lives in what was formerly Calliope, the trainmen granted these two people an unusual request when they stopped the ARROW. This perhaps is the first time this train has ever been brought to a halt at this point.

Baggage Agent Charles Foote of Sioux City, returned recently from the home of his father in Eugene, Ore, where the vacation was spent.

Al Osthoff, chief clerk in the Asst. Su-

perintendent's Office, at Sioux City, is really having his troubles this summer. After spending the most of July in the hospital, he returned to the hospital for an operation, which was performed on September 3. At this writing getting along nicely. Fred Costello has been having his hands full, and we do mean FULL, covering both Al's job and his own.

MAYBE YOU'VE HEARD: Emil Omland, Depot Ticket Agent, Sioux City, called to Dixon, Ill., for funeral of relative. . . Paul Brildenstein, Dispatcher's Office, Sioux City, is like the boy with a new toy. It's a new canary-colored Plymouth sport coupe. . . Bennett says: "You should see my Hudson." . . . The paint crew have changed the complexion of the company's buildings inside and out at Sioux Falls. . . H. M. S. is looking for the fisherman's rule, but maybe a yard stick would do. . . R. L. Robson, CPA, Sioux City, accompanied the Eagles' special train to Chicago with about 110 passengers. . . Laura Sievert, Sioux Falls, made the annual trip to the Minnesota State Fair and visiting at Mountain Lake Minn. . . Agent and Mrs. D. E. Sullivan, Vermillion, left on Sept. 4 for Seattle and for a cruise to Alaska. . . Engr. W. H. Houser and wife visited in San Antonio recently. . . W. H. Deveney, retired agent at Grant Center, Iowa, died recently at his home there. . . Agent B. L. Dwyer and wife, Tyndall, were among the many from this division attending the Veterans Convention in Chicago. . . W. C. Edwards, helper at Tripp, was called to Westfield for relief work. . . Mr. and Mrs. Geo. Thorpe of Tripp attended the Rodeo at Chamberlain. . . Engr. Fred Thomas has returned to his run on the Armour line after a month's vacation on the West Coast. . . On September 9, Opr. George Kohls rounded out 25 years' service on which day he also celebrated his birthday. Congrats on both, George.



Mr. and Mrs. Harvey Gregerson of Madison, S. D., who celebrated their 34th wedding anniversary on August 15 while in Chicago for the Veterans' Convention. Mr. Gregerson is agent at Madison, and Mrs. Gregerson is historian for the local chapter of the Women's Club.

Freight Car Dept.— Milwaukee

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

ROUND 'N ABOUT THE SHOP

Tractor Driver Rudy Moschell is an ardent pursuer of ponies these days. He was instructed to transfer a load of horses (commonly called "saw") to the north end of the shop and in so doing, he neglected to allow a reasonable amount of space for the horses to pass the scale shanty, causing several of the ponies to shy. A new window pane is being requested by scale shanty custodian, Jake Meyers, who disapproves of air-conditioning throughout. . . Charles Radawick, Jr., is keeping in trim by working "high up than" on the freight shop roof. Charley recently completed a course in aviation and is now putting in his solo hours. . . ED-isom Kilgren applied for a patent on the automatic door

closer which he has worked so hard to perfect. Good luck in your new enterprise, Ed. . . Our own Erv Gargen, twice former Milwaukee County match play golf champion, regained his title this month by shooting a 297 for 72 holes. Nice golng, Erv. . . It appears that Heinie Imhauser is taking a course in culinary art from Mrs. Kornfahl and Mrs. Gruber in the cafeteria. . . Retired Leadman, Charles Tacke, payed the freight shop a visit recently and reports that his address for the winter will be in sunny Florida. . . The varsity softball team which hails from the freight shop, captured third place in the Milwaukee Road League which entitles them to the fifteen-inch trophy plus a bronze medal for each individual player. . . Fred Brooks has his son, Fred, Jr., visiting him from the U. S. N. . . Machinist Apprentice Orville Fox had the misfortune to break his leg. We are all hoping for a speedy recovery, Orville. . . Alex Damske, Jr., completes his machinist apprenticeship this month.

AMONG THE VACATIONISTS IN AUGUST AND SEPTEMBER

William Shand and family to Northern Wisconsin. . . Edward Littleton and family to Crescent Lake, Wisconsin. . . Mrs. A. Gruber to Mount Moritz, Wis. . . Harry Hileman and family to Cincinnati. . . Joe Zych and family to Detroit. . . Gus Hilt and family to Minnesota. . . Ray Janzen to New York. . . Frank Orlick and family to Maryland. . . Charles Carpenter and family to Eagle Lake, Wisconsin. . . Peter Vanacek to Washington, D. C. . . George Ewig spent his vacation at home (remodeling exterior). . . Those who took Labor Day week-end trips are too numerous to mention.

Easy Honors

"Did you get the prize in school for good conduct, Tommy?" asked Uncle George. "Naw," said Tommy, "but I mauled de stuffins out of de duffer what did git it."

Too Late

In her school essay on "Parents" a little girl wrote: "We get our parents when they are so old that it is impossible to change their habits."

H&D Division

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

Did anybody miss the column in the September issue? If so, let's have some news to prove it and I'll do my part to see that it doesn't happen again. Just send it to Dispatcher's Office without signature if you care to—as long as we get the news.

Our heartfelt sympathy is extended to Miss Gladys Prescott, daughter of Ed Prescott, retired agent. Mr. Prescott passed away Aug. 12 after a lingering illness. For 34 years Ed had been the agent at Mina, S. D.

F. C. Poeschel is appointed 2nd trick operator at Selby, S. D., temporarily.

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ONE-PIECE SIDE FRAME

OFFICE AND WORKS

CAR BUILDERS



BETTENDORF, IOWA

W. C. Witte is appointed agent at Tulare, S. D., permanently.

George Beck is appointed operator at Cologne temporarily.

B. Monteil is appointed operator at Fargo, N. D., permanently.

P. J. Walsh is appointed agent at Glenham, S. D.

L. H. Walleen, Jr., is appointed temporary operator in the Aberdeen Dispatcher's Office.

Bill Matz is on a vacation. Bill took the pension Aug. 15. Previous to that time he was station agent at Glenham, S. D. He at the present time is visiting friends and relatives around the country-side.

C. L. Tynor retired as conductor September 1. For 33 years Cec has served the Milwaukee Road faithfully and plans on going to Washington where the future home has already been bought.

"Dagwood" Frank Faeth has been appointed night clerk at Montevideo.

Hurley Madsen is temporary transfer clerk at Aberdeen.

Sec. Foreman "Babe" Bjorndahl Tulare journeyed to the State Fair in the Twin Cities over Labor Day.

Rudy Weber, agent at Zeeland, N. D., and family vacationed in Bird Island and Star Lake, Minn., for the latter part of July.

Stan Jorissen, agent at Strasburg, N. D., and family also vacationed in Bird Island and Star Lake the latter part of July. Danny Meier relieved Stan as agent.

Jerry Beck, agent at Renville, Minn., and family were on the West end for a few days, shaking hands with old friends while on their vacation.

L. E. Larson, 3rd trick operator at Roscoe, S. D., was married to Miss Ann Roesch of Roscoe, Sept. 1. Congrats, Lars, and a lot of happy years.

Roland Marlett is back on the H&D again. This time in the capacity of train dispatcher working the swing job between Aberdeen and Montevideo. Welcome "Home," Rollie.

Kenneth Natzel, section foreman at Ansdover, S. D., and wife journeyed to Minnesota State Fair over Labor Day.

Tony Spatafore, section foreman at Mellette, S. D., and family have moved their possessions from an apartment into their own "Love" nest. When are we going to have the house warming, Tony?

R. A. Burns and family have returned from their vacation that took them up into Minnesota.

W. J. Kane was in Chicago over Labor Day. He had his sons, William and Stephen, with him and they took in the All Star football game.

Rose Cummings is on her vacation this week, visiting friends and relatives around Hancock, Mich.

Andrew Vernon (Bud) Evald listened to the sound of wedding bells Sept. 14. Beatrice Kanutson is the bride. They took a motor trip to points undiscovered.

Howard Kelly passed the cigars around the other day. Her name is Mary Patricia and she made her debut Sunday, the 8th of Sept.

John Mueller of Chicago has succeeded Roger Middleton in the Engineering Department, Roger being transferred to the Iowa Division.

Donald Davis has succeeded Frank Kegley as messenger. Frank has gone back to school to get some more learning.

I&SM Division—West

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

VACATIONS

John Heynes and family of Fulda, Minn., off two weeks while Johnnie attended the Forester convention at Cleveland, O. He was relieved by Mr. Meyers of Fulda as station helper.

J. C. Whalan, agent at Fulda, Minn., off two weeks, spending his vacation days in northern Minnesota. John also took a fling at landing some big fish. He was relieved by W. C. Bellings of Chandler, Minn.

Walter Coppin, freight conductor, Madison-Fulda, off regular duty for a period of three weeks while vacationing in and around Denver, Colo.

H. J. Bennett, agent at Egan, S. D., off a week touring the South. Harvey stopped off in Missouri to visit his son several days. He was relieved by R. E. Gilbertson of Erwin, S. D.

R. M. Olson, agent at Alden, Minn., off a few days attending to business matters in Chicago. He is relieved by G. F. Jones of Pipestone, Minn.

Mrs. Simon, agent at Oakland, Minn., is taking time off from regular duties for some time. She is being relieved by W. C. Bellings of Chandler, Minn.

The Calumet Service Club meeting, which was to be held at Pipestone on Sept. 16 was postponed until Oct. 21, to be held at Pipestone. All members are to bring their families. Our committee vouches a good time will be had by everyone, so don't miss it. Make Pipestone, Minn., your stopping place on Oct. 21. Let's have 100 per cent attendance.



There are four generations in this Milwaukee Road family, of Madison, S. D. They are: Mrs. Thea Westby; son Lars Westby, brakeman; grandson Verald Westby, brakeman; and Verald's two-year-old daughter, Mrs. Westby is 81 years of age. Her husband was a section foreman on the Milwaukee.

Trans-Missouri Division

—West

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

The Sperry Rail Detector made a trip over the Division the week of September 14.

Boilermaker Wm. G. Young is back working at Miles City Roundhouse again.

Robert Stacy, electrician helper, Miles City left September 14 for Bozeman, where he is studying electrical engineering.

Miss Barbara McMahon, who is studying nursing in Seattle, spent ten days' vacation with her parents in Miles City, the forepart of September. Mrs. McMahon accompanied her back as far as Deer Lodge where they spent a few days before Barbara returned to school.

Miss Betty Lou McCoy, who has been working in the Superintendent's Office, Miles City, during the summer months, returned September 8 to Drake University, Des Moines, Ia.

VACATIONS

Mr. and Mrs. Swan Nelson, spent two weeks vacation in California, the latter part of August.

Rod Janes, retired boilermaker, Miles City, left September 18 for a vacation in Neosha, Mo.

Claude Richardson, clerk in Engineering Dept., Miles City, went to Oklahoma City, to attend the wedding of his brother.

Jos. Peschle, time reviser, Miles City, left Sept. 8 for two weeks' vacation—Janesville, Minn. He was relieved by Harold Fuller, and Claude Smith is back in Miles City relieving Harold Fuller, as file clerk.

Frank Smith, machinist, Miles City, plans on attending the World's Series, in Cincinnati, Ohio.

Mrs. Ann Anderson, stenographer, Superintendent's Office, left Sept. 21, to spend two weeks' vacation in Seattle, and San Francisco.

Harry Stamp and family of Miles City spent their vacation in Cooke City and Yellowstone Park.

R. K. Burns, city freight and passenger agent, Tacoma, spent a few days the forepart of September in Miles City. Come again, "Bob", we are always glad to see you.

The Milwaukee family wish to express their sympathy to the relatives of:

A. S. Haley, retired store helper, Miles City; Thos. Flynn, retired section foreman, Roundup; and Donald Storms, agent, Carterville, all of whom passed away during September.

RETIREMENTS

Mrs. C. L. Kirby, agent, Red Elm, S. D., is retiring September 30.

J. J. Martin, conductor, west TM Div. is retiring September 30.

J. G. Beeler, yard conductor, Miles City, plans on retiring in the near future.

D&I Division—2nd District

*Lucille Millar, Correspondent,
Clerk, Dubuque Shops, Iowa*

Sympathy is extended to the family of retired machinist, Peter Schiltz, who passed away at his home in Dubuque. Also to the relatives of retired machinist helper, John Hanlon, whose recent death occurred in Dubuque.

To retired Locomotive Engineer A. Graham and Conductor W. Graham our sincere sympathy in the death of their sister.

"Bob" Sommer called at the office with a lot of Veteran Convention "echoes" and from all accounts those in attendance were

not still a minute. "Bob" is just living till the next one, which he hopes will be just as hot. A certain passenger conductor on this division seemed to be familiar with all of the latest dance steps. (It's a guy you'd never thunk it of.)

The Milwaukee Road bowling team got off to a bad start due to the poor example set by its new captain. (You'll have to do better than that, C. H., if you want to keep on that job.) Perhaps this mind was out west in Wallace, Idaho; guess he was thinking of the tall trees instead of the tall corn.

The team's greatest hope again for this season is Emil Georgen, who is recovering from a recent illness. When Emil gets in and pitches the team will really go places (we hope)!

Mike Betz, Bill Gau, and Ray Bliss went over to the annual sauerkraut festival in East Dubuque the other night. Reports indicate that they would have gotten more sauerkraut at an ice cream festival. They just didn't know the ropes and came home disappointed. Better luck next time, boys!

Miss Gladys Noble, daughter of Mrs. Christine Noble of Marquette and Attorney Robert Coon, son of Engineer Frank Coon of McGregor, were married in the First Methodist Church of McGregor on September 14. Miss Hope Peck, daughter of Machinist Ray Peck, sang. The bride and groom will make their home in McGregor, where "Bob" has become one of that town's promising attorneys. (Ye scribe witnessed the ceremony, and the bride was plenty beautiful!)

Tacoma and Coast Division

—West

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

We are grieved to report the death of Wm. Bunnell, retired engineer, who passed away at the age of 78 on August 20th after a short illness. He is survived by

his wife and one son, Frank, who is also an engineer. Mr. Bunnell senior had been on the retired list since July 1, 1937.

Paul Muffley, cashier at Everett, underwent an operation on August 9 but is getting along very well and returned to work again September 10. His position was filled by Robert Davidson, who had been out all summer with one of the extra gangs.

General foreman of substations and trolley, W. L. Hubbard, was off duty for about three weeks, due to severe illness, but has recovered and is now back to work.

J. E. Brady, roundhouse foreman at Tacoma, broke his ankle—while off duty, at that; he is expected to be laid up for a month, at least.

Bill Reimers, retired conductor, who has lately spent quite a spell at St. Joseph's Hospital, is now out of the hospital and paid a visit to the Yard Office.

Conductor W. A. Stollker was sick for a week or so in August but is now up and around.

Roy Takahashi, porter at the Tacoma passenger station, was sick for two weeks in August, but is now at work again. His son, Harry Takahashi relieved him.

E. J. Cowling, brakeman, and wife rejoice over the arrival, on Sept. 3, of a bouncing baby boy; long may they wave!

Sam Carlos Whittemore, agent at Raymond, was married on August 9 to Mrs. Lee Arkley; the bride is from Aberdeen, Wash., but the wedding took place at Tacoma.

Cedric Meyer has landed a job as yard clerk at Tacoma.

H. R. Carrell, for many years agent at Hyak—until that station was closed last December—has bid in the agency at White Bluffs, and C. R. Gordon has taken the agency at Sequim.

H. J. Neff, retired conductor, with Mrs. Neff, left September 5 for an extended Southern trip going through Florida, Louisiana and Texas, not expecting to return until after New Year's. Their intention is to spend Christmas with their two daughters living in Los Angeles.

W. S. Burroughs, depot ticket agent at Tacoma, and wife, are enjoying a visit in

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Los Angeles, where one of their sons resides.

O. R. Powels, claim clerk at the Local Freight Office, Tacoma, entertained his brother Verne Powels about the middle of September. Verne Powels is district manager for the General Petroleum Company for Northern California.

Leo Ditsch, who was extra gang foreman this summer, has now taken the yard job at Tacoma, while Ben Milander has taken over the section at Morton.

A. McCoy, retired blacksmith helper at Tacoma shops, is taking an extensive trip to Toronto and Montreal, while T. P. Malloy, retired machinist helper at the same place, with his wife, spent a very pleasant time at the Milwaukee Veterans' Convention at Chicago, also enjoying the trip to Benton Harbor and the House of David; they are now planning a trip to New York, Philadelphia and Boston.

J. H. Watson, brakeman, is back at work again after paying a visit to the Milwaukee Veterans' Convention at Chicago. He was gone for about three weeks.

Conductor A. C. Tucker and wife have returned from an extended vacation in Canada.

P. J. Cowling, switchman at Tacoma Yard, and wife have been on a vacation trip to Chicago and east; so have C. J. Brewsaugh and wife, after a trip to Des Moines, Iowa, and W. S. Messimore, switchman, and son from a trip to Detroit, Mich.

O. H. Guttormson and family made a vacation trip to Ridgeway, Iowa, late in August, to visit the old family home. K. D. Alleman relieved him on his job as chief yard clerk.

Lee Higgins is now doing extra work at the Yard Office. He is from the District Accountant's Office.

Lieutenant Paul James, J. F. Bryan and Turner are all in the National Guard now and will shortly go to Fort Worden at Port Townsend; James is from the Car

Department and Bryan and Turner are from the Accounting Department. Good luck to them and a safe return!

The District Accountant's Office has now been closed at Tacoma and consolidated with the one at Chicago; we shall miss them very much and wish them good luck in their new location. Most of them are now in Chicago; others remained here and took other positions, as follows: Ivar Bervin doing relief work at Seattle; Katherine Bell relieving Paul James while he is in the army; Harry Hatch took leave-of-absence for 3 months; Millie Anderson displaces Mildred Fetter at Tacoma Freight Office, but has taken 3 months' leave-of-absence before doing so; Ann Johnson has displaced Oscar Dahl in the Division Engineer's Office at Seattle, but is taking 3 months' leave-of-absence before doing it; Forrest Mason displaced Lee Boyd as assistant time revisor, Superintendent's Office, Tacoma; Ivar Bervin (after finishing above job) displaces Don Hays, claim clerk, Spokane; Jimmie Kearns has bumped Mrs. Ellen Noble in the Cashier's Office at the Local Freight Office, Seattle.

Ralph Moyle at the Yard Office took a week's vacation; Guttormson relieved him, while Kenneth Alleman relieved Guttormson.

Superior Division

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

DEATHS

Section Foreman Andrew Ruzek at Amberg, Wis., died on July 14 and retired. Section Foreman Gustave Braatz, Green Bay, Wis., died September 7. Carman John Jacobson died September 10. The sympathy of all Milwaukee Road employees goes to the families of these men.

Mrs. R. C. Dodds, wife of superintendent at Aberdeen, S. D., Mrs. E. F. Palmer, of Milwaukee and Mrs. F. Fernstrom of Milwaukee visited with Mr. and Mrs. Buehler and Mr. and Mrs. S. Einarsen early in September.

We are looking forward to one of the largest sugar beet seasons we have ever had with the two sugar plants operating this year, one at Green Bay and the other at Menominee, Mich.

Harry Miller, local perishable freight inspector, just returned from a two weeks' vacation, having visited relatives in Illinois and Iowa. He reports having a good time. Duane Ray relieved him.

Properly Placed

Politician (to railroad superintendent): "Can't you give my friend a job on your railroad?"

Superintendent: "But he can't speak English."

Politician: "Well, then, give him a job calling out trains."

Ready! Go!

Traveler: "Porter, why is the engineer blowing those long drawn out blasts of the whistle?"

Porter George: "Guess dat's the startin' whistle fo' de race to de crossin', suh."

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I&SM Division—East

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

Dick Hogan was on the sick list for about a week, being confined to St. Olaf Hospital, Austin, for 5 day's account ear infection.

Howard Hedegard, son of V. C. Hedegard, Plymouth, is in the U S. Navy; he will be stationed at Hawaii.

The golf match between the Dispatcher's Office and Freight Office didn't make the headlines in the Austin paper, so we will make mention of it here. In order to relieve the suspense I'll tell you that the freight force had to take about 40 more strokes than did the dispatchers force. Haven't heard any one asking for a return engagement. Maybe they are waiting for the bowling season.

Your correspondent vacationed latter part of August with relatives in Nebraska. Cashier G. B. Williams and family, and father and mother left Sept. 15 for Lake Kabetogama on a sojourn for the wily wall-eyes and Great Northerns. Hope you have good luck, folks.

The grain rush has let up a bit, and everyone is now waiting for the vegetables to start moving in large quantities from the Hollandale District.

L. H. Okre, Jackson, was appointed to temporary clerk's position at Hollandale. He did a good job on this position last season.

P. E. Berg is relieving at Peterson, Minn., account regular Agent J. R. Ibsen received a call to come home due to serious illness in the family.

Rumor has it that Switchman Jimmy Ness is the proud papa of a new Chevrolet, and in the Peed family "it's a Buick." Happy wheeling, folks.

And, in the event you run across a stray piece of news between now and Oct. 15, the address is at the top of the column.

Fullerton Avenue Building, Chicago

Leonard G. Janke, Correspondent,
Fullerton Avenue Bldg., Chicago

Appropriately enough October is called the month of campaigns whether they be political, charitable or what have you. With that in mind we do a little campaigning of our own.

We wish to welcome all the new employees who have joined our forces and we desire to acquaint you with the activities and benefits you are entitled to share.

To the ladies we suggest the Women's Club. A full, planned season of social events, as well as a fine civic program, make it a very desirable organization. Club room and library facilities are excellent.

The Booster Club is a must for most of us. President Patterson and his able corps of lieutenants have really made our club a topnotcher. The club does more with your dime a month than you could ever imagine. Everyone should belong.

The Credit Union is another fine feature. You can save money through payroll deductions and on making loans you save over 1½%. The standard rate is 1% in this Union, so take advantage of this fine opportunity to conduct your financial affairs on a fair, economical, and sensible plane.

If you are in doubt about where to apply for any of these organizations, just ask any "old timer" from the building and he will give you more details, or address a note to the correspondent and I will pass it along to the proper persons.

IDLE CHATTER

The bowling boys really started out with a vengeance. Will Hettinger carding 586 and the Sioux knocking down 2536. . .

16 teams this year. . . L. Walch is still president and Gerke keeps the records straight. . . W. F. Miller had a rather unusual series, making 150 in each of his three games. . . "Hersh" Vallandigham (a ringer, no doubt), punished the pins to the tune of 81. . . Harry Wallace, who was supposed to be on sick call, helped his team beat the Pionneers in two contests. Like a shot in the arm to Wallace. . . Every Tuesday nite! Visitors welcome! No charge! Whoop it up for the lads. . . Ladies roll on Wednesdays. . . Edith Marquiss heads the league; Marge Porten handles the secretarial end and Vera Snapp the treasury. . . A. Schubert starts the season off with a 199 game. Hmmm—she will bear watching. . . LaVerne Koch shows a remarkable improvement in her second year of bowling. . . There are ten teams this year and they are really trying their hardest. A fine crop of women bowlers should develop from all the beginners in the gals' league. Good luck. . . A few vacations and stuff. . . Ed Wilvers and his new wife, Edna, are honeymooning in Seattle. . . Joe Goetz visited both the East and West this year. . . Wonder how the R. Albrechts will like it in Glenview this winter. . . Elsie Gretler saw Utah, Salt Lake, etc. . . Oscar Jensen just laid around Mt. Clare and immediate environs. . . Bob Wilmes has left us for good. He is entering the filling station business. . . No more news, no more room, no more me. So long.

Didn't Matter

The man about to take a train was worried by the station clocks. There was 20 minutes difference between the one in the office and the one in the waiting-room. Finally he questioned a porter, who made a careful survey of the two clocks, and shook his head doubtfully. Then he brightened suddenly and said:

"It don't make a single bit of difference about them clocks. The train goes at four-ten, no matter what."

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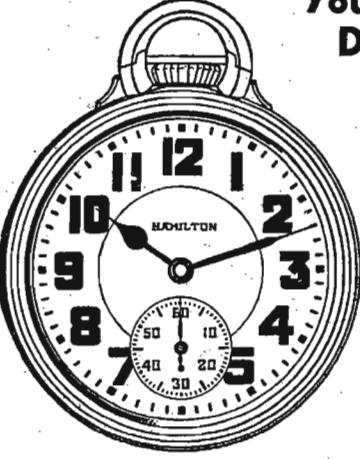
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Kansas City Division

*K. M. Gohmann, Correspondent,
Care Supt., Ottumwa, Ia.*

Secured another fine industry in Ottumwa, General Mills, with headquarters in Minneapolis, located on our railroad during the past month. They handle flour and farm seeds, and everyone feels this is going to favorably affect our station earnings at Ottumwa.

After spending a month's vacation with her parents in Ottumwa, Gloria Reed has returned to Council Bluffs to re-enter the Jennie Edmundson Hospital, where she is in training. Her sister, Patricia, has accepted a teaching position in the Bayfield school, nine miles west of Muscatine.

Numerous weddings have recently occurred among the sons and daughters of the Milwaukee employes. Mr. and Mrs. W. J. Hodges announced the marriage of their daughter, Shirley, to Clyde Gideon of Ottumwa on July 25 at Kirkville, Mo. Mary Hammond, daughter of Chief Clerk Hammond at the freighthouse in Ottumwa, was married to Richard J. Vandello on Aug. 30.

On Aug. 26 Audrey LaBelle, daughter of Engineer LaBelle, was married to J. Frank Anderson.

Doyle Heather, son of Engineer Heather, and Gladys Young were united in marriage on Aug. 31. All these young people will establish their residence in Ottumwa.

Chief Clerk John W. Sowder and family spent 10 days in the latter part of August visiting with relatives in Independence and Kansas City, Mo.

L. R. Carbee and family of Washington are on a three weeks' trip through the East, including New York and Washington, D. C.

For several weeks during the latter part of the summer Mrs. John Nolan and daughter of Seymour visited with relatives in New York.

Operator Martha Browne at West Yards was off for several weeks recently during which time she visited with relatives in Chicago and Davenport.

Agent C. L. Post and wife of Blakesburg were in New York to attend the Fair and visited in other eastern cities.

Elsie Osterle, daughter of agent at Amana, was on an extensive trip through the East this past summer. She is now attending a business school in Cedar Rapids.

T. E. Manso, agent at Lawson, is vacationing in Oklahoma and Agent C. D. Busick of Ludlow at points in Texas.

I. R. Carlson and family spent the last week of August in Gary, Ind., with the parents of Mrs. Carlson.

Yellowstone Park and the Black Hills were part of the itinerary of W. H. Vosburg and family while on vacation the latter part of August.

A. C. Daacke had one week's vacation in the early part of September and he and his wife visited in Des Moines.

Harry Vaughan of the roundhouse, West Yards, is having a much delayed vacation. During his absence Eddie Kemp is working the job.

Roadmaster P. M. Loftus and family were in Wausau and LaCrosse visiting with relatives and friends.

After an extended visit in Detroit, Mich., with her son and daughter-in-law, Mrs. W. G. Dingeman returned to her home in Ottumwa on Aug. 28.

Machinist W. F. Grant received announcement of the birth of Caroline Irene on Aug. 22 in the home of his son and daughter-in-law, Mr. and Mrs. L. J. Grant, Topeka, Kan.

David Lee is the name Mr. and Mrs. Harold Peppers have given their two-months-old adopted son.

Engineer H. B. Galpin is off duty indefinitely account illness. He will leave soon for Springfield, Mo., to visit with a sister.

Paul Fisher and C. C. McCoy have resumed work after being out of service several months because of sickness. H. M. Allardice is back on the job.

On Aug. 14 occurred the death of Mrs. Mose Helme at Mystic. She had been in ill health for several years.

Linda Lou Hobbs, infant granddaughter of Conductor S. P. Hobbs, died at the St. Joseph Hospital on Aug. 24.

The death of Mrs. Mary E. Klepfer occurred on Sept. 9 at the home of her daughter, Mrs. W. I. Wendell, Ottumwa. Our sympathy to all in their sorrow.

Spokane and Inland Empire

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

Albert Bates, machinist at the roundhouse, Spokane, and wife spent three days at Thompson Falls, Mont., during August. The celebration was their wedding anniversary.

Locomotive Fireman Louis McGee became seriously ill while out on the road about the middle of August and was rushed to the hospital at St. Maries, where he was operated on and found to have ulcers of the stomach. We are glad to report an improvement.

Leonard Lore, carman, Spokane repair track, was off with a very bad cold for several days in August.

Roundhouse Foreman Earl H. Walters of Avery, Ida., was a Spokane visitor the latter part of August. From there Earl drove his family to Priest Lake for a few days' vacation.

Lawrence "Tiger" Johnson, checker at Raymond, Wash., freight house, was in Spokane visiting for a few days during August.

Several inquiries have recently been made, asking who the new night clerk is on the Interchange at Spokane freight house. Don't get excited boys, that is Mrs. Clara Montague, who drops down to see that her husband, Clinton, is on the job.

W. E. Smith, night roundhouse foreman, Spokane, took a couple weeks off during the hot weather in August and drove with his wife to Mt. Rainier and several points on the West Coast. "Bill" tells quite a yarn about himself getting lost in Olympia, Wash., while trying to locate the home or a friend.

Henry McGinnis, car inspector at Spokane, who retired on September 1st, was presented by his fellow employees with a handsome billfold with his name engraved thereon. Mr. McGinnis and wife left shortly after for a visit with relatives in Indiana. Upon their return they will retire to the ranch near Bonners Ferry, Idaho.

Mrs. James Holmes, wife of Electrician "Jim" at Spokane, underwent several operations during August for an infection in her arm caused by a nail wound. For a while it was thought that a blood transfusion would be necessary, but Mrs. Holmes pulled out of it very nicely, and at this writing we are glad to report she is resting well.

Edwin Gehrke, watchman at Spokane Freight House, spent a week in Chicago and Milwaukee around Sept. 1.

Lawrence E. Lynch, coach cleaner, Spokane Union Station, and Miss Evelyn Brock of Cincinnati, Ohio, were married at Veradale on August 10. The happy couple spent their honeymoon with a trip to Mt. Rainier, Seattle and other coast points, after which they made their home at Veradale. Mrs. Lynch left on August 31 for a visit with her parents in Cincinnati.

Car Inspector Andy Fischer, Spokane, took his two daughters to Ft. Lewis, near Tacoma, Wash., on August 25, where they visited with his son, Leo, who is stationed there with Company E, Reconnaissance Troop 3.

Walter Farley, ice house helper at Othello, Wash., suffered a fractured leg early in September when he fell from a car at that point.

The Milwaukee physicians in Spokane, Drs. E. B. Nelson and J. L. Kyle, have moved their office from the Rookery building to rooms 1257-60 (New) Paulsen Bldg.

At Spokane Car Department, Andy Fischer has taken the night inspector's job vacated by Henry McGinnis, and Elmer Brunette of Deer Lodge, Mont., fills vacancy of carman on the Repair track.

The Railroad Bowling league in Spokane started off with a bang on Sept. 4. This year's personnel of the Milwaukee team includes Wm. Gunn, Sr., Howard Jensen, Sylvan Lang, Wm. Gunn, Jr., and Frank Kratschmer (captain).

Don C. Henry of the Ass't Supt.'s Office, Spokane, and Miss Marjorie Mack of Butte, Mont., were united in marriage on September 7, at the home of the bride's parents in Butte. Miss Mack was formerly a student nurse in Sacred Heart Hospital in Spokane.

Car, Store and Mechanical Depts., Twin Cities

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

Clerk Luther Cadow and wife are vacationing at Grand Canyon, San Francisco, Los Angeles, Portland and Seattle.

Miss Ella Siegler, personal stenographer, enjoyed a motor trip via Duluth and Superior Northshore Drive, over Gunflint Trail and Itasca State Park and Bemidji.

Emily and Nellie Hiddleston of the Locomotive Dept. vacationed in mid-September at Chicago and vicinity.

Shop Supt. G. Lambreg recently moved into his new home at 420 East Minnehaha Parkway. We are delighted that he choose Minnesota rather than Florida.

Carman Apprentice Clifford Olsen and wife are the proud parents of a baby girl, born August 24.

Dan H. Lynch, retired yard conductor, visited old friends in Minneapolis before returning to his California home.

RETIREMENTS

J. J. Wolfe, yardmaster, Minneapolis, on August 16 after many years of faithful service.

Edward B. Stanley, yard conductor, Minneapolis, on August 15.

DEATHS

John Philbrick, carman, St. Paul Coach Yard on August 22, at age 61 years, following two days' illness. Mr. Philbrick had 30 years' service.

Nelson Dutton, car inspector, Sioux City, Iowa, on August 21, age 62 years, with 21 years' service.

A. J. Lucker, clerk, General Yardmaster's Office, St. Paul New Yard, on September 4, with 27 years' service.

Ole C. Amundson, boilermaker helper, Minneapolis Shops, on July 23, at age 93 years. He had entered the company's service in early '70's, retiring in 1929. He enjoyed good health until last year.

Mrs. Ben Benson, wife of Ben Benson, chief clerk to shop superintendent, on September 15. Mrs. Benson failed to rally from an operation on the 13th at Rochester.

Terre Haute Division

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

The news of P. M. Fagan's retirement as D. F. & P. A. was received with sincere regret by his host of friends although all wish him many happy years of well-deserved rest.

On Saturday morning, September 7, at St. Patrick's church in Terre Haute, Miss

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Address
.....

Martha McCandless, daughter of Agent M. H. McCandless, was married to John Edward Lehart of Gary, Ind. On their return from an extended wedding trip, they will take up residence at Gary, Ind.

Mrs. W. E. Allen, wife of First Trick Dispatcher Bill Allen, has returned to her home after being in the hospital due to an accident, and is getting along nicely.

Born to Mr. and Mrs. Herschel Austin on August 24, a girl, Linda Lue. Mr. Austin is chief clerk in the Terre Haute Car Department.

Conductor and Mrs. O. L. Clawson and son, Bill, of St. Bernice, have returned from a vacation spent in Washington, D. C.

Conductor and Mrs. C. C. McBride of St. Bernice had recently visiting them their daughter, Mrs. Harold Hammersley and son of Chicago.

Mrs. H. J. Kutch, wife of Conductor Kutch of St. Bernice, and Miss Katherine Richard, daughter of Engineer Frank E. Richard of Terre Haute, have just returned from a motor trip to New Mexico.

Vaughn Chapman, who was employed in the Engineering Department at Terre Haute as rodman for the past several months, has returned to school at Wheaton College, Wheaton, Ill.

The death of Mrs. N. C. Mosier, wife of Engineer Mosier, occurred at Terre Haute on August 18.

Conductor Homer Hite retired from service on Aug. 29. Mr. Hite has been conductor and brakeman on the Terre Haute Division since 1910.

Engineer H. A. VanBrunt has been vacationing for the past four or five weeks in California.

Frank Pearce, son of Chief Clerk Fred G. Pearce, has left for Boston, Mass., and on Sept. 26 will enroll in the Massachusetts Institute of Technology.

Iowa Division—East

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

A new train order signal has been placed on top of the passenger train shed at the Marion depot and is operated by the train dispatcher.

Chief Dispatcher J. T. Keenan of Aberdeen, S. D., visited Marion friends in August.

APPOINTMENTS

Bruer Devoe, agent at Oxford Junction. D. L. Miller, agent at Arlington. R. J. Urdel, nights at Samoa.

A. J. Campbell, 909 Oakland, N. E., Cedar Rapids, has been requested to take care of dues for members of the Veterans Employes in Cedar Rapids, by Secretary-Treasurer Mrs. Williams.

TRANSFERS

T. J. Jakim, rodman, to Marion Division Engineer's Office from Chicago.

L. D. Keating from the Division Engineer's Office in Chicago, to H. Wuerth's office at Marion.

Conductor H. R. Vandercook of Spokane visited Marion early in September and disposed of some residence property owned by him.

The Iowa Division was well represented at the Milwaukee Veterans reunion at Chicago. Scarcity of space prevents giving names of attendants.

Retired Conductor Joe Pulley, 73, passed away at his home at Savanna. He entered the employ of the Milwaukee Road as brakeman in 1899, was promoted to conductor later in the year. Retired June 1, 1937. His death is regretted by many friends.

Ye Scribe left for a business trip to Wibaux, Mont., September 5.

Agent C. S. Morton of Monticello entered the service in 1894—Retired Sept. 1 after a long period of very satisfactory service.

Conductor A. E. Young, 60 years of age, passed away suddenly, September 10, at

his home in Monticello. Funeral services were held there September 12. He entered the employ of the Milwaukee as brakeman in 1902; was promoted to conductor in 1911.

offices renewing old acquaintances. We were all glad to see Norris again.

Leo Montgomery from Chicago offices also called on local offices. We hadn't seen Leo for a long time.

Wm. Ross, freight conductor, has been laid up the past few weeks with arthritis. At present he is better.

Geo. M. Nelson, who has been off from work in the Car Dept. for a few days laid up with lumbago, is back at work again.

Missing out on news items for September, we failed to give a report on the local roundhouse picnic held at the Clay Banks. A wonderful time was had. Many contests and prizes were awarded. Duke Moore took first as a tenor soloist. "Hot Shot" Crowley won the bun rolling contest. Reese Vaughn won the boxing contest, and Charlie Reichardt had charge of the drawing. We are unable to find out what Charlie was drawing, but reports are that he did a good job of it, whatever it was. From all reports we sure hope we are invited to the next year's picnic. Everyone had a fine time and showed up for work on time Monday.

We want to wish Mr. Cody, division freight and passenger agent, who retired Sept. 1, many years of rest and enjoyment after his long years of service.

We also want to congratulate N. P. Van Maren, who has been appointed to take over the duties of Division Freight and Passenger Agent, and we all believe the management has made a wise choice to carry on the good work done by Mr. Cody.

We also welcome R. H. Conrad to our I&D family, who has been appointed to fill the vacancy left by Mr. Van Maren as travelling freight and passenger agent.

A. M. Glander, chief carpenter, has returned from a vacation trip through the west. Mr. Glander reports a fine trip and a fine time.

We are glad to learn of the appointment of E. A. "Eddie" Adams to his new position Sept. 1. Keep going, Eddie, the local offices here are watching and pulling for you, and proud to know you came from where the tall corn grows and from our local offices.



Madison Division

Fred W. Liegois, Correspondent,
Care Supt., Madison, Wis.

Thanks to the editor for the fine September issue of the magazine and for headlining so many Madison Division folks at the Vets' Convention. John Collin and Frank Dempsey made the cover section, both enjoying a sizzling non-insecticant.

R. D. Mathis, now located in Madison, S. D., as Train Dispr., reports the arrival of a 7-lb. son. Leo Cooper registered a girl and Vic Brantmeyer a boy. Congrats all.

Mr. and Mrs. Thos. George celebrated their 55th wedding anniversary on Sept. 12. They have the distinction of having lived their entire married life in the same home on West Wilson St. in Madison.

Wyla Blethen has returned from a visit with relatives in Columbus, also visited Atlantic City and the Falr in New York. James P. Clark, for many years agent at Platteville, passed away recently.

The sudden death of Arthur M. Rogers, engineer, was a shock to his many friends. Art wasn't feeling well and took a day off from his run; the following day had a heart attack. Sympathy is extended to his widow and son, Frank.

Harry Cameron's health is improving and he is around visiting friends and relatives and will soon be back on the job.

Prairie Du Sac station, under the generalship of Matthew Patrick O'Loughlen, is no longer in existence. The station has been consolidated with Sauk City. Matt is working a trick in Janesville. We understand that the Mrs. will remain in Prairie Du Sac for the present.

I&D Division—East

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

We have been enjoying a nice increase in business the past few weeks. The cement business has been going strong with a fall rush, and it keeps us busy filling cement orders.

Norris Groth, former Store Dept. clerk here, now of Minneapolis, called on local

Drafting Room News, Milwaukee Shops

H. J. Montgomery, Correspondent,
Mechanical Department,
Milwaukee Shops,
Milwaukee, Wis.

WELCOME

Welcome to following apprentices who are to get some drafting room experience while serving time on their respective trades: Harry C. Gunther, from Tacoma, Washington, locomotive machinist; Maurice Crooks, from Miles City, Mont., boilermaker trade; Arthur Kohn, blacksmith from Reichtard's Blacksmith Shop; John Duty, tinsmith from Bill Erdman's Tin Shop.

SPORTS

Jay Fedler and George Pipp will battle it out for the championship of the Milwaukee Road Golf League. Each has 257 points for 18 games.—John Schneider won the final tournament up at Lake Eagle, Panyak Park.—Milwaukee Road Bowling league title aspirants of Mechanical Engrs. Office: "Tommyhawks"—Capt. Carl Jaeger, Bill Schroeder, Art Schultz, Pres. Al Hoppe, H. (W. C. Field's) Chandler and Clarence Wellnitz. Marqueeters: Capt. or Commander L. Cochran, Bob Engelke, Jay Fedler, Art (Tubby) Hampel, Ben Davy, and Ted Schendel.—The league contemplates having high class maroon and orange bowling shirts.—Oh, yes, Ode Odegaard also bowls along with the Tommyhawks—almost forgot him: Monty—good old Monty—will bowl with Fiebrinks Arrows. No apologies to Odegaard.

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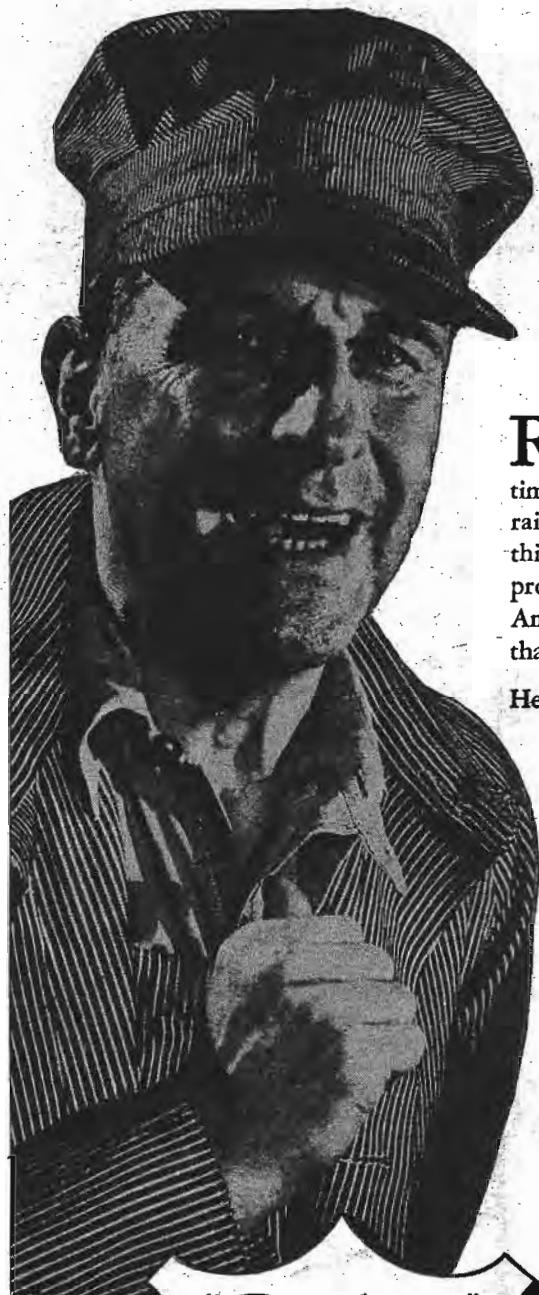
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Let me tell you something about *Preparedness*

RAILROADS may look about the same to you as they did at the time of the last World War, but any railroad man can tell you a lot of things have happened, a lot of improvements have been made to give America far better railroads today than it had then.

Here are two quick facts that size up the situation:

Freight train speed today averages nearly two-thirds faster.

And freight trains perform more than twice as much transportation service per hour as freight trains did then.

Behind these records are years of planning and hard work on the part of the railroads.

They've increased sidetrack mileage. They've enlarged terminal facilities. They've speeded up the handling of freight through yards. They've developed a vastly improved method of having cars on hand wherever and whenever they are needed. Their freight cars and locomotives are bigger and

better than they were 20 years ago.

And they've met test after test without car shortage or delay.

From August to October, 1939, for example, the largest increase in business ever recorded in so short a period was handled so smoothly that most people never heard about it.

And they've got 50,000 more serviceable freight cars now than they had then.

All of which adds up to this simple fact—

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

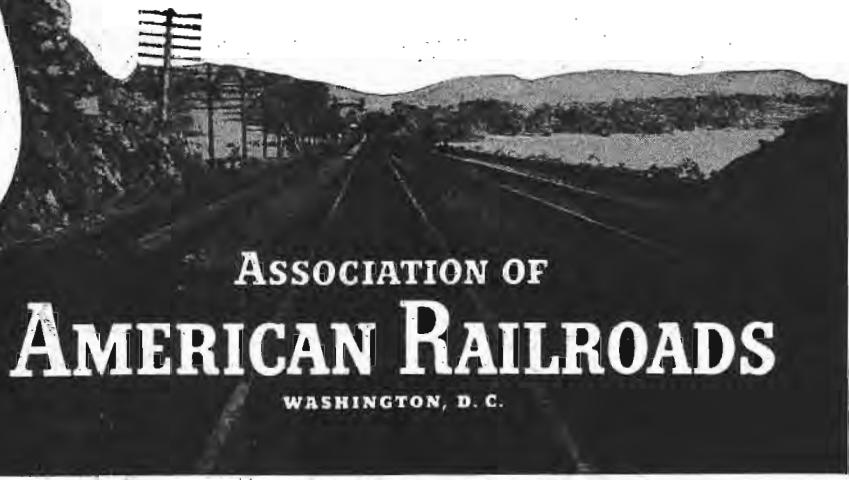
That's mighty good news for every American who wants to see this country of ours prepared to meet any emergency — because no other form of transportation can do the job that the railroads do.

They've certainly proved their ability to handle their job. To keep up the good work, and to do an even better job, all they need is a fair and equal treatment with other forms of transportation.

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