

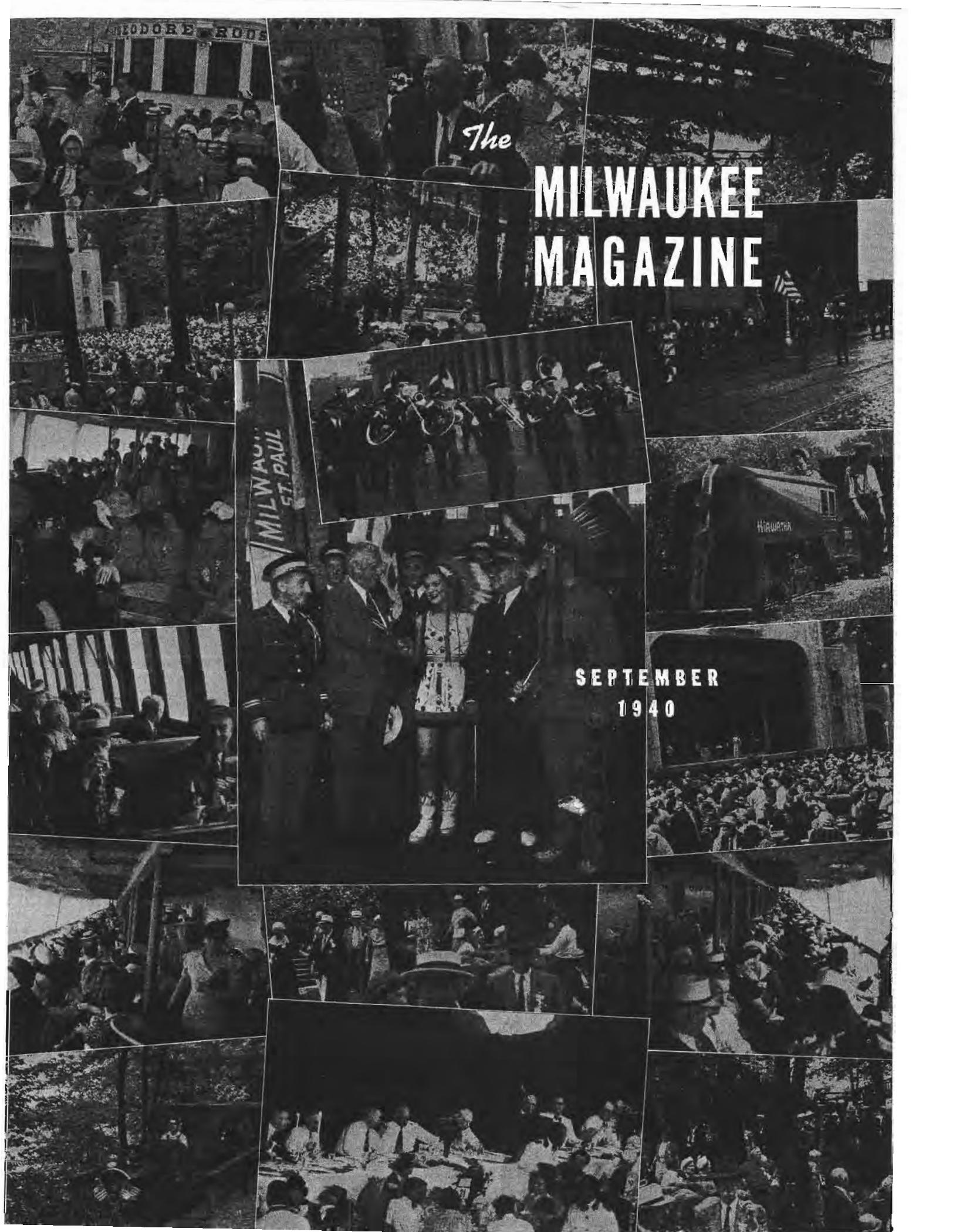
THEODORE ROOSE

The

MILWAUKEE MAGAZINE

MILWAUKEE
ST. PAUL

SEPTEMBER
1940



About Service Clubs

The organization of Service Clubs on this road was begun in August, 1938, and completed, with two exceptions, in July, 1939. Therefore practically all Clubs on the system had been in existence a full year by the end of July, 1940.

There are now 122 Service Clubs, counting separately the 14 sub-groups of the Milwaukee (Wis.) Hiawatha Club and the Chicago Booster Club. The Milwaukee group numbers about 3,000 members and the Chicago Club about 2,000.

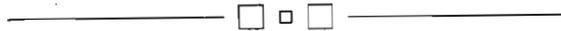
During the twelve month period ended with July the Clubs held 36 picnics, dances or other get-together meetings, at which the total attendance was close to 45,000.

Among those that have made the best record for holding regular meetings regardless of weather conditions are the Mason City, Madison, Wis., Eastern Iowa, Madison, S. D., Mitchell, Elder-Dubuque, Aberdeen, Blackhawk, Albert Lea, and Nosokota Service Clubs.

Minutes of meetings indicate many Clubs are planning increased activity and I am sure the report for the current twelve month period will show a decided improvement.

This Service Club work is very much worth while. It affords opportunity for Milwaukee people to become better acquainted with one another and cooperate to better advantage; it enables Milwaukee people to become better acquainted with their fellow townspeople and make more friends for the railroad; and it enables each Club group to plan ways of obtaining the Traffic Tips which are so valuable and so greatly needed.

I appreciate the zeal that is being displayed by Club officers, and the active, helpful support that is being given by Club members.

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

Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees	Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees
Iowa and Dakota Div.....	210	100	21.9	Trans-Missouri Div.....	57	9	7.3
Madison Div.	128	9	20.2	La Crosse & River.....	120	26	6.4
Dubuque & Illinois.....	135	104	18.2	Iowa Division	37	49	6.3
Seattle Gen. Offices.....	42	8	15.7	Coast Division	83	7	6.0
Hastings and Dakota.....	98	49	14.0	Twin City Terminals.....	95	20	5.6
Chicago Gen. Offices.....	153	67	13.4	Chicago Terminals.....	55	82	4.6
Milwaukee Div.....	58	89	11.8	Kansas City Div.....	13	20	4.4
Terre Haute Div.....	6	89	11.4	Milwaukee Terms.....	106	28	3.3
Superior Div.....	22	41	10.8	Rocky Mountain Div.....	18	2	2.4
Iowa & S. Minn.....	42	19	7.6	Miscellaneous	1	4	0.8
TOTALS					1,479	822	8.5

THE MILWAUKEE MAGAZINE

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MARC GREEN,
Editor

A. G. DUPUIS,
Manager

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Appointments

Effective September 1, 1940:

D. E. Rossiter is appointed Chief Train Rules Examiner for the System, with headquarters in Chicago, Ill.

N. P. Van Maren is appointed Division Freight and Passenger Agent at Mason City, Ia., succeeding W. F. Cody, who is retiring after many years of efficient and loyal service.

R. F. Kelaher is appointed General Agent at Buffalo, N. Y., succeeding R. F. Trumper, who is retiring after many years of efficient and loyal service.

R. H. Conrad is appointed Traveling Freight and Passenger Agent with headquarters at Mason City, Ia., succeeding N. P. Van Maren, promoted.

J. T. Caulfield is appointed Traveling Freight Agent with headquarters at New York, N. Y., succeeding R. F. Kelaher, promoted.

R. B. Stewart is appointed Perishable Freight Agent with office at New York, N. Y., succeeding J. T. Caulfield, promoted.

Extent of Motor Carrier Competition

CLASS I motor carriers enjoyed gross operating revenues of \$425,373,099 in 1939, according to a recently issued compilation of the Interstate Commerce Commission. Class I motor carriers include only those with gross annual revenues of \$100,000 or more. The compilation carries a footnote stating that "the total revenues of Class I carriers are probably less than half the grand total for all motor carriers of property whose rates and services are subject to the jurisdiction of the Interstate Commerce Commission."

When one adds to these figures the revenues of the other motor carriers in competition with the railroads, it

is easy to get a line on the extent to which motor carrier competition is responsible for the present revenue position of the railroad industry. All together, motor carriers competitive with the railroads probably are enjoying gross revenues at least approaching \$1,500,000,000 a year.

Shippers Mobilize to Help Railroads Keep Freight Cars Moving

BY voluntarily mobilizing their forces throughout the entire country, the 13 Shippers Advisory Boards are letting it be known that they are ready—in keeping with their tradition of actively co-operating with the railroads, in all pressing transportation problems—to assist the railroads in speeding the nation's preparedness program.

The boards represent all branches of industry and agriculture, as well as marketing, financial and other interests. In embarking upon what will probably be their most important role since their formation, the boards present a dramatic story, not only of individual initiative and enterprise, but also of concerted and aggressive action with the railroads in improving service.

Organized in 1923, as an outgrowth of the uncoordinated transportation conditions which developed during the World War, the Shippers Advisory Boards work closely with the Car Service Division of the Association of American Railroads. Headquarters of the various boards are at Boston, New York, Pittsburgh, Detroit, Cincinnati, St. Louis, Chicago, Minneapolis, Omaha, Seattle, San Francisco, Dallas and Atlanta.

Since their formation, the boards have been a prominent factor in the transportation picture. They have served through good times and bad; they have seen carloadings soar to record heights, and they have helped the railroads to handle bumper crops without difficulty or controversy. They have also assisted in flood relief and other emergencies involving sudden and heavy demands on the railroads. In every instance, they have made the path of the railroads easier.

Through the medium of their membership, which numbers about 25,000 shippers and receivers throughout the country, the boards periodically check production and the business outlook. By surveying the situation closely, analyzing shippers' prospective car requirements and making plans accordingly through direct contact with the railroads, they have helped to prevent car shortages, as well as congestion and delay. Seldom have the surveys of the boards failed to indicate the trend which business would follow.

The importance of organized shipper cooperation in handling cars can be gauged by the fact that a freight car ordinarily spends as much time in the hands of the shipper, being loaded and

unloaded, as it does in the hands of the railroads.

"Give the other fellow a chance to use the car which has served your purpose, because you may need and want the car which has just served his purpose," declared F. A. Scheifler, general chairman of the Mid-West Shippers Advisory Board, in urging shipper cooperation, and that is the key of the whole Advisory Board program in all the 13 regional organizations. The idea is to keep the cars rolling and not let them be used for storage as so many were during the World War.

Government Loans for Water Terminal Facilities

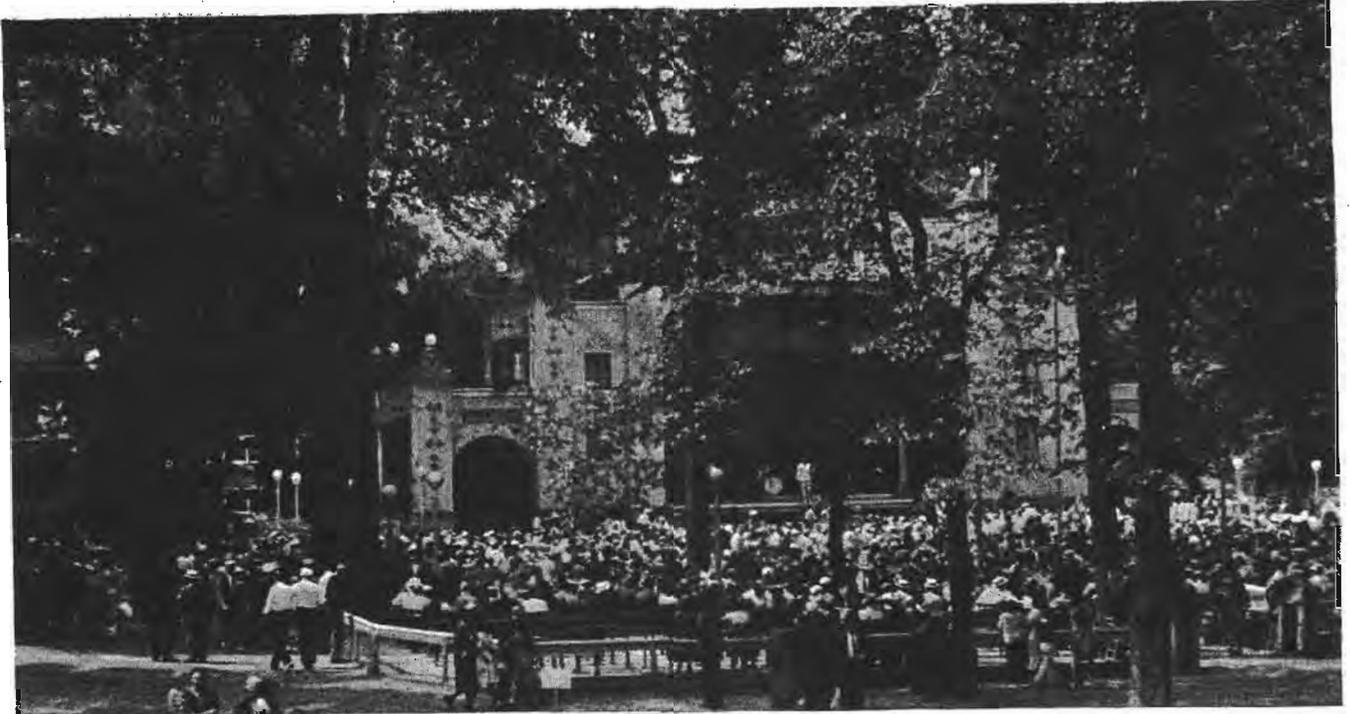
THE Inland Waterways Corporation not only operates barge line service on the Mississippi system which does not support itself from revenues, but it also makes loans of public funds to municipalities and others to build waterway terminals and accompanying facilities.

The Inland Waterways Corporation has been furnished surplus capital from the federal treasury. It makes loans from this surplus capital to aid in waterway terminal construction. Of 10 such loans outstanding at the end of 1935, six were made without interest, although the federal treasury was then, as it is now, paying a great deal of interest on its borrowings. One of the six loans was made to a private corporation to build an addition to its plant to transfer grain from cars to river barges. The others were made to municipalities. These six loans aggregated more than \$1,000,000. Neither the Reconstruction Finance Corporation, nor any other federal agency, lends money to distressed railroads without interest. Rather, the RFC and other federal loan agencies have realized a profit from the interest rates they have charged the railroads.



What else
can you
expect?

NATIONAL SAFETY COUNCIL



Part of the 1,500 who went on the lake excursion enjoying lunch and a stage show simultaneously at The House of David.



Slot machines contributed to their delinquency, and the veterans, in turn, contributed to the slot machines.



Eileen Grey, who was borrowed from the Comptroller's Office, Chicago, to act as one of the registrars for the incoming veterans, chats with W. C. Smith, of Grandview, Wash., on the boat bound for Benton Harbor, Mich. Mr. Smith was a crossing flagman until his retirement in 1930.



A delegation from Milwaukee watches The House of David entertainment.

Top row, L. to R.: Oscar Schmidt, Mrs. J. Knop, Mrs. Oscar Schmidt.

Second row, L. to R.: J. Bergemann, Mrs. John Geckler, and half of Walter Jones.

VETS, 1940

Twenty-Fifth Birthday Makes Veteran Employees Association a Veteran

(See pictures on pages 16 and 17).

IT SEEMS worth recording that the veterans sat down at the Hotel Sherman in Chicago on August 14 and ate approximately 2,000 pounds of turkey, 85 gallons of fruit cocktail, 76 gallons of consomme, 18 gallons of cranberry sauce, and 50 gallons of turkey dressing. They washed it down with 100 gallons of coffee and carried the aggregate away without batting an eye. That, probably, is one reason they are called veterans.

In fairness, however, it might be mentioned that, what with the veterans themselves, plus their families, plus a few strays who slipped under the tent, there were 2,045 people on hand to see that the 110 twenty-pound birds went the way of all good turkeys. The banquet, held in the Grand Ballroom of the Hotel Sherman, was the crowning event of the Veteran Employees Association's 25th Anniversary Celebration; incidentally, it served as sort of unofficial notice that the Association had at last become a full-fledged veteran itself.

It would be a mistake to present here a formalized account of what transpired in Chicago on August 14 and 15, because, while recognizing the

THE COVER

The cover picture on this issue was designed to match the picture which the Convention undoubtedly left in the minds of the veterans.

The center picture shows Mr. Scandrett greeting the Hiawatha Service Club Band, which came down from Milwaukee on August 14 to start things off on the right foot. That's Majorette Corak he's shaking hands with. At his right is Robert Burr, band president, while at Miss Corak's left are Mr. De Karske, director, and Mr. Andersen, drum major.

fact that the veterans probably never had a convention with as many pleasurable items on the docket, the first and foremost form of entertainment was strictly informal—it was a slap on the back, a shake of the hand, and a good old-fashioned, long-winded rehash of things that had happened since they had seen each other last. That was, in fact, what they came from hundreds of miles away for, and that was what they did. If all the conversation could have been recorded and put together, it would have made a pretty accurate History of The Milwaukee Road, for they are the men who have been and are that railroad.

Some of those doing the reminiscing were veterans twice over and then some, but how some of the youngish, sleek-looking rails could stand around in the hotel lobby and talk about the railroading they were doing a quarter of a century ago must surely remain an unsolved mystery in the minds of those who can't get away from the belief that a veteran should *look* like a veteran.

There was, however, an excellent plan of entertainment, which had been arranged by a committee under the direction of L. J. Benson, assistant to chief operating officer.

After the registration on the 14th, things got under way with a luncheon for the ladies in the Terrace Casino of the Morrison Hotel. There were about 800 in attendance and they couldn't have had anything less than a wonderful time, for the delicious repast, the soft lighting, the crescent-shaped room, and the good companionship combined to make the total effect definitely pleasing.

The annual business meeting of the Association was held at the Hotel Sherman that afternoon, with President J. T. Gillick presiding.

The banquet, on the evening of the 14th, was a notable success. The Grand Ballroom at the Sherman lacked quite a bit being large enough to hold the entire crowd, which overflowed into side dining rooms, balconies, and everywhere else that offered sufficient elbow

room for the proper taking on of excellent food.

After the banquet, tables were cleared from the floor of the ballroom, chairs placed, and the entire group got together for a speaking and variety program. Mr. Scandrett's address was, as usual, very well received, as it contained a great deal of vital information in regard to the railroad's condition. Mr. Gillick, the personal friend of every railroader there, also spoke to the assemblage; in fact, he, as president of the Association, and H. H. Field, as toastmaster, rather kept the ball in the air throughout the evening, to the delight of the old-timers who have come to expect a certain amount of badinage between the two. All of the officials at the speakers' table were introduced and short talks were made by George I. Haight, and Walter J. Cummings.

Excursion

Whoever had the idea of including a lake excursion among the festivities, was inspired. Nothing could have been more thoroughly enjoyable than the round trip to Benton Harbor, Mich., and the luncheon and entertainment at The House of David. Although the weather was not ideally clear for the crossing, it was clear enough to see that every one was enjoying himself.

It has not yet been determined whether all the veterans got away from The House of David or not. The writer was one of the last to leave the place and at the time of his departure there was any number of veterans still fiddling around the miniature railroad which leads into the colony. They were as busy as if they had been on salary; they were clearing tracks, calling out admonitions about flying cinders, about how to board the cars according to the safety rules. They were examining rails and ties, scrutinizing equipment as the Benson Special, the Hiawatha, and the rest of the six engines which the tiny railroad boasts, screamed by. A few looked as though they were giving consideration to the notion of shoving the little boys from the cabs and taking over themselves.

Taken all to-

gether, or in any of its individual aspects, the Convention was a marked success and cannot be soon forgotten.



E. C. Henline (left), and Wm. J. Farrell were among the retired veterans who took the lake trip. Mr. Henline, who lives in Hampton, Ill., had a 45-year service record when he retired in 1937; Mr. Farrell, of Davis Jct., Ill., retired in 1938 after more than 33 years with The Milwaukee Road.



They just propped their feet up on the deck railing and enjoyed themselves, while the rising generation kept the starboard watch.

Mr. and Mrs. H. L. Fortier, and daughter, Lorraine. Mr. Fortier is of the Real Estate Dept., and Miss Lorraine is employed in the Ticket Auditor's Office, both in Chicago.



The Milwaukee Road

Joins

The Army



Men of the 129th Infantry and 108th Medical units fall in after detraining at Camp McCoy.

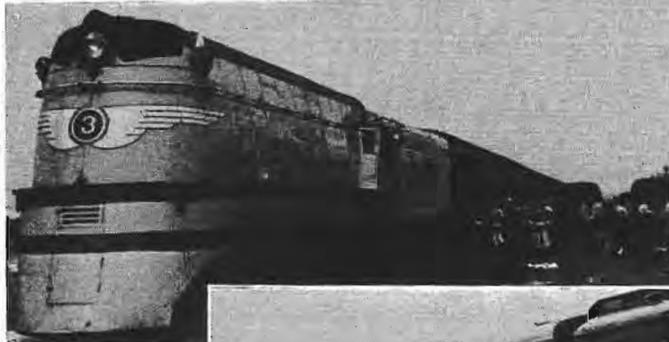
COMPANY TAKES THIRTY-FOUR SPECIAL TRAINS IN ITS STRIDE

THE newspaper headlines were black with talk of peace time conscription, and the heavy clouds hanging low over Europe were then, as they are now, threatening still more international bad weather. It was August 11 and the company streets of Camp McCoy were loud with a sound unfamiliar to American ears during the last 22 years—the rhythmic tread of regiments on the march. There was another sound in the foreground of the clamor, too—the rush and rumble of troop trains keeping clean-cut, intricate schedules and proving to the nation that one phase of the country's defense had not been neglected.

There were, throughout the United States, 150,000 troops of the Regular Army and the National Guard to be moved into the maneuver areas of the four armies during the first two weeks of August. The movement of these thousands of men, with their equipment, was the largest troop movement since the first World War and demonstrated beyond a shadow of a doubt that the railroads are prepared to serve the nation as its only mass transportation agency. The Quartermaster General's Office is reported as having pointed out that it is unlikely the railroads would be called upon, even in war time, to handle more troops in a similar period than were transported during the peak days of this movement.

Milwaukee Trains Adjusted to Army Life

Despite the chills of unpleasant excitement caused by the sudden sight of



Hiawatha locomotives were among those used in transporting the 32,000 troops to Wisconsin's sham battlefield.

military activity brought close home, a person witnessing the mobilization at Camp McCoy, Wis., on August 11, and 12 (the opening days of a three-week training period) could not help observing that many of the men in the encampment were in need of the training they were to get.

The Milwaukee trains took to soldiering more readily than did some of the soldiers, apparently. The specials pulled off the main line onto sidings right on the dot; they were all unloaded on schedule and pulled out in ample time for the next one to take its place. It made one proud of his railroad all over again to see the precision with which the big engines and long trains slid in and out, keeping the complicated operation free from tangles.

Milwaukee Runs Twenty-Seven Specials to Camp McCoy

Of the 67 troop trains operated into the Camp McCoy area, 27 moved via The Milwaukee Road. Eleven departed from Chicago on August 11, and 12 on August 12. These special trains were operated on a schedule of 5½ or 6½ hours via Milwaukee, a distance of 251 miles.

Baggage cars unloaded, the National Guardsmen lock step and march to their regimental headquarters.



An officer gives orders for the transfer of equipment from train to army trucks.

PANHANDLER

LOYD F. DONALD knew when he and a handful of helpers set up temporary shop at Camp McCoy for the inbound movement of troops that the 24-hour-a-day vigil he was to keep would be no white collar job. So he turned up on the premises in an old army shirt and nondescript pair of trousers, and started working, to the accompaniment of growing whiskers.

Days passed and the old army shirt got to looking older, the trousers more nondescript, and the whiskers were about to take the place. It was then the inevitable happened.

On August 17 at 11:15 a. m. General Superintendent L. F. Donald ran out of cigarets. Seeing a friend and a soldier pass by, he hailed the pair and asked his friend for a cigaret.

The friend was sorry—didn't have a one on him. But the soldier was more resourceful; he was a humanitarian, too. He took a long, pitying look at Donald and reached into his pocket.

"Here's a dime, buddy," he said. "Go buy yourself some tobacco."



One of the requirements of the Army was that the originating carrier retain responsibility until its trains, carrying the 32,000 men, 1,234 animals and impedimenta from 100 points in West Virginia, Ohio, Kentucky, Indiana, Michigan, Illinois, and Wisconsin, were delivered to the Milwaukee and the North Western. As a result, the originating carriers operated over the tracks of connecting and switching lines to the Western Avenue Yards in making up trains to be transported by the Milwaukee.

The trains from connecting lines were serviced in the existing coach yards at Western Avenue but to make this possible the servicing of suburban and through trains was transferred to four tracks in the freight yards where a water main and other temporary facilities were provided.

After the trains had been unloaded at the camp, some of the cars were returned to Chicago and others were stored for the return movement of the troops.

Movement Widespread

The magnitude of the job which fell to the lot of the railroads in August can be more nearly appreciated when one is reminded that the troops taken into Camp McCoy and other points in its general vicinity formed only the Second Army of the United States' four.

At the same time the men and equipment were pouring into Camp McCoy, similar concentrations were taking place at a number of maneuver areas throughout the country. At no less than a dozen points in the East the First Army was mobilizing; at nine points in the South the Third Army was being massed; the western arm of the Fourth Army was gathering for war games at half a dozen camps in the state of Washington and the eastern arm of the Fourth Army was being concentrated at several posts in the neighborhood of Camp Ripley, Minn.

Although the Milwaukee had as its biggest job the movement of troops into the Camp McCoy area, it also had special trains serving the northwest branch of the Fourth Army and others moving into St. Paul for transfer onto foreign lines and delivery in the Camp Ripley, Minn., area. Altogether, The Milwaukee Road ran 34 special trains.

Typical of the manner in which this tremendous, nationwide task was accomplished, however, was the performance of the railroads in handling the Second Army. Twenty-three roads participated in the movement of 32,000 officers and enlisted men; the remainder of the aggregate of 65,000 were transported by army trucks and private automobiles.



Company F, 108th Engineers, with a peace time strength of about 80 Milwaukee Road men from the Chicago area, look like they mean business as they march away from their detraining point at Camp McCoy. Company F is under the command of Captain Auchampaugh, of the Chicago General Offices.

Tagged Map Keeps Army Posted

To the average person, unfamiliar with the Army's habit of doing things on an enormous scale, the first and most obvious question occasioned by the movement is, "How did they keep things straight?" And the answer, for the Army, at least, was fairly simple.

In the office of the Quartermaster General is a large map. It is divided into four parts, showing the regions covered by the four armies and the railroad lines leading into all concentration areas. Into the map red pins were inserted to indicate junction points, and detraining points were marked by pink arrows. Green tags represented units of the Regular Army en route by train and red tags showed where the National Guard units were.

As the movements started throughout the country, progress telegrams started coming in and tags started moving about. When a transport unit

reached its destination, its representative tag was placed beneath the name of the camp where the men had detrained. In that way the location of every train was known constantly and tangles were avoided by the mere combination of telegraph and tags. Of course, the task tossed into the laps of railroad traffic men and dispatchers was quite another matter.

At this writing the return movement, scheduled to reach its peak on The Milwaukee Road about August 30 and 31, was yet to be accomplished. However, after the test earlier in the month, the Milwaukee, as well as the other roads of the country, was a veteran at the army game. And, like all veterans, it had proved that it could be relied upon when needed.

It takes railroad men to build a bridge and do it right, even if it is supported by canvas pontoons and the men in the water, known as the "fish detail." These are men of The Milwaukee Road's own Company F, 108th Engineers. (Chicago Daily News Photo)



My Impressions of Mexico

By Edward E. Ross
Agent, Chestnut St. Station
Milwaukee, Wis.

Editor's Note.—Here is a brief, personal account of a Mexican tour conducted by Mr. Ross in July. The tour party included several Milwaukee Road employes, as well as employes of other roads, and non-railroad people.

We left the United States border about 2 a. m. on Tuesday, July 2nd, after we had passed the customs and immigration officers, and we naturally did not have a chance to see much of the territory below the Rio Grande until about breakfast time, when we found ourselves in an agricultural district surrounded by mountains. The people there seemed primitive, living in primitive huts with straw roofs. Later on we reached Monterey, where our stay was very short; it is quite a manufacturing city.

Arriving in Mexico City on Wednesday morning, my party stopped at the Hotel Reforma and from there we made our side trips to various points in Mexico.

The first day we took a trip around the city to the president's residence, several cathedrals, and other outstanding sights. On the second day the party went to the Pyramids but, inasmuch as I did not go on this trip, I can't go into detail about it. Some of my people, who had read up on the Egyptian pyramids, said that the Mexican pyramids outclassed their Egyptian cousins.

The following day we left our hotel early in the morning and visited Toluca, where on every Friday they have what they term a "barter market"; thousands of people visit this market weekly. Later on we saw barefooted women traveling the highways in the mountains with chickens, ducks, flowers, and everything they could carry and actually traveled from 10 to 12 miles a day on their feet, with shawls over their heads.

The temperature in the mountains was very pleasant and during the eight days in Mexico the average was 71 degrees.

The following day, Saturday, was a free day and a good many of our ladies did a lot of shopping as the election was to come off on Sunday. Anybody who visits Mexico City on election day will have a dull time, as he will be advised to stay in his hotel. Of course, they have an election only occasionally. The government had issued an order that no vehicles for hire should move on the streets during the time the polls were open from 7 a. m. until 3 p. m. Therefore, there was not a taxi, street car, or bus available. I think the advice the different people gave me to keep my people in the hotel was very sound.

Mexico City itself is 7300 feet above sea level and to visit cities across the

mountains one has to climb to a height of 11,000 feet and on the other side descend to a city that is probably 4000 or 5000 feet above sea level. The Mexicans have very beautiful highways built over the mountains.

On Tuesday we made a trip to Taxco, a journey that requires two days and one night. It is 100 miles from Mexico City and the mountain climb was one of the features of the trip. Taxco is where most of the silversmiths and makers of trinkets work and live. Ninety-five per cent of the work is done by hand. It is a very interesting place to visit, as the streets are all made of cobblestones and what they call streets we Americans would consider no more than alleys.

On one of our trips we went through the palace that was formerly the residence of Cortez in the fifteenth century. This is now a government administration building.

In the large cities I found the rising generation is "going modern" both in dress and manner, but the older people, from 40 years of age up, are still following the old styles of Mexican dress.



Heavy Motor Vehicles and Highway Costs

ALL states could save from one-third to one-half of their highway costs if their highway construction were not adjusted to accommodate the heavier and heaviest motor vehicle units, according to a statement made recently by G. S. Carter at a meeting of the Western Highway Engineer's Association. "The roads, the bridges, the grades and all phases of highway construction," Mr. Carter said, "are constructed to accommodate the heavier and the heaviest automotive units. If the converse were true, and the four thousand pound passenger car was the basis of load and grade calculation, Highway investment and maintenance would be cut one-half or one-third." In view of the fact that passenger cars, and others of less than 4,000 pounds in weight, comprise more than three-fourths of the total motor vehicle regis-

We visited a number of the very finest cathedrals I ever saw in my life, especially as to the value of the settings inside. There were gold images galore as well as beautiful architecture. When we came to see the inside of these cathedrals we were greatly surprised, as the outside walls certainly did not give us any idea of the beautiful, well-kept interiors.

We had purchased 25 tickets for the bullfights, but the disturbance was so great after the election that the government declared the fights off and we, therefore, suffered our greatest disappointment.

In conclusion, all I can say is that after one leaves the border of the United States and enters Mexico, he realizes that he is almost in a different world. The architecture, dress, manners, and everything else are quite different from our customs, but I insist that it is a trip worth making.

We were gone two full weeks, leaving June 30 and returning to Milwaukee July 13, all tired out but supremely happy.

Mr. Ross, conductor of the Mexican tour, poses with three veteran railroaders who were among the tour party and whose ages aggregate 305 years. They are, L. to R.: Mr. Ross, 79; L. H. Sechler, 80, Danville, Pa.; Otto C. Kneel, 74, Milwaukee; and F. J. Ruehl, 72, Milwaukee. Picture through the courtesy of Missouri Pacific Lines Magazine.

trations; and pay in about the same proportion the fees and taxes of all kinds contributed by highway users for construction and maintenance purposes, it is thus evident that heavy duty trucks on the highways are getting benefits from the use of the highways for which somebody else is paying. If only the needs of the lighter vehicles were considered, highway construction and maintenance costs obviously would be greatly reduced.

* * *

Of the three cents you pay to send a first-class letter anywhere in the United States, the government pays the railroads an average of about one-fifth of a cent for hauling it. If you put a six-cent air mail stamp on the same letter, the government pays the airlines about 7½ cents for hauling it.

* * *

Approximately 33,000 freight and passenger trains are operated daily by the railroads of the United States.



This picture shows Irwin Weber preparing to take the colored motion pictures which many service club members have seen by now. William C. Hoffman, of the Car Dept., Milwaukee, won first prize with this picture in a contest conducted in connection with the picnic.

TWELVE THOUSAND CHEER HIAWATHA BAND AT PICNIC

*Milwaukee Club Takes Over
Hilgen Spring Park for
a Day*

*By Edward J. Hoerl
Public Relations Representative,
Milwaukee, Wis.*

THE weather was hot and muggy, as it always is for picnics, but Ambrose Sery, general chairman of the Hiawatha Club, put the 12,000 picnickers through a warm-up routine, just to make sure every one knew that the Hiawatha Band, the first marching band The Milwaukee Road has had since 1918, was on its way.

He told them about it at 2 o'clock. He told them about it again at 2:30. At 3 o'clock his announcement that the band had arrived was the signal for the crowd to swarm to the best vantage points. And swarm they did! A passage way was cleared with difficulty, concession stands suddenly and as if by magic were completely deserted, and cameras were poised from all angles as the band announced itself in the distance.

As they came into view, the first thing that caught

the eye was the sparkle of the twirling baton handled so dexterously by the pretty majorette, Miss Marion Corak, who was stepping high, with head and shoulders thrown back. People began pushing to get a better view of her

Right: There was watermelon. Below: The new Hiawatha Band goes into formation at the Cedarburg, Wis., depot. Bottom: Where are those picnic tables? Part of the crowd that went to the picnic via the special train.

colorful Indian costume and even the sun, which had been taking it easy behind the clouds, came out to take a peep at her gorgeous headdress of orange and maroon.

Following the majorette were the three color bearers, one carrying an American flag, another the Hiawatha insignia, and the third the Milwaukee Road banner.

Then came Robert Andersen, regimental drum major, whose buckskin costume is an authentic pattern of the original Hiawatha haberdashery. His full headdress caught the eyes of the youngsters more than did his twirling baton.

Marching four abreast the band came, playing with the cadence and snap that



only a most capable director such as Frank De Karske could have accomplished in the short time the aggregation has been under his direction. They were very, very serious about it all, for it was their first appearance

in military uniforms of orange and maroon, the colors of the finest train in service today. They marched to the opposite end of the park and, as they played, the major and majorette entertained with their nimble batons. Those who had never heard them were given

SERVICE CLUBS

quite a surprise and others remarked at the band's great improvement. Probably that is the reason the band stand was surrounded by admiring people the remainder of the day. Hats off to this aggregation of fine musicians, and especially to the two men who changed a wish into a reality—L. F. Donald, general superintendent, and Robert Burr, president of the band!

The scene transpired on the afternoon of July 28, as the Milwaukee Hiawatha Club celebrated its second annual picnic at Hilgen Spring Park, Cedarburg, Wis. The park being located about 22 miles northwest of Milwaukee, a packed 18 car special train and about 2,000 automobiles were required to get the crowd onto the premises. But they arrived despite the distance and the sultry weather.

Event Looked Forward To

The day of the annual picnic is always an anticipated one for the youngsters; with free cracker jacks, ice cream and pop, it is no wonder they are always asking Daddy when the Service Club will have another picnic. It was a treat just to watch their expressive faces as they ran the races to win *that prize*, and when they scrambled for candy kisses. It was also a treat to watch the youngsters between the ages of 20 and 70.

Officials Play Ball

There was the traditional 3 inning baseball game between officials of the Mechanical Department and the officials of the Operating Department. It seems that general superintendents can't be beaten; last year A. J. Elder pitched the Operating Department to a victory, and this year L. F. Donald repeated the performance. The victors had to put on a two run rally in the last inning, however, to pull this one out of the fire with a score of 7 to 6. Mr. Sery, general chairman, gave a play by play description of the game over the loud speaker system.

Mr. Weber of the Coach Yard Unit, took a motion picture of the picnic generally, at the instigation of Bill

Radke, the hard-working general chairman of the committee in charge of seeing that the picnic was all that it should be. The pictures have recently been shown and found to be unusually good. There is a possibility that some of the other clubs will soon have an opportunity to see this colorful account of how the Milwaukee organization throws a picnic.

RAIL WEEK AT PERRY

The week of August 19-24 was Railroad Week out in Perry, Iowa; it was also one of the weeks in August which came along slightly after the September issue was carted off to press. Have a look next time.

Club Notes

J. H. Foster Club Goes for a Ride in the Moonlight

By F. P. Rogers
Chief Clerk, Superintendent's Office,
Minneapolis, Minn.

THE statement that "The more we get together the happier we will be," was proved to be a fact by 400 members of the Minneapolis Club who went on a moonlight excursion on the palatial Mississippi River steamer, Capitol, August 2.

The Capitol, with a carrying capacity of 2600, had about 1500 passengers on this particular trip, a sizeable percentage of whom, a few hours earlier, had been working on the railroad. The weather was quite favorable and every one thoroughly enjoyed himself. A colored swing orchestra of 12 pieces furnished music for the dancers in the beautiful ball room. There was an abundance of refreshments for all on board.

The boat left the Jackson Street Dock, St. Paul, at 9 p. m. and, after gliding smoothly out of the harbor, passed down the river, giving a wonderful view of the St. Paul sky-line at night.

On the return trip the boat docked at Jackson Street at midnight and it was a very happy throng that returned to their homes in the Twin Cities.

Edgeley Line Club Combines Meeting and Picnic

BY WAY of killing a couple of birds with one stone, the Edgeley Line Club

Group in attendance at the Edgeley Line Club's outing on July 21. Chairman Walleen is second from right in the front row.

held a combination meeting and eat-fest July 21 in Simmons Park, Frederick, S. D. There was free coffee and the customary accompaniment for all who wanted it, and they all did.

Among other things, there was a kitten ball game between the married men of Aberdeen and the married men of Edgeley, the latter outfit winning by a score of 15 to 14 and establishing the fact that the ravages of matrimony are somewhat less severe in that vicinity. E. F. Crandall, former agent at Ellendale, umpired the game.

Everyone present enjoyed himself and expressed enthusiasm regarding the beautiful park and the fine band concert in the evening.

Prior to the band concert the group sang several songs under the leadership of Mr. and Mrs. W. J. Kane of Aberdeen and much of the time was spent in general discussion of railroad matters, with Lisle Young, public relations representative, taking an active part in the discussions.

Mississippi Valley Club Holds Picnic

THE letter quoted below was recently received from J. M. Hemsey, secretary of the Mississippi Valley Club:

"Our club held its annual picnic at Riverside Park, Menominee, Wis., on July 28. The affair was attended by a total of 557 persons, all club members with their families.

"A special train carrying 358 of the picnickers left Wabasha at 9 a. m., arriving at Menominee at 11 a. m.

"I was chairman of the picnic committee, assisted by J. C. Opie of Wabasha, Bob Winters, Ollie Marine, Leonard Tuma, E. Hanson and Chas. Kleinhammer of Menominee and I. P. Deschaneau, Frank Anderson, Wm. Haben and Harry Tebbe of Red Wing.

"Entertainment for the afternoon consisted of games and contests with prizes given to all winners. A bingo game was operated by the Hiawatha Women's Club of Red Wing. Prizes were the nationally known Red Wing pottery.

"Refreshments of coffee, pop, and ice cream were furnished free by the club.

"We had a fine day and a marvelous train."

Savanna Club Lends a Hand

Members of the Mississippi Palisades Club, Savanna, Ill., performed a service on August 16 which demonstrates to perfection what a wide-awake group of courteous employes can do for their company and their club.

On that evening there was a party of 45 priests scheduled to arrive at the C. B. & Q. depot, transfer over to the Milwau-



kee Road and continue on to St. Mary's, Kans., but no provisions had been made for their transportation between depots, a distance of about a mile and a quarter. The priests would have been obliged to walk and carry all their baggage.

Agent A. J. Reinehr and Captain of Police George Layton conceived the idea that it would be only right for the members of the service club to donate their automobiles and their services. The suggestion met with a ready response and the following men were on hand with their cars when the C., B. & Q. train pulled in:

George Layton, captain of police.
W. B. Meyers, lieutenant of police.
J. F. Altenbern, lieutenant of police.
J. J. Oswald, lieutenant of police.
P. L. Mullen, division master mechanic.
D. R. Davis, roundhouse foreman.
A. C. Novak, clerk to assistant superintendent.

C. E. Kinney, chief clerk to superintendent.

H. C. Greison, real estate broker and insurance agent (a good friend of The Milwaukee Road).

John Lyttle, retired signal maintainer.
Kenneth Clark, assistant division engineer.

L. V. Schwartz, chief clerk, Store Department.

John Fisher, car foreman.

To say the least, the members of the party were very greatly pleased at the courteous gesture and extra service given them. They were placed in a special deluxe coach and joined another party of 105 priests who were traveling from Elkhorn, Wis., to St. Mary's, Kans.

Rockford Club Treats Itself to an Outing

By Mrs. W. E. Somers,
Rockford, Ill.

WITH clubs from Beloit and Davis Junction present as guests and the Rockford Club acting as gracious host, 200 people got together at Honenegah Park, near Rockford, Ill., for a picnic August 11. The Freeport Club had been invited, too, but distance and adverse weather conditions did their customary dirty work. It was the first annual picnic of the Rockford organization, and, thanks largely to Picnic Chairman Walter Johnson, it was a success.

After the picnic dinner at noon, with coffee, lemonade and ice cream almost knee deep, there were games, races and assorted kinds of serious and silly contests for all ages, weights and degrees of inertia. There were many valuable prizes, most of which were donated by patrons of the railroad in Rockford in appreciation of the service they receive.

Ed Snively, a retired engineer, drove 300 miles from his summer home in northern Wisconsin to attend. William Gilbert, Beloit, was the oldest representative of The



T. A. Malana (right), chairman of the Rockford Club, with Ed. Snively who drove 300 miles to attend the club's picnic on August 11.

Milwaukee Road present; Spike Woodman's 7 months old daughter from Rockford was the youngest.

In the late afternoon, after the prizes had been awarded and the excitement had partially subsided, men pitched horse shoes, children swung in swings, cribbage games broke out all over the park, and women gathered into little clusters and visited. Then there was a picnic supper. It was a well-satisfied, happy and loyal Milwaukee Family that went homeward proclaiming "A job well done."



This picture got crowded out of the August issue, but it is too good to pass up. It is the Ottumwa Club's entry in an Eagles parade held in Ottumwa on June 16.

Sioux Falls Club Sees How Traffic Can Be Obtained

WHEN this club met on July 10, Chairman H. M. Kelly got up before the large gathering and read the following encouraging letter which had been received from a trainman by the name of Jenkins:

"About two weeks ago I ordered from the local branch of a mail order house in Minneapolis several items of household furniture and, of course, demanded that it be shipped by rail over the Milwaukee. The clerk in charge informed me that they had no control over the routing. I told him I would not accept the order if shipped by truck. He called the manager and explained to him just why I wanted it to come by the Milwaukee. He was greatly interested and wrote a personal letter to the shipping department at Minneapolis, requesting special routing on my shipment.

"This morning I was in the store and the manager called me to his office and told me he had given our talk about railroads much thought and study and on checking over the prospective buyers found that the railroads had more employees in the city and trade territory than all trucking companies, and that truck drivers were not buying of their firm. And here is the good news—he told me that, starting at once, the store at Sioux Falls would ship by rail all store stock, and the Milwaukee would get its share of the business.

"This goes to show that the man who is doing the buying can use the whip if he wants to and most business houses admire your loyalty to your employer."

Brodhead Area Club Meets

ON JULY 16 the Brodhead Area Club held a meeting at Monroe, Wis. The attendance was small but those who did attend obviously knew what they were there for. Tip cards were discussed at length and livestock pick-up service was given rather lengthy consideration. All those present stated that they were doing all possible to see to it that the Milwaukee gets its share of the business and then some. If the small group of "faithfuls" in the club can hold out until the return of decent weather, it is likely that they will have very little difficulty in swelling their ranks and making the Brodhead Area Club one of the most active on the system.

Old Line Club Outing Leaves Cash on Hand

HERE is what would appear to be a new wrinkle. At the July 17 meeting of the Old Line Club the minutes of the preceding session were read, of course, and it developed that the picnic they had held a short while before had not only been a definite success as far as fun was concerned, but the treasury showed that while having their fun the members had realized

a profit of slightly more than \$65.00. The formula applied is one that a great many clubs and all individuals would like to know about.

Toward the latter part of the meeting Carl Jacobson, a Brownsville, Wis., businessman, was introduced to the club, and made a brief talk in which he remarked that he had enjoyed the meeting. He went on to state that he had a warm spot in his heart for the

Milwaukee, as he owed his bread and butter to the fact that there were rails running through Brownsville. He also thanked the employes for the business that he received from them.

Many Return to Dubuque Club Fold

THE regular monthly meeting of the A. J. Elder-Dubuque Club was held at Eagle Point Park on July 30.

One hundred members of the organization were in attendance. After a short business meeting the social committee took charge of the program which consisted of a group of old-fashioned musical numbers by the club band. After the program, refreshments were served.

Many former employes of the Road, who were recently taken back to work due to the increase in the production at the dismantling and reclamation plant at the Dubuque shops, were in attendance.

Briefs

THE Aberdeen Club has its fingers in so many different pies that it is almost impossible to know what activity is most worthy of being reported. However, it is interesting to note that at that club's meeting of July 25, W. J. Kane read a letter which had just been received from Dick Brown, the boy the club is sponsoring at a Y.M.C.A. camp. The letter read:

"I'm having a lot of fun at Pickerel Lake Camp. We are having camp fires just about every night and we sure are having good eats. Every day we have inspection to see that our cabins are clean and that our beds are made up correctly. I am glad and am thanking you for sending me."

The last meeting of the Fargo Line Club, August 7, was held in the home of the very hospitable Mr. and Mrs. W. W. Witte. Mr. Witte, who is an operator at Fargo, N. D. and secretary of the club, extended the invitation at the time of that club's picnic, July 18. The picnic was quite an affair, by the way, as was the home meeting. This type of meeting appears to be a new development.

It would be useless to attempt an account of every meeting of every unit of the enormous Hiawatha Club in Milwaukee but during the last few weeks a great deal of

enthusiasm has been created by the individual units meeting, one at a time, at the Pabst Brewery. That is, they were supposed to meet one at a time, but it was found that many people were going to the meeting of their own unit and others too. The drinks are on the house until about 11 o'clock, at which time the lights are turned out, or appear to be. The program is simple; usually a Pabst representative addresses the group, a club representative harangues the organization and any one else who happens to be around, Pabst shows a picture of a tour around the plant, the Milwaukee Road stages an unrehearsed demonstration of company loyalty and enthusiasm, all have a good time, the specialty of the house flows freely, and everyone goes home just about when he ought to.

At last report the Puget Sound Club was making plans for a day on the St. Andrews Golf Course, as golf proved to be the most popular sport among the West Coasters in a poll recently made by the club. The contemplated plan was for all Milwaukee Road golfers, their golfing friends, girl friends, boy friends, wives and husbands to turn out for a turn around the course on Sunday, August 25. There is something different in the way of service club activity, and it sounds like fun.

It is just possible that you might be interested in knowing that when the Mid-Southern Minnesota Club met in Jackson, Minn., on July 14, it was discovered that J. E. Clayton, agent at Alpha, in order to get a passenger to take the Milwaukee on the return half of a round trip to California, put said passenger into his car and drove him to the point where he was to entrain on the going trip.

At the August 13 meeting of the Freeport Area Club it was announced that Chairman L. E. Martin would no longer be with the club, as he had recently been appointed to the assistant agency at Rockford, Ill. Regardless of whether his service club connection had anything to do with the promotion, it is a certainty that the Rockford Club has gained an energetic club member and a loyal worker.

One of the outstanding gestures made by the Mason City Club as it met on July 9 was the decision to boost No. 18, The Marquette, for all they were worth. It seems that their enthusiasm was fed by Trainmaster Sizer's statement that he had recently talked to a man who had just completed a 4,000 mile trip by train and that the man contended The Marquette was the finest train he set foot into the whole time. This club held a dance at the Clear Lake Country Club on August 12, by the way.

The Junius-Springs Service Club

West of Madison a service club that's up to doing things, The very best that they know how, is called the "Junius-Springs."

The membership is scattered along eighty miles of track, I'll take you out across it—but you find your own way back.

Just two strips of spindly iron, over hill and down thru dale, But you'll find a gang 'long side 'em that will never let 'em fail.

Let's take a ride with Rooney or with Burt, if they don't mind, And hop off at each station just to see who all we find.

First, past the lake to Junius, where crops are always good, To marvel at activities displayed by Agent Wood.

Then thru the old Vermillion winds our crooked little "pike," 'Till we reach the town of Winfred and our president—Old Ike.

Once away, we roll to Howard where the switching is a fright, Yet, no matter what's the argument, the agent's always Wright.

Here, too, are George and Johnny and sometimes Ben and Dick, When the track's in need of fixin', they are there to do the trick.

Next stop is Little Vilas—quite a spot in days of yore, Which reminds us, as we're passing, of good men who've gone before.

Comb back your hair, fix your tie, Brother, and get a load of this! For Roswell is the next spot, where our agent is a Miss.

Secretary Doan is the master at Fedora, 'top the hill, While the section's manned by able hands—Earl and Foreman Bill.

Coming next to Old Artesian, where the sparkling waters flow, We find the smile, behind the counter, of our genial brother, Moe.

Next is Forestburg, and Kenny—young and spry and full of vim— "Keeping shop" with Starr and Larson in their town beside the Jim.

Thru more hills to Bill's Woonsocket; nothing rhymes with that, you see, So we'll pass the buck by stating that it's on the H. & D.

Eight more miles and there's a village, where again we stop the train, For a visit with Old Veteran, Joe Kuttll—the town is Lane.

And, at last the "Holy City," home of Roy and Bob and Red, To unhitch the iron donkey, say our prayers, and GO TO BED.

Yes, just a rusty little branch line—not quite up to latest style, But trying like all sixty for a decent "net per mile."

Just two spindly streaks of iron, tied to ballast somewhat thin, Yet, they'll know we're still railroadin' when the crop starts rollin' in.

(Submitted by the resolutions committee of the Junius-Springs Club.)

Facts

THERE is more railway mileage in the United States than in all of South America, Asia, Africa and Australia combined.

* * *

If all the railroad tracks in the United States were so laid out, they would form 133 parallel tracks connecting New York with San Francisco.

* * *

Approximately two million gross tons of steel rails—sufficient to build a track 10,000 miles long—are normally laid each year in replacements in the railroads of this country.

* * *

A perfectly straight track—78.86 miles in length—on the Seaboard Railway between Wilmington and Hamlet, North Carolina, is the longest stretch of track without a curve in the United States.

* * *

The highest point reached by any railroad in the United

States is the summit of Pike's Peak in Colorado, 14,109 feet above sea level, which is served by the Manitou & Pike's Peak Railroad.

* * *

There are 1,539 railroad tunnels in this country with an aggregate length of 320 miles.

* * *

Chicago is the world's greatest railroad center, being served by 21 Class I railroads and 14 switching and terminal companies. There are about 8,000 miles of railroad trackage in the Chicago terminal district, and between 3,000 and 4,000 passenger and freight trains enter or leave the city daily.

* * *

If all railroad tracks in the United States were extended in a single line, it would take a train traveling at the rate of a mile a minute 292 days to run from one end of the track to the other.

ATTENTION, PLEASE

All Milwaukee Road employes and their families are invited to attend a homecoming basket dinner and division joint service club meeting to be held at Chillicothe, Mo., on September 15. There will be bands, speakers, a special train, refreshments (if you bring 'em) and a general pep session. For further details, consult your local club officers.

Program Committee of the Miles City Club. L. to R.: A. Running, Wm. Freeland, L. F. Pohl, Red Yates, Tony Biedrzycki, Bing Smith, J. D. Wagner, S. W. Nelson (committee chairman), and A. W. Wickersham. Looks like an interesting program, too.



Gardening

Cold Frames Have Many Fall and Winter Uses

PERENNIAL SEEDLINGS MAY BE PROTECTED—POTTED BULBS ROOTED—AND DIFFICULT SPRING FLOWERS STARTED

Suggestions for Fall Use of Cold Frames

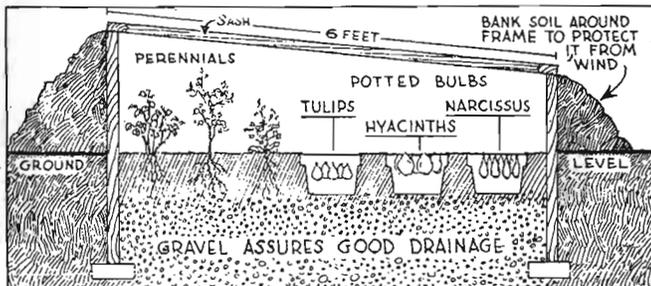
THERE seems to be no end to the uses for a cold frame. Designed principally for spring to hurry up the season, it makes a perfect seed bed for summer seedlings, as well as a late planting of perennials. If you have used it for three seasons already this year, a fourth will come natural. If you don't have a cold frame, this is as good a time to build one as any other.

The frosts of late fall bring to mind problems of harboring perennial seedlings. If you planted them in the garden, you will no doubt need some additional protection, and the cold frame will provide it. The best all-around method is to pot the plants, and set them into the soil of the frame. Such treatment assures them a few more weeks of growth, and will enable them to benefit from extra warmth in the spring and get an early start. They will also be easily transplanted.

A more timely use for the cold frame during the cold weather is for rooting winter flowering bulbs. Hyacinths, early tulips, narcissus and amaryllis are the principal ones which need a dark, cool situation to encourage early root formation. Bury them in the frame bed in the pots you expect to grow them in, and when roots have developed sufficiently bring them indoors for the quick growth of the tops and blossoms.

The two lovely perennials which are difficult to grow without protection are the foxgloves with their stately spires, and the canterbury bells. Although they are perfectly hardy so far as cold weather is concerned, they are very susceptible to wet weather, and thawing and freezing. There is only one safe way to grow them in cold climates and that is by wintering them in a cold frame, where they will be safe from wet and the changes in temperature will be tempered by the glass of the frame. Transplant them to the frame in the fall about 2 inches apart each way.

Poppy anemones, botanically called anemone coronaria, can be grown for early spring cutting with great success in a



frame. They have peculiarly dried-up looking tubers, which are not of the hardest kind, but which can be wintered with a little protection. One difficulty which should be carefully considered is the determining of the top of the tuber. Usually, it is indicated by a slight depression with a few points in it. In other cases the old roots may still be clinging to the under side, and you can be sure of yourself when this is the case. If there should be any doubt as to just what end of the tuber is the top, plant it edgewise. They need a rich soil, and should be planted 2 inches deep.

The Milwaukee Railroad Women's Club

GENERAL OFFICERS AND CHAIRMEN

Honorary President General.....	Mrs. H. A. Scandrett.....	Chicago
President General.....	Mrs. Carpenter Kendall.....	Chicago
First Vice President General.....	Mrs. Geo. W. Loderhose.....	Chicago
Second Vice President General.....	Mrs. J. T. Gillick.....	Chicago
Third Vice President General.....	Mrs. A. C. Kohlhasse.....	Butte, Mont.
Treasurer General.....	Mrs. W. W. K. Sparrow.....	Chicago
Secretary General.....	Miss Etta N. Lindskog.....	Chicago
Recording Secretary General.....	Mrs. W. R. Dolan.....	Chicago
General Director.....	Mrs. O. W. Dynes.....	Chicago
General Director.....	Mrs. E. B. Finegan.....	Chicago
General Director.....	Mrs. O. N. Harstad.....	Chicago
General Director.....	Mrs. E. H. Soike.....	Aberdeen, S. D.
General Director.....	Mrs. C. C. Steed.....	Milwaukee, Wis.
General Director.....	Mrs. F. M. Washburn.....	St. Paul, Minn.
General Director.....	Mrs. J. T. Hansen.....	Sioux City, Ia.
General Director.....	Mrs. L. K. Sorensen.....	Tacoma, Wash.
General Chairmen		
Constitution and By-Laws.....	Mrs. T. W. Burtness.....	Chicago
Ways and Means.....	Mrs. E. W. Soergel.....	Chicago
Welfare.....	Mrs. Ina C. Trewin.....	Chicago
Safety First.....	Mrs. Wm. Hovey.....	Sparta, Wis.
Annual Luncheon.....	Mrs. Henry Kraebber.....	Chicago

REPORT COVERING ACTIVITIES FOR SIX MONTHS ENDING JUNE 30, 1940

Expended for Welfare and Good Cheer.....	\$5,189.96
Welfare and Good Cheer Donations received and distributed not involving expenditure—Estimated Value.....	\$687.17
Number of Families reached through Welfare and Good Cheer.....	4,186
Number of Welfare and Good Cheer Calls made.....	10,046
Number of Welfare and Good Cheer Messages sent.....	1,921
Cleared on Ways and Means (Money Making) activities.....	\$6,248.77
Donated by General Governing Board to Local Chapters for welfare work.....	\$462.50
Balance in General Governing Board and Local Chapter Treasuries as of June 30, 1940.....	\$28,809.21

Respectfully submitted,
General Governing Board

Wisconsin Rapids

Mrs. Ray Cleveland, Historian

SINCE our last report to this magazine the Ways and Means committee started a Mystery Basket on its round of the members. It completed its circuit in about two weeks and showed an accumulation of \$8.65.

On July 15 a picnic was held for the employees of the Valley Division and their families at Bradley Park, Tomahawk. The dinner was served at noon by the Congregational Church ladies and later the men entertained themselves playing various games including softball, horseshoes and golf and the ladies played cards. The picnic was well attended and suggestions for making it an annual affair were enthusiastically met.

Mr. and Mrs. Ray McCulloch, who have both been ill for some time, are much improved and we all hope they will continue to gain.

Mrs. Carl Akey, who has been ill recently, is recuperating at the home of her sister in Phillips, Wis.

There has been considerable illness among our members during the past few months which has kept the Good Cheer Committee busy sending cards, flowers, fruit, etc.

Facts

A railroad dining car, fully equipped, carries approximately the following stock, not including food and provisions: 600 tablecloths, 2,000 napkins, 1,000 towels, 650 pieces of chinaware, 700 pieces of silverware, 240 pieces of glassware, 300 items of pantry and kitchenware, 200 aprons and 150 waiters' coats.

More than 90 per cent of the total population of the United States is served by one or more railroads.

* * *

For every dollar paid to their stockholders in dividends in 1939, the railroads paid \$2.82 in taxes.

Air Mail Postal Revenues

IT is quite generally understood that government payments to air mail contractors, plus the ground expense of the air mail, have greatly exceeded the revenues of the postoffice department from air mail. The extent to which these excess payments from public treasuries have aided the commercial air lines in developing their passenger traffic is not so well known.

The recent Eastman report on "Public Aids to Transportation" throws some interesting light on this subject. This report states that to July 1, 1938,

payments to air mail contractors, and ground expense of air mail, had exceeded postal revenues from air mail by almost \$100,000,000. The report also states that as late as 1934 the total operating expense per plane mile flown was only slightly greater than the public aid per plane mile flown. It therefore is clear that the fares now being charged by the air lines do not really reflect the cost of passenger transportation by air. In addition to the fares paid by actual air passengers, taxpayers really put up about an equal amount.

"I - Don't - Get - It" Department

A Landmark

Hairy Customer: "Hair cut, singe, shampoo, moustache clipped and beard trimmed, and—er—where can I put this cigar?"

Barber: "Would you mind keeping it in your mouth, sir? It'll be sort of a landmark."

Proof?

Counsel (to police witness): "But if a man is on his hands and knees in the middle of the road, does that prove he is drunk?"

Policeman: "No, sir, it does not, but this one was trying to roll up the white line."

As We Were Saying

"We'll have to rehearse that," said the undertaker as the coffin fell out of the car.

Our idea of a man with strength of will is one who can eat one salted peanut.

The height of illegibility—a doctor's prescription written with a post-office pen in the rumble seat of a second-hand car.

End of August

I had a little dog. I called him August. August was fond of jumping at conclusions, especially at the cow's conclusion. One day he jumped at the mule's conclusion. The next day was the first of September.

Hard Luck

"I drank some cider and now I can't find my way home."

"Well, you shouldn't take it so hard."

IF—

As R. Kipling did not write it

- If you can sit and work while sweat is streaming
And dripping in a puddle on the floor;
- If you can keep from sitting, idly dreaming
Of foaming, ice cold steins, some ten or more;
- If you can stand your shirt's wet, clammy feeling
And not desire to tear it into shreds;
- If you can fight off lazy langour, stealing
O'er you and not think of cool, white beds;
- If you can concentrate, and not keep mopping
The perspiration from your fevered brow;
- If you can plug away, and keep from stopping
To wonder just "how hot it is by now";
- If you can keep your thoughts from bathing beauties
Where waves come rippling in o'er soft, fine sand;
- If you can keep from damning all your duties
And give them the attention they demand;
- If you keep calm, while folks around are fretting,
And brag you stand this weather very well—
- I only hope to see you when you're getting
Assigned to have the hottest seat in Hell.

(Editor's Note.—This piece of verse, conceived during August's hot weather, was submitted over a set of undecipherable initials. Owner please claim.)

How It Sounded

A busy man was using the telephone.
"I want Bank double-two, double-two," he said.

"Two-two, two-two," repeated the exchange girl, reproachfully.

"All right," said the man, patiently; "you get me the number and we'll play at trains later on."

Maulflower

Helen: "I don't see why he dates her—she's a terrible dancer."

Mary: "No, she can't dance, but she sure can intermission."

Hoozat?

I crept upstairs, my shoes in hand,
Just as the night took wing,
And saw my wife, four steps above,
Doing the same darned thing.

Utility

A patent medicine manufacturing company received the following letter from a satisfied customer:

"I am very much pleased with your remedy. I had a wart on my chest, and after using six bottles of your medicine, it moved to my neck, and now I use it for a collar button."

Dirty Work

Rastus: "Brothaw president, we needs a cuspidor."

President of the Eight-Ball Club: "I appoints Brother Brown as cuspidor."

Stalemate

He: "Now that we are married, perhaps I can point out a few of your defects."

She: "Don't bother, dear, I know all about them. It's those defects that kept me from getting a better man than you."

Worst Joke Ever Printed

"Did you have pretty good luck on your fishing trip?"

"Well-er-yes; I caught a good eel."

Visible Talk

A woman went to her grocer and asked for a dozen boxes of matches.

"But, Mrs. Brown," exclaimed the grocer, "you got a dozen boxes of matches the other day."

"I know," replied Mrs. Brown, "but my husband is a deaf mute and he talks in his sleep."



Presenting "Johnnie Goodwin," who was born John Henry Goodwin in New York City on November 9, 1870.

HE has worked continuously since January 25, 1891, as a carman in the Freight Car Department at Milwaukee Shops. Although he is nearly 70 years old, he is never ill and has quick action and full faculties and would pass anywhere as under 40. He is loved and respected by all fellow employes for his agreeable personality and deep interest in his work. Above all, he is a champion in safety first. In nearly 50 years of continuous service, he has never received a scratch and is pointed out as an outstanding example to all fellow workers.

"The first 50 years are the easiest," says Johnnie, "if you work safely, and one of the best ways to accomplish this is to live cleanly and thereby keep yourself keyed up physically and mentally to always be alert."

Johnnie goes to bed early and arises early. In fact, he awakens the priest in his parish at 4:45 a. m. every morning and has for so many years that he cannot remember when he first started. He claims that September 1 is his retirement date, but it is going to be hard trying to get along without him, as each good-morning exchanged with him by fellow employes is an inspiration for the day.

Caught!

Moe was trying to describe to his friend the kind of fish he had caught. "I tell you," he explained, "it was that long! I never saw such a fish in my life!"

"I believe you," answered his friend.

Generous

"What will you give me for these jokes," asked the contributor.

Editor: "Ten yards start."

ON THE STEEL TRAIL

Sioux Falls General Agent Retires



W. D. Griffiths



J. D. Wohlenberg

AFTER exactly 47 years in the service of The Milwaukee Road, the last 11 of which were in the capacity of general agent at Sioux Falls, S. D., W. D. Griffiths retired August 1.

It seems that Mr. Griffiths' railroading career has been built around the date August 1. He entered the employ of the road at Hull, Ia., on August 1, 1893. On August 1, 1929, he was transferred from the position of freight agent at Sioux Falls to the position of general agent. Of course, between those dates Mr. Griffiths received other promotions and worked at several other places, including Sheldon, Ia., Pukawana, Lennox, and Scotland, S. D. He will continue to make his home in Sioux Falls where he has been very instrumental in furthering the interests of his company, and where he has club affiliations.

Mr. Griffiths will be succeeded by J. D. Wohlenberg, who has been assistant agent at Sioux Falls the last three years.

I&D Division—Central

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

Albert J. Spencer, yard clerk, West Yards, Sioux City, accepted a position with the Association of American Railroads as car service agent with territory in Wisconsin, headquarters at Milwaukee, Wis., effective August 1. This is a nice promotion.

Operator John Gilbo, Yankton, was recently called to Ohio to attend funeral of relative who was killed in a wreck at Akron, Ohio, Relief Opr. Isaacson at Yankton relieving. Isaacson will be remembered as having worked on the Division as operator between 1925 and 1928. Since that he has served two enlistments in the U. S. Army.

Three former agents of the Milwaukee Road in Yankton "ganged up" and made an invasion of the city recently to renew old acquaintances. They were: Chas. W. Felton, who served there from 1903 to 1909, now in the mercantile business at Sioux City; Roy G. Larson, who served there from 1912 to 1916, now agent at Chicago, and Homer C. Snow, Yankton agent from 1916 to 1920, now agent at Sioux City. Mr. Larson's visit to Sioux City prompted the decision of the three men to visit their old stamping ground together.

George W. Ransdell, agent, Lake Andes, retired August 1. H. B. Olson, formerly of Fairview, assigned to Lake Andes

agency permanently. Walter Kehrwald is a new man at Fairview pending bulletin.

Phil Anderson, 17-year old son of Section Foreman Herb Anderson, Dell Rapids, pitching star for the American Legion State Junior baseball team, was responsible by his brilliant hurling against Webster and Aberdeen, in winning the State championship for the team.

Al Ostoff, chief clerk to Asst. Supt. Hansen, is back on the job after spending several weeks in the hospital. Al says he would rather be in the office than the hospital. Every time the nurse came in Al's temperature went up.

MAYBE YOU'VE HEARD . . . Condr. Bert (Jiggs) Brashear went fishing and had to call for help. Engr. Al Watier rescued him and landed the fish. . . . Eleven pound boy born to Trainman and Mrs. C. K. McClaren . . . Roundhouse Foreman and Mrs. E. C. Todd, Sioux Falls, visiting and vacationing with daughter in Salt Lake City . . . Service Club Chairman Kelly, Sioux Falls, making plans for another Service Club Mixer . . . Section Foreman Martin Kehm, who moved recently from Charter Oak to Scotland, is heading back to the East End and will be stationed at Luton . . . Roadmaster Bahr, Yankton, says to ask him about the 1940 pheasant crop . . . Section Foreman L. W. Diede and wife, Delmont, vacationing on West Coast; first vacation in 22 years . . . Agent B. L. Wright, Armour, to the Black Hills on a six weeks' trip . . . Bridge Carpenter Ingvald Johnson, Elk Point, is the proud father of an 8½ pound boy born July 28 . . . K. L. Everett, agent, Stickney, resumed work recently after an absence of six weeks, part of which was spent in Veterans' Hospital and remainder visiting relatives in the East . . . Condr. Ed. Gardner has left the Platte Line after 21 years . . . Swtchman F. M. Henderson, Sioux Falls, retired, effective August 31. Frank has been in the yards in Sioux Falls since 1913 . . . L. W. Bergham, Gayville, driving car new to him. . . . Agent Martin Gronvold, Geddes, is also on the vacation list . . . Agent Harry Brann, Avon, is faithful in answering news questionnaires; news or no news, thanks Harry, Christmas is coming. . . .

for many years, and is well-liked by every one.

Among distinguished visitors to our Gallatin Gateway Inn the past month, were Mrs. William Wrigley of New York City, Mrs. Phil D. Armour of Chicago and C. D. Dickey, of New York, the latter senior partner of J. P. Morgan.

The entire division was shocked the morning of August 1 at the death of Conductor Peter Pogreba in Deer Lodge. Mr. Pogreba passed away during his sleep. He was one of the most popular men on the division, making his home at Three Forks, and to Mrs. Pogreba, three sons, his sisters and brother, we extend our deepest sympathy in this great loss.

Guy Sampson, well known on Lines East, stepped off No. 16 about the middle of August and shook hands with us. Mr. Sampson has retired on pension and has a nice farm in Oregon.

Gladys Simmert has been assigned to the cashier job at Bozeman, vacated by cashier Harper.

Engr. M. F. Elliott has gone to California for a month's visit, relieved by Engineer Jack Burnes on the Butte switch engine.

(Continued on page 18)

Rocky Mountain Division

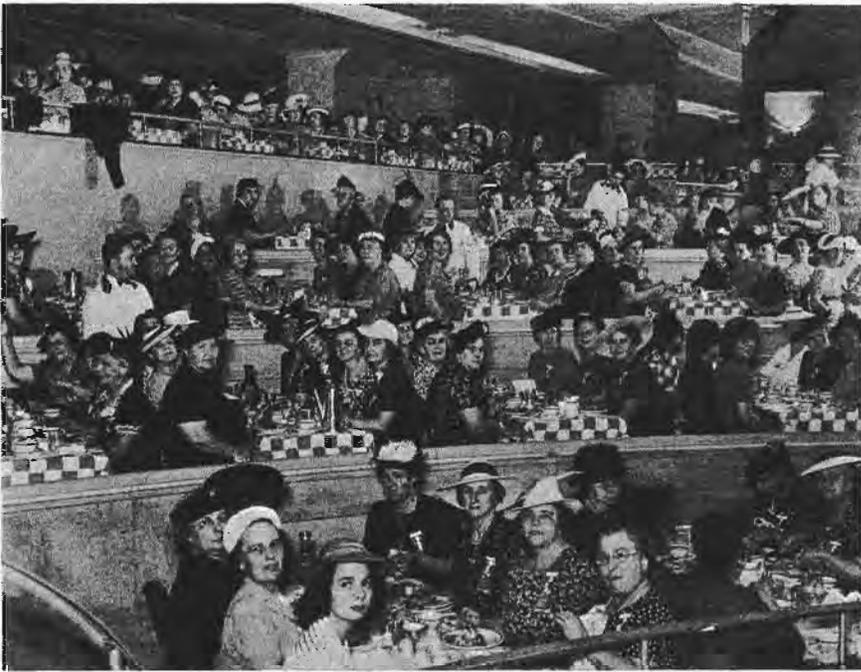
Nora B. Decco, Correspondent,
Three Forks, Montana

MOTORING on the Milwaukee, up and down, hill on the Rocky Mountain Division, has been something of a job the past thirty days, what with all the specials, most of them going to the Gateway, all the park passengers, and the trips to Virginia City and Morrison cave . . . Business is good, plenty of stock trains, lots of wheat and too much hot weather and forest fires, but if we can wait long enough it will rain; it always does. . . . A. W. Olson of the Dining Car Department was among those making the trip thru Morrison Cave. . . . They expected ten thousand visitors in Morrison before the end of August.

An appointment which we are glad to announce, was that of Eric Williams of this division on August 16 to the position of traveling engineer and assistant trainmaster of the Rocky Mountain Division, in place of L. S. Cunningham, resigned. While we are sorry to see Mr. Cunningham leave, we are glad indeed to welcome Mr. Williams to this appointment. He has been a fireman and engineer working between Three Forks and Deer Lodge



Mr. and Mrs. E. H. Moll and E. H. Moll, Jr., at Gallatin Gateway Inn, where Mr. Moll is ticket agent.



The object, of course, is to find yourself. It is hoped that this issue of The Milwaukee Magazine will, largely through the medium of pictures, serve as a memento of the veterans' Silver Anniversary. Unfortunately, space limitations made it impossible for group pictures to be reproduced in a size large enough for all of the individuals present to be easily distinguished.

Left: One of several pictures taken at the Ladies' Luncheon in the Terrace Casino of the Morrison Hotel, Chicago, on the afternoon of August 14.

Below: View in the Grand Ballroom of the Hotel Sherman showing the bulk of the crowd of over 2,000 who attended the banquet on the night of August 14.



1940

Right. This picture, taken at the speakers' table, shows the men who addressed the veterans at the banquet. As you undoubtedly know already, they are, left to right: Walter J. Cummings, H. A. Scandrett, H. H. Field, J. T. Gillick, and George I. Haight.

EDITOR'S NOTE: Copies of any picture on these two pages, or similar pictures taken at different angles, may be had by mailing your order, together with \$1.00 for each picture desired, to The Magazine.

A large picture is now available showing practically all of the 1,500 at the luncheon in Eden Springs Park, The House of David. It is remarkably clear and can be had in the 8"x17" size for 75c and in the 11"x23½" size for \$1.50, unmounted; they will be mounted for an additional 50c or 75c, respectively.



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ST. PAUL, MINN.

When the ditcher 156 was pulled off the R. M. Division, Condr. Pilot Dan McDougall just went home and stayed there. Not seeing any more condr. pilot ditcher jobs in the near future, he took the pension and will from now on take life easy and look on while the others do the hard work.

The death of Mrs. Charles Lower of Sappington, Mont., occurred in Pocatello, Ida., August 2, after a long illness. Mrs. Lower, wife of the section foreman at Sappington, was well known here where the family lived for several years. There remain besides Mr. Lower, six sons, all of Sappington, and two brothers. The division extends sincere sympathy to this family.

Walter Chandler, son of Don Chandler from Camp Creek, worked the job at Sappington for a month during the absence of Mr. Lower, who was away on account of Mrs. Lower's illness and death.

Roadmaster Art Jersey, who has been working over his dahlias for a good many years now and trying to see if he can raise the largest flowers ever heard of, has got his name in the newspapers and the flower show in Butte admits what the rest of us knew already: he raises the finest, largest and most beautiful flowers of their kind in that city

they should see those at the ranch, on the Missouri River.

Condr. H. H. Jenkins, who has been off the working list for many months on account of sickness, is back to work again; he is on the R. M. Division trolley car and we are glad to see him back.

John Haugan went to Alaska and came back and this is the first I knew about it. . . . Why do people keep such things to themselves? Now, if I were going to Alaska, I would have it on the screen at the Ruby and I don't mean maybe. John liked it there, as does everyone else that has gone, as far as I have ever heard.

Fireman Phil Fauver, who has been off on the sick list also, the past couple of months, is back again in the west ring.

A wedding of interest to R M division employes was that of Miss Adeline Miluck and Earl Lane of this place the first week in August. Mrs. Lane is a very popular Three Forks girl and Mr. Lane one of the younger train service employes of this division. We extend our very best wishes to them.

Mr. and Mrs. George McPhail of our city are the parents of a baby girl born August 6 in Bozeman. Mrs. McPhail will be remembered as Bertha Chollar, and we extend our congratulations to them; this is their first child.

A beautifully written little note came out of my mail box one day recently; wondering who among my friends could have written such a perfectly penned address, I opened it and out came a nice little letter from a sweet child I knew a few years ago as Connie Winterhalter, but, of all things, she now is Mrs. Clarence P. Fagan. She is living at Clearwater, Mont., and has a young son, Robert Joseph, now five months old. I was glad to hear from her and might add if Robert Joseph would be interested, that his birthday and mine are on the same day. Connie's father, as most of us remember, was section foreman at Eustis for a number of years and she attended school here.

Word was received during the early part of August of the death in San Francisco of Joe Gormley, who will be remembered

as a former trainman of this division about 20 years ago.

The wedding of Mrs. Fern Snodgrass and Everett Reugamar occurred in Helena July 31. Mrs. Reugamar is the daughter of Fireman and Mrs. H. Wilcox and we extend our best wishes to this young couple.

The two youngest daughters of Condr. and Mrs. Kilpatrick have gone for a few weeks' visit with relatives to St. Louis, Mo.

I&SM Division—West

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

VACATIONS

V. E. WEST and wife, agent at Flandreau, S. D. took two weeks off for a vacation in California. He was relieved by R. E. Gilbertson of Erwin, S. D.

H. Wood, agent at Freeborn, Minn., off about 1 month vacationing in the west. He is being relieved by G. F. Jones of Pipestone, Minn.

Geo. McKinney and family, brakeman, Madison, S. D., off 1 week vacationing in Wisconsin and northern Minn. Geo. took a fling at fishing and, according to his fish story, he caught some big ones.

Lloyd Parker, fireman, took a week off enjoying himself at Lake Herman. Lloyd has his own cottage and says he really enjoys those night motor boat rides on Lake Herman, which he likely didn't take alone.

B. O. Long, engineer out of Madison, took a couple of days off his regular duties teaching his big boy, who is just now 1 year of age, to swim in Lake Herman.

SICK LEAVES

Fred Wagner, condr. on passenger 203 and 222, was confined to bed at his home in Madison, S. D. recently. Fred resumed his duties on August 12.

John Kaisersatt, engineer, is confined to bed at his home in Madison, S. D., suffering from ptomaine poisoning. At this writing John is getting along as well as could be expected and would like to hear from some of his friends.

MISCELLANEOUS

Harvey Gregerson, agent at Madison, S. D., is a grandpapa again. Harvey has been putting out the treats steadily to all of the gang. His son, George Gregerson, is the proud father of a baby girl, born at Chicago, Ill., early in August.

On account of the heavy run of grain loading on the I&SM west, the Fulva Patrol was installed again on Aug. 12. We are expecting an exceptional run of grain loading this season.

Ed Flynn is back at his home at Madison, S. D., feeling a lot better after his lingering illness. Ed would appreciate callers very much and if you can't call on him, why not drop him a note?

Jim Snyder, retired agent of Flandreau, S. D., and wife, are spending a month vacation visiting their son at Washington, D. C. The Snyders are going to take in the World's Fair at New York, also. Their son will return with them to Flandreau, where he will spend his vacation.

Trans-Missouri Division—Central

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

VACATIONS

Omer Maxfield, night R. H. foreman, recently made a motor trip visit to his daughter, Eileen, at Centralia, Ill.

Hostler Christ Hettle made a motor trip, visiting relatives through the Black Hills of S. Dak.

Condr. H. E. Dernback visited in Tacoma with his son, Edmund, stationed at Fort Lewis.

Helper engineer Wm. Leaf recently visited daughter, Maxine, in Cambridge, Ohio. R. R. policeman O. Hedges enjoyed motor trip through Utah, Idaho, Wyoming and Montana.

Cond. S. L. Richey made a motor trip to Spokane to visit his sister. Cond. Ed. Striebel held the pilot job on the helper during his absence.

Cond. E. J. Stadin visited his mother at Stillwater, Minn.

H. E. Wood, R. H. foreman, visited parents at Oakland, Calif.

Clyde Erther, operator at Baker, Mont., enjoyed a motor trip to Glacier Park and western Montana.

SYMPATHY IS EXTENDED

To the family of Merritt McChestney, brakeman of McLaughlin, who died from a heart attack while in service on local at Bowman, N. D., July 22.

Cond. C. D. Tarbox is in the Miles City hospital for medical treatment.

Faith-Isabel New England Branches

By C. I. Donnenwirth,
Agent,
Faith, S. D.

Charles M. Donnenwirth, clerk at Faith, has bid in Lemon cashier and with family has moved to Lemon.

James Towleron of Miles City, clerk, has bid in Faith and is now holding that position.

Cloudburst of six inches of rain just east of Faith filled all dams, including the newly constructed railroad dam for stock loading.

On Aug. 7 a lady was noted taking pictures of depot and town and enquiring about Faith city, and after getting all information possible acquainted Mrs. Robert R. Saul with the fact that she was formerly Miss Faith Earling, daughter of A. J. Earling, and that the city was named after her. She left a \$100.00 bill as a present to the city of Faith. Many will remember A. J. Earling and his intense interest in the Faith country.

The Milwaukee, through Evan Hall, agricultural agent, Aberdeen, S. D., assisted in every way in the sheep show and carnival held in Faith Aug. 30-31.

Faith will have shipped 23 cars of wool before the season is over, and the entire country is now well stocked with sheep and will go into winter in excellent shape for feed and water.

**La Crosse & River Division
—1st District**

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

DEATHS

We regret to record the passing of veteran locomotive engineer Herman Ambros at Portage this month. He was one of the first pilots of our Hiawatha train and

during the train's christening ceremony, which was attended by the Winnebago Indians, tribe of Decorah, he was made a member of that tribe and given an Indian name and head-dress of eagle feathers. We will all miss Herman, who, by his quiet, efficient manner, earned the nickname of "One Hundred Percent," and he could be depended on for an on time run. One son, Walter, is a brakeman on our division.

DIVISION GOSSIP

A message recently received in the Dis-

patcher's Office, stated that extra gang "cat" had knocked off two signal jotters; discussion immediately arose as to why extra gang should harbor such a vicious beast of such power and feeding it would amount to something. Further, it must be kept where its playful moods would be less dangerous and something should be done about it. After several hot arguments about said "cat," it developed that same was a caterpillar truck—which solved the mystery.

A MAIL CARRIER'S ERRAND OF MERCY



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

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

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

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3. A fully paid-up life insurance policy at age 65 (approximate retirement age) without further payments.
4. Waiver of premium in case of disability.
5. Policies provide for substantial cash or loan values. Cash values of policies are assets available to you in emergencies.

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

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

This plan is offered by the

**CONTINENTAL ASSURANCE COMPANY
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This coupon will bring you full information as to how you may take advantage of this new payroll deduction privilege to make these liberal provisions for your family. Delay may be costly. Send it in now.

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Heavy rains near Portage and Poynette have kept sectionmen busy watching their tracks. We sure have had our share of rain this summer. Our new shelter shed at Portage has had several try-outs and proved successful.

Kansas City Division

K. M. Cohnmann, Correspondent
Care Supt., Ottumwa, Ia.

July was a busy month on the Kansas City Division with the various special trains and the grain rush. Every available train and engineman was called into service and it was necessary to borrow from other divisions, and to put on extra operators at various points to handle the business. The peak of the wheat rush was on July 13 and 14; on the 13th ten freight trains were operated out of Co-burg, 494 loads, 69 empties, total tonnage 33,681; on the 14th operated the same number of freight trains with 501 loads, 66 empties, total tonnage of 32,851.

Dispatcher E. L. McGuire and family, formerly of Perry, now living in Ottumwa, seem to find it a very pleasant place in which to live. Other newcomers are Mr. and Mrs. H. Reno and little girl, who recently moved from Marion to Ottumwa. Mr. Reno has the position in the Engineering Department vacated by Wm. Hay, who was transferred to LaCrosse. Other new employes in the Engineering Department are Rodmen LeRoy Beckert from Wasas, Mich., and Eddie Schmidt of St. Joseph, Mo.

OTTUMWANS

The following Ottumwans attended the Veterans' Convention in Chicago: Superintendent O. A. Beerman and wife; Mr. and Mrs. F. M. Barnoske; W. E. Becker and wife; I. Cottrell and wife; Wm. Fry and wife; James Neylon and sister, Mrs. McNamara; Mr. and Mrs. H. G. Cogswell; James N. Brown and wife, and Mr. and Mrs. F. E. Orvis.

Operator R. M. Johnson was off duty for one month because of illness; for two weeks was in the Veterans' Hospital in Des Moines. Operator W. A. Kelsey relieved him during his absence.

Lloyd Calloway has been assigned to the position of dispatcher on the L & R Division. The position of relief dispatcher will be given to L. E. Coleman, operator at West Yard.

Hillis Coker and wife of Long Beach, Calif., announced the arrival of a daughter on August 3. Lineman R. J. Coker is grandfather for the first time.

There must be something fascinating about the lakes in Wisconsin and Minnesota, as many K C division vacationists this year selected points in those states to relax and fish. Superintendent O. A. Beerman and family, Trainmaster Thor and wife, Chief Dispatcher Wilson, Roundhouse Foreman L. Oots and wife chose Minnesota lakes in which to do their angling, while Engineer S. E. Yeoman and wife and Dispatcher J. A. Sanford and family went to Wisconsin lakes. The Sanford family spent the last week of their vacation with relatives in Urbana, Ill.; Dispatcher E. J. Klahn and wife vacationed in Kentucky and Tennessee, including a tour of the Smoky Mountains. Roundhouse Foreman Rabun and family went to Chattanooga, Tenn., to spend their vacation with the parents of Mr. Rabun. Mr. and Mrs. J. B. Nesbitt of

Chattanooga are now guests in the Rabun home and on August 10 Mr. and Mrs. Rabun and Mr. and Mrs. Nesbitt were in Chicago to attend a baseball game between the White Sox and the Detroit Tigers. A week was spent by Chief Carpenter Koehly and wife in Salt Lake City with Mr. and Mrs. Geo. Blackaller, formerly of Ottumwa. Time Revisor C. H. Baker put in his time repainting and redecorating his cabin on the banks of the Des Moines and it certainly looks attractive. The last few days of his vacation he and Mrs. Baker were in Rockford, Ill., visiting. A trip, including a stop-over at Plainview, Texas, Los Angeles, San Diego and the exposition at San Francisco, was much enjoyed by Mrs. C. Dornisfe, Mrs. C. D. Smith and daughter, Maryellen, who were away for a month. During the latter part of July Mrs. W. H. Vosburg made a trip to Mauch Chunk, Pa., her former home, on business and pleasure. Lt. of police H. Harvey, wife and two children went to Winnipeg and other Canadian points to keep cool and to do their fishing. Dispatcher J. Niman left on August 12 for Elmira, N. Y., to visit a daughter.

A broken hip was sustained by Mrs. E. R. Davis in a fall in her home on N. Clay Street, necessitating her confinement in the St. Joseph Hospital for many weeks.

Retired Conductor Edw. Hagerty passed away at his home on July 14, at the age of 64. He retired in November, 1939, at which time he had been in service for 43 years.

After a short illness Conductor F. E. Scott died at his home in Kansas City on July 3. He entered the service in October, 1910. He was 46 years of age.

Yard Clerk Q. M. Haseltine recently underwent a very serious operation. He is much improved but will be unable to resume his duties for several months.

Refinishing and redecorating furniture for his new home, which he expects to occupy by Sept. 1, and helping to look after his two-month-old daughter, Muriel Jean, keeps M. L. Taylor of the Engineering Department very busy these days.

Twin City Terminals

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

The end of the month of July brought with it the retirement of Frank J. Foster, who has been employed at the Minneapolis Freight Office since 1902, and from 1916 to the date of his retirement has held the position of freight cashier. Mrs. Foster also recently retired as a teacher in the Minneapolis Public Schools. They have purchased a home at Lake Minnetonka, where Frank will find occupation for his exceptional energy, and it is our understanding that they will also travel extensively. An appropriate gift was presented to Mr. Foster by the freight office employes.

The Carl Matzoll family enjoyed a vacation at Lake Winnibigoshish, where Carl attained a most rested look . . . Mr. and Mrs. A. G. Bantly spent a week at Baldwin, Mich. Understand the trip and the vacation were perfect . . . Mr. and Mrs. Harry Erickson witnessed the sights of the New York Fair. After three or four days in New York they went to Marshall, Minn., to visit relatives . . . The C. P. Cassidys and George E. Benz families had cottages at different spots on Big Sandy . . . S. J. Oberhauser, agricultural agent, has returned from a two weeks' trip through the range country in South Dakota and Montana. The result of the trip was five rolls of colored moving pictures . . . A recent visitor in the Traffic Department was Harry S. Zane former General Northwestern Freight Agent, now Asst. Frt. Traf. Manager. The only objection to his visits is that they are too short and far between.

Jess Osjfe, Minneapolis city ticket agent is still trying to "hook" as big a fish



and pleurisy—while in the Locomotive Department family Mrs. G. Lamberg, wife of shop superintendent, sustained a broken shoulder blade and broken ribs from a fall and Mrs. B. M. Benson, wife of chief clerk, is resting in the hospital at this writing.

Group that attended a picnic at Minnehaha Falls, near Minneapolis, on July 9.

Clerk Norris Broth and wife spent a few days in their native Iowa in early August, where they were joined by

as the "Missus" did a short time ago; keep on tryin', Jess.

H. M. Larson represented the Milwaukee Road at the American Legion Convention in Hibbing, August 11-14.

The Minneapolis Passenger Traffic Club is planning an outing at Geneva Beach up at Alexandria for the week-end of Sept. 7. "All aboard!"

Mechanical and Store Depts., Twin Cities

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

VACATIONS FOR 1940 ARE JUST A MEMORY TO—

Chief Clerk C. Laird and wife, who spent two weeks at Pine Point Resort, Walker, Minn.

Chief Inspector H. R. Campbell and wife following Milwaukee visit and motor trip to Duluth and Superior.

Car Foreman A. Tweder and wife, after two weeks' visit at their son's Camp Nebe-Wah-Nibi on Big Boy Lake.

Car Foreman S. Hollingsworth and wife who spent their vacation at above camp.

Car Foreman F. M. Washburn and family at cabin on Gull Lake, Nisswa, Minn.

Stenographer Grace Junkin, made a trip to New York World's Fair, Niagara Falls and Washington, D. C.

WITH STORE AND MECHANICAL DEPARTMENTS

Top news of the month is the enrollment of Storekeeper J. V. Anderson in the Grandfathers' Club—his daughter, Lucille (Mrs. Charles Peck), having increased the population of Miles City by one baby boy.

Belatedly we report the wedding on June 20 of Betty Lou (daughter of Al Neese, foreman, St. Paul Roundhouse) to Herschell Welsh of Mound. The wedding took place at Simpson Methodist Church, Minneapolis, Vernon Russell, switchman, best-manning the occasion.

Hospitals have enjoyed a bumper railroad crop of late, Chauffeur Henry Mills being twice downed with pneumonia; Chauffeur Nels Roth submitting to an abdominal operation, and Storekeeper Harry Miller with double trouble—appendectomy

brother Al of Mr. Harstad's office.

Emma Zinn, Katherine McBride and Ivy Crogan attended Railway Business Women's farewell dinner party for Minneapolis women of the Milwaukee Accounting Department at the Lafayette Country Club, July 27. The guests were each presented with a three-stranded pearl necklace from the Association, and told to hurry back. But the Twin City loss is the Chicago RBWA gain, and they'll perhaps hang tight.

Word picture of Clerk Joe Lugow—"He Who Laughs Last"—having managed, despite "It Can't Happen Here" admonitions, to raise a flower garden where once but cinders grew.

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

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
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T-Z Products, as standard equipment, are daily proving their merit.

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

LIBERAL

When you lose time because of Accident or Sickness, our liberal policy pays you.

Serving R. R. employees for 70 years.

Ask your Travelers Agent for the Facts or address:



Railroad Department

HARTFORD, CONN.

CAN YOU afford TO

GAMBLE

WITH TIME?



If your job and the better jobs ahead of you depend on accurate time it will pay you to read this advertisement to the end.

Since the establishment of time inspection over 45 years ago, one watch has become known as "The Watch of Railroad Accuracy". Hamilton is that watch. Hamilton has earned its position with railroad men by unfailing reliability and accurate timekeeping. The famous Elinvar hairspring in every Hamilton is insurance against the effects of that trio of watch-wreckers!—moisture, magnetism and extreme temperature change.

Three hundred thousand American railroad men are under time inspection. A host of these men, knowing the value of time, keep accurate with a Hamilton Watch. That is the finest recommendation our product could have. HAMILTON WATCH CO., LANCASTER, PA.

21-Jeweled Hamilton 992 Model is the ideal watch for railroad men. Ask your jeweler or watch inspector to show it to you.



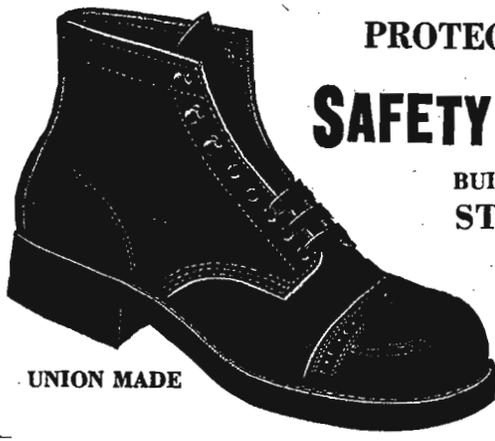
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THE RAILROAD TIMEKEEPER OF AMERICA

DELICACIES FOR THE TABLE Specialties

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS



PROTECT YOUR FEET
with
SAFETY FIRST SHOES

**BUILT WITH PROTECTIVE
STEEL TOE-BOXES**

A wide range of styles
available thru your local
storekeeper.

**SAFETY FIRST
SHOE COMPANY**
Holliston, Massachusetts

UNION MADE



**Protect Rusted Steel
without Expensive Cleaning**

In conditioning steel structures with NO-OX-ID, it is not necessary to clean off all rust and old paint. Merely scrape off the large rust patches and apply NO-OX-ID "A" Special over the steel. As the remaining scale falls off, touch up with NO-OX-ID. The elimination of expensive cleaning in your bridge maintenance means that twice as much steel can be protected with no budget increases.

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IRON+OX=RUST
TRADE MARK
The Original Rust Preventive

Baxter Laundries Corporation
Quality and Service
Unexcelled

West Side Division.....3128 W. Lake
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South Side Division....7391 So. Chicago
Plaza 4100

North Side Division.....2516 Armitage
Humboldt 0480

CHICAGO

Lawrence's Division...Minneapolis, Minn.
Atlantic 5521

Milwaukee Division..1627 W. North Ave.
Kilbourne 8000

Terre Haute Division

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

Our sincere sympathy is extended to District Adjuster Harold J. Barry and Mrs. Barry account the death of their year old son, Jimmie, at Minneapolis, on August 10.

Lineman Ora Sheetz, who has undergone a severe illness, is improving. The condition of Engineer Frank B. Curtis, who has been confined in the hospital for some time due to illness, is reported to be much better.

Hulman Street Switchman Pete Reimer passed away on July 30.

Rodman Lawrence Wean, who came to this division a short time ago, has been transferred to Minneapolis.

A new rodman added to our engineering staff—Thorolf R. Almdale of Wheaton, Ill.

RETURNING VACATIONERS

The W. J. Whalens spent an enjoyable two weeks in northern Minnesota, Iowa and Wisconsin, where the weather was cooler.

Tim Colwell reports a week's fishing in Wisconsin.

Car Distributor George Scholl and family used a few days of their vacation for a trip to Chicago and Minneapolis.

Leo Huberti spent several days in Chicago, attending some big league games.

Engineer Clay Damer made his annual fishing excursion to northern Michigan.

Division Storekeeper C. W. Pearce with his family motored through the Smoky Mountains to Florida, returning via New Orleans and the Ozark Mountains.

Agent E. A. Rollert of Fathorn, Ill., vacationed in Michigan.

It is reported that Yardmaster George Robson's vacation was an orgy of sight-seeing through Northern Minnesota and Canada.

By the time this is printed, Chief Clerk F. G. Pearce and family will have returned from their vacation. They plan to leave in a few days for a trip through the Smoky Mountains, on their return stopping over in Missouri for a visit with relatives.

Those attending the Veterans' Convention at Chicago in August were Supt. W. J. Whalen, Agent M. C. Faris, Divn. Storekeeper C. W. Pearce, Engineer Geo. Huffman, Signal Supvr. R. S. Bentley, Operator W. D. Hyslop, and their families, Mrs. W. W. Griffith, Mrs. C. A. Wilson, and F. E. Galvin

Miss Dorothy Pearce, daughter of Chief Clerk Fred Pearce, is spending the summer in California, the guest of relatives.

Joe Dede, who recently transferred to the Public Relations Department as public relations representative, has moved his family and household goods to Marlon, Iowa.

Spokane and Inland Empire

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

The old Spokane Inland transfer track just north of the Car Department on Gray Street, Spokane, has been abandoned and track was torn up about August 1.

Condr. Lee Prosser is all pepped up lately, and he has every reason to be. His son, Wallace, who pitched ball for Gonzaga High School in Spokane, is now the star pitcher on the Junior American Legion ball club of Spokane. This team won the City championship, then journeyed to Yakima, Wash., where they won the Eastern Washington championship, and later on they won the state championship by defeating Shelton 2-0. In this latter game, Wallace allowed Shelton only two hits. This win entitled the boys to attend the National Amateur Baseball meeting in Wichita, Kans., during August. These boys have shown so much stuff on the baseball diamond, that we understand the team is now under the direct eye of the Detroit Tigers. More power to 'em.

Henry McGinnis, car inspector at Spokane, takes the pension in September. We regret to see Hank go.

Owing to the fact that we were confined to the hospital for a short time since the last issue, we did not collect much news this time.

Tacoma and Coast Division
—West

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

We regret having to announce the death of Conductor Joseph Ben Sheppard, aged 53, who died very suddenly due to a heart attack at Cle Elum on July 21.

On Aug. 4 John M. Gillim, agent at Bellingham, died very suddenly at the age of only 54 years. He had been off work since July 1 because of illness. His wife died about two years ago. He leaves one daughter, residing at home.

Retired Conductor Charles H. Scott of Tacoma was taken ill in Missoula, Mont., early in August and has been brought to Tacoma for treatment. He is at present in St. Joseph's Hospital.

C. Otto, agent at Cedar Falls, who has been off for several months because of illness, is in the hospital at Ellensburg at present. We sincerely hope he may soon be restored to health. He is relieved by J. T. Snyder.

C. R. Gordon, who was agent at Monroe for many years but who bid in the agency at White Bluffs when Monroe was closed, injured his foot recently and has been off duty, being relieved at White Bluffs by J. R. Piatt. However he has now recovered and has bid in the agency at Sequim, Wash.

General Yardmaster Howard Montague came back from his vacation trip driving a new De Soto car, which he picked up, together with Mrs. Montague, in South Dakota, returning through Montana and Wyoming. You may infer how glad he was to get back to Tacoma when you learn that it was 115 degrees when he struck Pierre, S. D., on the trip; it was 80 degrees here and people thought it was hot!

Yardmaster Mel Kongsli is also on vacation, driving in a new De Soto from Aberdeen, S. D., to which point the car had been driven by Mrs. Kongsli.

We are pleased to hear from our old friend Frank Ziely, conductor on the Raymond branch, that he and his wife are enjoying a vacation trip through the Eastern states, not forgetting his old home at Prairie du Chien, Wis.

Brakeman H. R. Prengel of Tacoma has taken a leave of absence and has become a shipfitter at the Bremerton Navy Yards temporarily.

Clinton ("Pinky") Miles is still relieving dispatchers at the passenger station, and P. B. Mosher is still relieving him.

John N. Mitchell, who was for many years branch line dispatcher at Tacoma, retired July 20. He has not worked with us since 1933 because of lack of seniority, but was employed by the Willapa Logging Railroad on Willapa Harbor (Raymond) as dispatcher of their log trains until they suspended operations last fall.

Coach Foreman Wm. Densmore, at the yard, had a surgical operation on his nose, but is back at work again.

M. H. Murphy, who last performed service as operator at Auburn, Wash., in March, retired June 26.

F. J. Alleman, the efficient agent at the local freight office, and Mrs. Alleman enjoyed a visit from his brother and nephew the first part of August.

Talk about your weather! No. 15 arriving here on the morning of Aug. 6 went through a hailstorm back in South Dakota and as a result had 28 windowpanes broken.

Clair Jones of the messenger job at the local freight office is laying off at this writing because of illness.

Did you notice the article from a Seattle paper in the last number of this magazine referring to C. P. Parker and H. Turner? Mr. Parker has now taken over the Seattle local and Mr. Turner is now in helper service to Cedar Falls.

Passenger Baggage man Fred Bordelaise is back East somewhere for his vacation.

John Dolle, retired traveling auditor, who married while back East, was supposed to arrive here Aug. 5 with his wife, but had not shown up at latest accounts, Tom Dolle, his son, bill clerk at the local office, informs us.

The accounting department held a picnic at Five Mile Lake on the Seattle Highway, July 22, and all participants appear to have had a splendid time.

August Mase, retired boiler maker helper, and his wife, are making an extended trip to the East, visiting his old home at Hancock, Mich., among others.

Al Goldsborough and wife (he is the chief revising clerk at the Local Freight Office) made a trip to Portland, Oregon, recently, on a visit to friends; like good railroad people they went by train.

George Hunt, brakeman on the Willapa Harbor run, and Mrs. Hunt are on a three week vacation trip East.

Agent and Mrs. R. F. Breitungross of Lind recently sent Supt. Sorensen a large box of gladioli from their garden. We always thought the Puget Sound country excelled in these particular blooms, but these from Eastern Washington were about the finest we have ever seen.

Fullerton Avenue Building, Chicago

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

WEDDINGS galore this past month. We report quite a number of these beautiful affairs but we suppose some are missing again. If so we are velly, velly sorry. To the following young newlyweds go the congratulations and best wishes of the building.

Eleanor Rommel had the knot tied with Mr. Harry Schindler on Aug. 31.

Marie Battista was married to Mike Gesemino on Aug. 24.

Mary Olson became Mrs. Clare Anderson on the 31st of the month.

Dorothy Moser waltzed up the middle aisle with Louis Rosenmayer on July 27.

Grace Seleske and James Enders entered the portals of wedded bliss on June 29.

On July 6 Marion Priehs and Herbert Sharlowe took the vows and answered all questions with "I do."

J. J. Tully lost his wife on the 19th of July. We express our deepest sympathy to Jim in his sorrow.

Just a word about the Hiawatha Credit Union which is your organization. Now is the time to save as little as \$1.00 per month in a systematic way and a way you won't feel—the payroll deduction plan.

IDLE CHATTER

Irene McClean has quite an achievement to her credit, having recently received her B.A. degree at the Lewis Institute. . . . Bill Tidd is still holding his own in his attempt to regain his health. Good luck, William. . . . Les Werhanes two-tone paint job on his car makes it look like a Northbrook Taxi—green on green is the creation. . . . And who fell off the bicycle at Mackinac? . . . Lundgren was nosed out of the golf prize by Storms, but the real highlights were contributed by the 110 boys. . . . "Early Bird" Smith just made the tourney in time to garner a prize and the Jensen, Cunningham, Halvorson and Duffy foursome take honors for their long range arguing with that smooth voiced hog caller, Kroll. . . . Then there was that foursome who were a little slow according to the other seventy teams behind them. . . . Great fun though, and a good time for all of us so-called dubs, duffers or what have you. . . . Incidentally, our grapevine reports that Andy Duffy is now an engaged man for a few months running. . . . Congratulations, our fran. . . . Gene Heing has a new conversation piece, since he conducted a tour embracing Lake Louise, Banff, etc., with fourteen women. Wow, what a man! . . . Pauline Fischer and Hazel Hogan are still ga-ga about their concluded trip to Alaska, as is Reinhart about his trek to the Smoky Mountains. . . . Well, we must sign off now, as we must play soldier for three weeks or so at Camp McCoy, along with Sgt. Werhane, Cpl. Rysick and P. F. C. Mulholland. . . . Lucky "Buck" Barry joined the Navy Reserves and he is back from his cruise already. Oh, Well.

Scratch

"Why does a clock run?"

"You would too if you had ticks!"

La Crosse & River Division —Wisconsin Valley

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

Mrs. Don J. Tracy, 70, passed away at her home in Merrill July 25. Mr. Tracy, retired engineer, passed away last May.

Mrs. John Biringer, wife of Conductor J. Biringer, died at Merrill Aug 3rd. Symphathy is extended to these families.

David Nowitzkie, son of Mrs. and Machinist Helper Lawrence Nowitzkie, is receiving treatments at a local hospital for injuries received in an automobile accident August 2.

Mr. and Mrs. B. F. Hoehn have moved to Milwaukee, at which place they will make their home. Mr. Hoehn was Asst. Superintendent at Wausau, retiring in 1937.

Fireman Russ Crandall and wife, Wausau, vacationed at Davenport, Ia., Duluth and Minneapolis, Minn.

Phyllis Schultz, daughter of Agent R. D. Schultz, Rothschild, has returned from a vacation spent at Boston, Mass.

NALCO SYSTEM OF WATER TREATMENT

Chemicals for wayside water treatment and for use at softening plants. Complete chemical feeding equipment. Locomotive, automatic, continuous blow-down.

Simplified testing kits and control methods.

Practical and competent service engineers.

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Surveys, analyses and recommendations furnished without obligation.

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5216 West 66th Place CHICAGO, ILLINOIS

STREAMLINE SERVICE

Flashing streamliner—ride the rails today a far cry from the chugging steam power locomotives in use fifty years back. Yet railroad men need protection now as then. And Continental is a pioneer in Accident and Health Insurance, keeping pace with the railroad in offering at all times the greatest possible protection at the lowest possible cost.

"The Railroad Man's Company"

CONTINENTAL CASUALTY COMPANY
CHICAGO · TORONTO · SAN FRANCISCO

PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH

ACCIDENT BENEFITS effective from first day of Disability.

ILLNESS BENEFITS from first day of Disability.

ACCIDENTAL DEATH. Total Disability, and Natural Death (Life Insurance).

ACCIDENT

Death by Accident which includes Life Insurance
\$2,000.00

Life Insurance, Natural Death
\$1,000.00

Monthly payments at age of application
18-49 inclusive **\$1.80** 50-54 inclusive **\$2.50**

Ages 55 or over, rates on application.

The Life Insurance, in connection with your membership in our Association is issued by an Old Line Legal Reserve Life Insurance Company, operating under the stringent Insurance Laws of the State.

LIFE

HOSPITAL BENEFITS — You receive Monthly Benefits plus TWO DOLLARS per day for Hospital Confinement.

NO MEDICAL EXAMINATION REQUIRED

Good if you leave service on pension or otherwise.



EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.



THE BETTENDORF COMPANY

STEEL FOUNDERS

CAR BUILDERS

ORIGINATORS OF THE



ONE-PIECE SIDE FRAME



OFFICE AND WORKS

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LUMBER PILING—TIES

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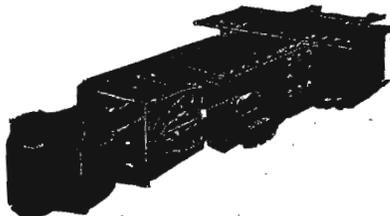
MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago

"BUCKEYE" YOKE and Draft Attachments



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

THE BUCKEYE STEEL CASTINGS COMPANY
COLUMBUS, OHIO

New York - Chicago - Louisville - St. Paul

Davies Yard, Milwaukee

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

Gene (the Old Left-Hander) Wezek returned recently from a week's trip to Yellowstone National Park and reported that the Park is more beautiful than words can describe.

Frank Mosser, captain and manager of The Hiawathas, deserves a great deal of credit for the way he has managed his team. At the present writing the team is in first place.

The Reverend Father Nolan, son of

John Nolan, has just recently been transferred from Austin, Texas, to Chicago, Ill.

Catherine McConville spent her vacation at Lake Louise in Canada, visiting her sister. Upon Catherine's return we were able to detect a slight Canadian accent.

Eugene Sieger spent a week in New York visiting friends and the World's Fair.

Milwaukee is proud of their Blatz Temple of Music at Washington Park, but we of the Davies Yard are doubly proud of our Golden Voiced Tenor, Joseph Cienian, who has appeared in an operetta that was given in the Temple on August 15.

Joseph Starosta, foreman at the Davies Yard, has just returned from a fishing trip at Pine Lake.

Congratulations to Mr. and Mrs. Fred Osberg on the arrival of a seven pound boy born August 6.

There is no danger of Julian Kurth being late for work in the future. Julian has just purchased a shiny red motorcycle.

Our heartfelt sympathy to the family of George Ruckenwald of the Coach Yard, who passed away July 28 at the age of 57.

Council Bluffs Terminal

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

THE OBSERVATION CAR OF PEOPLE WE KNOW

Leading off the vacation trips this trip, we spot Night Yardie E. L. Hannum, wife, the twins and the boss, Donnie, heading for Lake Okoboji for a week the latter party of July, Howard Loper relieving, and right in the midst of the grain rush, too.

Arthur Skelton and family, occupying a section, taking in the sights on the West Coast for a week, enjoying a respite from knocking the box-cars around.

Major "Doc" Leffert to San Fran visiting relatives declaring with vehemence the climate did wonders for the annual summer skin disorder. Henry Jenson, car inspector helper to the Windy City the latter part of July for a day or two. And, of course, we can't forget our old friend Ray Wempsey of Mr. Finnegan's force, who commutes quite often between the old home town of Chicago and Omaha. Loyd Olsen, 19 year old son of Car Inspector Fred Olsen, to Chanute Field Air Training School where he has answered the much discussed defense program for Uncle Sam.

Filling up the entire half car were many attendants to the Back To The Rails Dance held at Crystal Lodge the night of July 27. Our line was very well represented, and well it should be at all these worthy functions, for doesn't our car foreman, President Ted Schmidt, always manage to gather the crowd?

CHATTER ON THE LEAD

Our "Good News" Department hereby goes on record as being able to report a noticeable increase the past few months of through cars handled through this Terminal, both freight and passenger.

The Veterans' Convention, held in Chicago, August 15, saw Yardmen Colburn, Michael and Ed. Lee and Car Foreman T. P. Schmidt and Andy Thompson of the rip track, all reporting a nice time.

D&I Division—2nd District

Lucille Millar, Correspondent,
Clerk, Dubuque Shops, Iowa

SYMPATHY EXTENDED

To the family of Joseph Miller, retired carpenter, who passed away in Dubuque on July 8.

And to the family of John Hanlon, retired machinist helper, whose death occurred at Rockford, Ill., on August 12.

CONGRATULATIONS

To Justin Brandt, who has changed his title from "Pa" to "Grandpa." It's a little girl.

And to Clarence Horsfall, who now claims he knows what mass production means. (Twin girls came to keep their twin brothers company at Clarence's daughter's house.)

VACATIONS

Ye scribe returned from a nice cool lake in New York State to the heat of the Middle West.

Yardmaster Wilkinson and wife spent their vacation in Colorado.

Emma Sacks, clerk in the Asst. Superintendent's Office, visited friends in Chicago and Milwaukee.

Frank Schaefer is planning a deep-sea fishing expedition late this month.

Oscar Ohde, who is back in Dubuque again, says he'll skip his vacation this year and save his pennies for 1941.

CONVENTIONS

James J. Kelly, safety appliance inspector, is attending the Spanish American Veterans' Convention in Detroit.

Among the boys from Dubuque who were in attendance at the Sixteenth Convention of the Veteran Employees Association at the Hotel Sherman in Chicago were John Muir, "Bob" Sommer, "Brownie" Morgan, "Andy" Graham, "Dinny" Schaffner, George Laskey, Ed. Horning, and Martin Boleyn.

GLAD TO SEE

Lyle Webb back at his old stand as operator at Dubuque Shops. Mr. Webb has been working in Marquette the past several years.

Walter Relihan, who was recently appointed fuel supervisor on Lines East, visiting relatives in Dubuque over the weekend.

Cedar Rapids Terminal

Clifford R. Taylor
Clerk, Cedar Rapids, Iowa

S. S. Fontaine, who has been in Council Bluffs for some time working as Pipefitter in the shops there, has returned to Marion for an indefinite time, due to his position at that place being abolished.

P. F. I. Thos. Manton and family spent an enjoyable vacation with relatives and friends in Northern Iowa and Wisconsin, the last two weeks in July. While Tom was gone, he was relieved by Relief P. F. I. Martin Manton.

Geo. Mulholland, Sr., and wife enjoyed an extended trip through the East, stopping at Washington, D. C., New York City for the Fair and many other points of interest.

F. M. Hall and family enjoyed their vacation on the West Coast, visiting in Los Angeles, taking in the Fair at San Francisco, and traveling on up the coast to Seattle and home via the Northern Route. "Doc" returned to work on August 2.

Special Officer F. Roper and family spent their annual vacation the fore part of July visiting in Michigan and stopping in Chicago for a few days on the return trip.

George Mulholland, Jr., L. G. Smith, switchmen, and Elmer Carson, brakeman, were sent to Coburg for switching service during July.

General Yardmaster J. W. Chermak and family spent their vacation the latter part of August in the Black Hills and Yellowstone Park, via the new Hudson.

Asst. Cashier F. E. Wiley and wife enjoyed their vacation early in August motoring through the Dells of Wisconsin.

General Agent and Mrs. Houston visited with their many friends and with their children in Clinton the week end of August 4.

I&SM Division—First District

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

Harley Langdon, clerk at Decorah, has accepted a position with the U. S. Immigration Service as an inspector and is stationed down in New Mexico somewhere.

Mrs. L. O. Olson, wife of Agent, Northfield, has just returned from an extended trip to the West Coast. Mr. Olson, as previously mentioned, retired effective Aug. 15, was honored by several groups and received two very nice notices in the two Northfield papers. The employes at Northfield presented him with a bill fold, cigars, pipe and tobacco pouch as parting gifts.

The G. M. Cooks of Northfield have purchased a home and a very nice one, too.

Al Lick, crossing watchman, Northfield, may be out of a job soon because of new Griswold signals being installed on his crossing. Indications are that he may be assigned to another crossing in Northfield.

On Sunday and Monday, Aug. 4 and 5, about 15 troop trains moved over our joint

track. They carried the National Guard movement to the war games at Camp Ripley. Even down here we notice quite a lot of military activities, as it isn't every day that we see observation, fighters and bomber planes overhead.

ASSIGNMENTS

S. P. Freeman as agent, Lansing, Minn.
K. C. Sexter as agent, Elko, Minn.
J. T. Moe as agent, Northfield, Minn.

VACATIONERS

Sherman Rowe, to Seattle account hay fever—N. C. Putnam to Ranier, Minn., same thing plus asthma—H. L. Wehn, don't know—A. E. Sexter, still don't know—C. C. Chapman, just driving around our great state seeing sights and getting lost in a cave—Yours truly took wife and self up into the north woods and Canada.

In closing for this month, would like to add that one man sent in some news during the month past and that is a good indication, as it is a 100 per cent increase over the previous month. Would appreciate any and all news items sent in and the address still remains the same whatever you may have heard to the contrary.

Freight Car Dept.— Milwaukee

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

ROUND 'N' ABOUT THE SHOPS

Opportunity knocked and Ed Krueger listened. It seems there was an ad stating tomatoes weighing 5 lbs. and potatoes that required a derrick to lift them, could be had by sending a dime and a three cent stamp (to cover cost of mailing) for a prize collection of garden seed. Realizing the tremendous financial returns, Ed purchased an acre of land and erected a new home. By good authority we have it the sheriff's department will handle the traffic eager to obtain his prize vegetables. . . . Ambrose Sery can appropriately be called "Public Energy No. 1." . . . On the 16th of August Louis Peters left for Green Bay where he has taken over duties as yard car inspector. . . . Blacksmith Helper Paul Wegner, after two weeks' confinement in the Milwaukee Hospital, is with us again. . . . Our weather prophet, Russell Kilgren, predicts a cold winter in store for us. Rus bases his theory on his extensive study of Milwaukee "Wild Life" . . . Elmer Liebnow, spread sheet clerk, has been promoted to a position in Mr. Deppes' office and Ike Ketchpaw now occupies Elmer's chair. Marjorie Groths has Ike's old job.

AMONG THE VACATIONISTS IN JULY AND AUGUST

Art Grothe and wife to Yellowstone Park . . . George Bilty and son to Lake LaBelle . . . Gus Reichart and wife to Lake Beulah . . . George Lewitzke and wife to Pewaukee Lake . . . Sky Guschl and wife to Pelican Lake . . . Tony Milazzo, Jr., and wife to Yellowstone Park . . . Jake Meyers and wife to Missouri via Grindstone Lake, Wisconsin . . . George Gargen to Okauchee Lake . . . Anton

Kania and wife to Woodruff County lakes . . . Henry Rhode and wife to Illinois. Unable to discover in what locality were Charles Frust, Charles Klug and Anton Fligge.

OBITUARIES

Retired Carman Joseph Fendryk passed away on July 25. We extend our sincere sympathy to the bereaved ones.

LEAVING THE BACHELOR RANKS

Carman Helper George Rohrbacher and Miss Ora Belter were married on August 3.

Blacksmith Apprentice John Kominowski and Miss Ann Kunicki exchanged marriage vows on August 10.

Carman Michael "Doc" Bosanec was

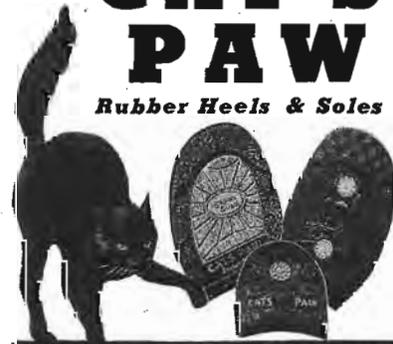


Stay On The RIGHT TRACK

Take the direct route to safety and satisfaction. Stick to Cat's Paw Rubber Heels and Soles! Don't switch off to substitutes or imitations. Insist on the original, genuine Cat's Paw—with the patented Vacuum-Gripper that stops slipping and gives extra miles of wear! Ask for Cat's Paw and you'll soon see why railroad men demand them for the whole family. Cat's Paw Rubber Co., Inc., Baltimore, Md.

CAT'S PAW

Rubber Heels & Soles



AT ALL FINE SHOE REPAIRERS

We mine the coal we sell.

DEEP VEIN
AND
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WE SPECIALIZE
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Guaranty Bldg.
Indianapolis, Ind.

united in marriage to Miss Agnes Valentekovic on August 24.

Miss Geraldine Peters became the bride of Blacksmith Leo Keierleber on August 1.

Supplyman John Imhauser was married on August 17 but we do not have the name of the lucky girl.

RETIRED

Painter John Goodwin.
Painter Frank Welti.

Iowa Division—Middle and West

Ruby Eckman, Correspondent,
Clerk, Perry, Iowa

Frank Wicheal, Jr., son of Engineer Frank Wicheal, was married July 27 to Loree Wyckoff of the Jamaica vicinity. The young folks will live on a farm.

Conductor Fred Bolender was off duty in July on account of the death of a sister.

G. J. Foxhoven, agent at Panora, was off duty in July to make a trip to South Dakota to see his mother, who was seriously sick.

Cashier Francis Curran of the Perry

force, who has considerable ability as a reader, entertained the Kiwanis Club with several readings at the July meeting.

Superintendent W. J. Hotchkiss and wife, of Austin, were visiting friends in Perry while on their vacation in August. "WJH" was the assistant superintendent at Perry before going to Austin and has many friends on the division.

Dan Finane, a retired Des Moines Division section foreman who makes his home in Dubuque, died at Madrid, July 1 while there for a visit with friends. He had worked for the company fifty years at the time of his retirement.

Wm. N. McGuire, who worked for many years for the Milwaukee before his retirement in 1932 due to advanced age, died July 21 at his home in Perry.

Louie C. Lenhart, who was a boiler-maker and boiler foreman at the Sioux City and Perry shops for many years, died at his home in Perry July 22. He had been sick about four years and had been unable to work for a long time.

Marian Fox, only daughter of engineer Owen Fox, was married July 21 to Henry Lytton of Cincinnati, Ohio. The marriage took place at the Fox country home Sunday afternoon. The young people will live in Ohio.

Agnes Emerick, daughter of engineer O. G. Emerick, and George McKendrick of Des Moines, were married July 24 at Bethany, Mo.

S. H. Lones and his wife had a pleasant vacation trip through the Northwest and down the coast to San Francisco in July and August.

A son was born to brakeman Arthur Santee and wife the latter part of July.

Marie Stotts, daughter of yard clerk Marlow Stotts, was married to Rev. Alpha Duncan of Kansas City, August 1. They will live in Sterling, Kas.

La Crosse & River Division —2nd District

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

A daughter was born at a local hospital, July 8, to Mr. and Mrs. Carl Ellingson of Red Wing.

W. G. Hanson, agent at Lake City, and wife, spent two weeks on the West Coast visiting his sons during July.

L. A. Dreese, bill clerk at Hastings, and wife, spent a week in St. Louis, Mo., visiting friends during July.

During the Shrine Convention held at Eau Claire during July, Brakeman Roy Christy was seen riding a camel. We are wondering if he has taken up training wild animals, or what.

It must be that everyone on the River Division is too busy, as no news has been received from anyone during the last month. Any news will be appreciated.

Freight Traffic Dept., Chicago

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

The Traffic Dept. softball team has again entered the finals of the South Loop League tournament, and expects to be champs again, if their heavy (and I do mean heavy) hitting manager shows up for all games.

While on the subject of sports, we presume Bill McNamee will soon take up bowling under the tutelage of that "Gray Eagle" of the drives, the one and only Mineralite Burke.

Incidentally, the Foreign Line Dept. now boasts two of the best "doubles" bowling teams in the building. Team No. 1—Joe Burke and Red Wixted. Team No. 2—Walter Klos.

Bubbles Sampson inherited all of Joe Burke's worn out mirrors, when they changed desks recently.

W. Tobias Ryan has a new hobby—collecting towels.

Rex Wilson, bottle knocker extraordinary, has just attended the pinochle of success. In a recent game he held a run in spades, double pinochle and an additional 20 meld. It sure pays to live right.

Mary Dugger, our Lady Godiva of the bicycle, recently pedaled her way to and from Elgin. I'd get tired if I had to sit on a crossbar that long, but she can take it.



AUTOMOBILE LOANS

The Mercantile offers complete facilities for automobile loans for the purpose of financing the purchase of a new or used car or borrowing on your present car. Rates and service are in keeping with the reliable Mercantile's established policy of always giving the maximum service at the least possible cost. Payments may be conveniently made through the mails. Come in today or telephone Wabash 0438, ask for Mr. Wendt, he will gladly give you the interesting details of the Mercantile Automobile Finance Plan.



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LOS ANGELES
BOSTON

CLEVELAND
MINNEAPOLIS
PORTLAND
ST. LOUIS

COLUMBUS
DULUTH
SEATTLE
LONDON

Iowa Division—East

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

APPOINTMENTS

Robert Mullin, operator at Monticello, Ia.

E. H. Claussen, agent at Maquoketa, Ia.

J. J. McDonald, agent at Welton, Ia.

Vacations

Mr. and Mrs. Bert Burrows and sons of Marion enjoyed a three week motor trip during August through Louisiana, Florida and Missouri.

Mr. and Mrs. L. S. Dove of Marion recently returned from a two week vacation spent at Salem and Portland, Ore.

Vacationing the latter part of August were Mr. and Mrs. F. G. Zelser of Delman, in California and the fair at San Francisco.

Mr. and Mrs. George F. Hennessy of Cedar Rapids visited in Manitowoc, Wis., and other lake cities.

RETIRED

Retired on pension July 31, Joseph C. Miller, for permanent disability; Mr. Miller lives at Maron. Also, Lewis A. Franke of Marion, who has served the railroad for 28 years. Both are popular trainmen and have best wishes for the future from many old railroad friends.

George Ryan, with 36 years of service, and recently agent at Maquoketa, has been ill for some time and his many railroad friends hope for his recovery and future comfort in his retirement.

Joel Allen of Wyoming is breaking in on a clerical job in the Dispatcher's Office, Marion.

T. J. Jakin of the Civil Engineer's Office at Marion left in August to enter Camp McCoy with the Militia for about three weeks.

At the 25th Anniversary of the Milwaukee Veteran Employees Association in Chicago August 14-15 the Iowa Division was well represented. This item had to be sent in too early to report the names of those attending.

Trans-Missouri Division

—West

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

Fred Johnson, rodman in the Engineering Department at Miles City, with his family departed August 4 for Milwaukee, where he will be employed as a rodman.

Conductor C. H. Slagle, who had 20 years of service on the Trans-Missouri Division, retired July 30. He expects to make his home in Indiana.

D. D. Storms, E. J. Lynam, R. L. Clarke, have been employed as new agent-operators on the Trans-Missouri Division. Storms is now working at Vananda, Lynam at Bucyrus and Clarke at Selfridge.

F. V. Winsor, retired engineer on the T. M. Division, is now located at Sequim, Wash.

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

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

Wm. Gilchrist, stationary engineer, Miles City, is in the local hospital with leg infection; Engineer Henry Loehr spent considerable time in the hospital during July and August, as did Conductor H. M. Stangland of Miles City. Reports are that all of these men are much improved.

Mrs. D. J. Hagerty, wife of train dispatcher, was released from the hospital August 5.

W. J. Young, boilermaker, who recently finished his apprenticeship at Miles City, has been working for the Northern Pacific at Glendive, Mont., and August 5 was transferred to Livingston, Mont., where he has accepted steady employment with that railroad.

VACATIONS

Mr. and Mrs. Adolph Carnufel spent the first two weeks in August visiting in Portland, Ore., San Francisco and Los Angeles, Calif.

Miss Agnes Striker, Washington, D. C., is visiting her parents, Mr. and Mrs. W. E. Striker, of Miles City. They are all making a trip to the west coast before Agnes returns to Washington, D. C.

H. R. Winship, train dispatcher, Miles City, left August 3 for Spokane.

Barry Glen and son, Barry, Jr., left Aug. 2 for Tacoma to visit their mother and grandmother.

Harvey Wilkins and wife of Miles City spent their vacation in Wallace, Ida.

Guy Comstock, machinist at Miles City, and family, to Los Angeles, Calif., for two weeks in August.

Machinist Sam Parker of Miles City, to Brainard, Minn., on a fishing trip.

Mrs. Jas. W. Corbett and daughter Pat of Miles City to Yakima, Wash., and Lewistown, Ida., for a couple of weeks.

Operator C. R. Mowry of Miles City is being relieved by W. F. Wells, regular agent at Mildred.

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and

COAL TAR PRODUCTS



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FRICTION DRAFT GEARS

to absorb horizontal shocks

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SPRINGS

to absorb vertical shocks

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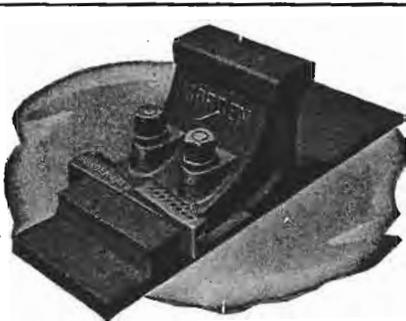
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Representatives in
Cleveland, Ohio
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St. Louis, Mo.
Louisville, Ky.
Washington, D. C.

Seattle Terminals

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

Local Freight Offices

Morton Bonney of the local Freight Office was married to Miss Mildred Hansen of Seattle on July 19. They spent their honeymoon in the vicinity of Lake Schelan.

C. R. Gordon, agent of White Bluffs, Wash., spent a few days recently in Providence Hospital with a broken foot. He is now OK and back on the job.

Helen Noble, station accountant, is taking a few weeks off, resting up. Harry Anderson is taking her place.

Martha Prentiss covered Long Beach pretty well last month; she reports a fine time and everything well in hand.

Madline Glvins spent her vacation recently at Port Gamble where her sister, Ann, has been confined to the hospital.

Fred Rasmussen and Leo Kord both

seem to have attractions in Oregon, as they both spent their few days' vacations on the Oregon beaches. They report **SOME SIGHTS.**

Linwood Bartholomew of Easton recently returned from a 5,000 mile auto trip which took him through several western states. At Las Vegas he was held up and relieved of his spare cash. Otherwise the trip was one great pleasure after another. He returned by California, having stopped off and visited the Hollywood stars.

General Offices

If you want a first-hand opinion as to the ability of Western Union musical messengers, just ask L. L. Wright of the general manager's office, who was the object of one of these commercial serenades on the occasion of his 41st birthday on Aug. 8. The rest of the boys in the office enjoyed the music, but we understand Mr. Wright thought it was off key.

D. E. Rossiter will be missed by a lot of his friends on the Coast Division from now on. Mr. Rossiter has become chief train rules examiner at Chicago, adding one more to our Pacific Coast talent squad in Chicago.

Absent on vacations at this time from the general offices are J. J. O'Meara, E. H. McAvoy and Miss Helen Jones. Mr. O'Meara is taking a trip East, but the rest of the general office family still think the Pacific Coast is the best vacation spot.

Car Department

Car Foreman Clyde Medley and wife left on the Olympian Aug. 1 to visit Clyde's father and mother in Moberly, Mo.

Frank Miller, retired trackman on pension, died Aug. 6 at King County Hospital. Joe Haas of Milwaukee Shops visited Seattle Car Department July 19 to inaugurate the new system of handling timeslips.

Our congratulations go out to Bert Hunter, popular switchman, who has been chosen Seattle's best dressed Milwaukee employe. It was Bert's buff-orphington suit that did it.

Trans-Missouri Division— East

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

WE EXTEND SYMPATHY TO—

Mrs. Valentine Schneider and family on the passing of Mr. Schneider on July 4 after a lingering illness. Mr. Schneider was formerly employed at the roundhouse here and at Miles City.

The McChesney family on the sudden death of Brakeman Merritt McChesney on July 22, who passed away at Bowman, N. D., from a heart attack while on duty on his run between Marmarth and Moberidge.

AMONG THE VACATIONERS

Brakeman J. C. Voorhes, daughter, Josephine, and son, Robert, have returned from a vacation spent at Cashton, Wis., with Mr. Voorhes' cousin, Lester Lord, who is the agent there.

Mrs. Clyde C. Caldwell and three daughters have returned from a six weeks' vacation spent in California and the west coast. Engineer Clyde Caldwell met his family at Seattle and they went from there to Yakima, Wash., where they visited Mr. Caldwell's sister and husband.

Conductor and Mrs. G. B. Gallagher spent a few days with friends at a summer resort at Longview, Minn.

Agent W. P. O'Hern of Wapakala and Mrs. O'Hern, of Firesteel, S. D., spent part of their vacation attending the Democratic National Convention at Chicago, journeying from there to northern Minnesota lakes and the last we heard from them, they were en route to California.

Wire chief at the relay office, A. R. McCauley, and wife, spent their vacation on the West Coast. While there they visited their old home at Skykomish, Wash., where they lived 35 years ago.

Miss Louise Wahl, supt. at the Milwaukee Railroad Hospital at Moberidge, is taking in the New York World Fair and visiting other points in the East.

TIDBITS

Brakeman George Schweda met with a painful accident while working on the weed mower, having an index finger taken off. He will be laid up for several weeks.

B&B Foreman Louis Pankow and a force of men are making repairs at the local roundhouse and enlarging one stall to make room for the S-2 engines.

Mrs. Leo Middleton, wife of Engineer Middleton, underwent a serious operation at the Providence Hospital in Seattle and is now much improved.

Mrs. Johnnie Klein and two sons of Hankinson, N. D., have arrived here to join Engineer Klein and are now settled in their home here.

Drafting Room News, Milwaukee Shops

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

ITEMS OF INTEREST

Aloha, accountants, aloha! Friends of many years bid adieu as the Accounting Department departs for Chicago, its new home. H. C. Johnson has been in Chicago for the past month and has everything ready for his "new" employes from back home. Best wishes to all, and aloha!

Howard Melzer and Helen Froehlich have become Mr. and Mrs.—July 20. After the usual honeymoon of a week or so they will be at home in their new home at 72nd and Wright. Best wishes on your newest venture.

SPORTS

Bowling meeting Aug. 2. Sixteen teams again tread the foul line in the Milwaukee Road Bowling League. Al Hoppe is the new president and we know he will always find things under control and have a successful season. His battery mates are Walter C. Marshall, vice-president, and Wm. J. Cary, Sr., secretary-treasurer. Season opens Sept. 16. Many new faces will replace the departing accountants.

News from the "W" Club—It is reported that the annual handicap golf tourney of the "W" Club was won again by that long-striding chap Robert Engelke. Bob's 86 score captured the laurels against the stiffest of competition. (Some truth there,

I believe. How old were your competitors, Robert?) However, Engleke's 40 stroke average is low so far in Milwaukee Road Golf League. John Fedler's point per match average of 12 is high, while Schmidt is total point leader to date with 188 points for 15 matches. Vernie Green is gaining rapidly and improving his game (a 53 being his latest effort as compared with his average of 64). Art Schultz is way off (the fairway) most of the time and so-o-o finds himself near the bottom—8.2 points per match.

The Hiawathas of Shorewood and Garfield after a fast start have been finding out that these leagues really are tough and that offense and defense must be very good to cope with these other major AAA teams. However, this being their first year, the boys have done well, defeating the best local teams at least once. They placed fourth (got trophy) in the local tournament and are getting the necessary experience and training that are essential. Plans are already getting under way for a strong representative in the field next year. Sig. Gralewicz is the Hiawatha manager as well as president of the Milwaukee Road Softball League.

Supt. Car Dept. Office, Milwaukee

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

There were several changes made in the personnel of the Supt. Car Department Office since any news appeared under this column. First of all, the former correspondent, Mr. Alvin T. Barndt, passed away on June 19, 1940, after a short illness. Marty Biller has been appointed in his place as assist. chief clerk. Elmer Liebnow, who has been employed for many years in the Freight Shop Office, replaces Marty as biller in the Billing Department.

Sincere congratulations are tendered J. E. Mehan, asst. to supt. Car Department, on the occasion of the ordination of his oldest son, James A., to the Catholic priesthood, which occurred July 21 at Milwaukee. The newly ordained priest celebrated his First Solemn Mass the following Sunday, July 28. The young reverend will be assigned to a church in the city of Milwaukee.

When you read this we hope Walter Czhoske will have resumed his work in the Billing Department. Walter was hurt in an automobile accident on his way to work one morning, with the result that two of his ribs were broken.

Leone Schultz took a few days of her vacation to see her sister, Amlie, graduate from Wisconsin University.

The replica of the Hiawatha isn't the only sign that the American Legion Convention is near at hand—did you see that

Since 1887

Specialists in
Protection Plans
for the
RAILROAD MAN

DROVIDENT LIFE and ACCIDENT
INSURANCE COMPANY
CHATTANOOGA TENNESSEE

new red, white, and blue seersucker dress of Edith's? Bet she wears it in Boston at the convention.

Mr. Deppe spent his vacation with Mrs. Deppe and Marion at Shawno Lake again this year. Lucille joined her family over the weekend and reports she enjoyed every minute of it.

Sporting suntans seems to be the vogue nowadays. Kenneth Pezoldt attributes his to playing tennis under bright lights. Clarence Giemcke's probably originated on the golf course. Clayton Minkley says just because he isn't sun-tanned doesn't mean he didn't enjoy his vacation. He explains that he broke in his new Chevrolet by going "up North" and making a drive to Duluth to see the sights.

Carl Jaeger spent part of his vacation up in northern Wisconsin fishing, and nary a fish story out of him, which arouses the suspicion of all of us—something's hay-wire some place—a fisherman and no fish stories! Well—miracles in this day and age.

Now that this column has been revived, won't all of you give the scribe a little help by placing items of interest on his desk? (You don't have to sign your name.)

I&D Division—West

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

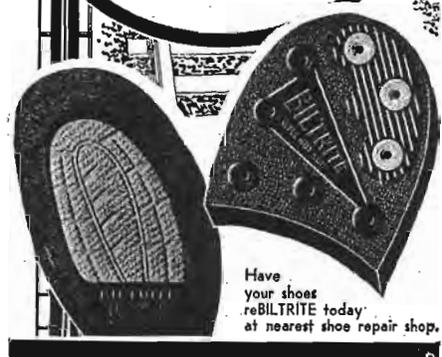
AROUND THE FAMILY TREE

Switchman H. Halverson and family are spending a couple of weeks in Minnesota fishing. Dispatcher Kearney spent his two weeks' vacation in Iowa and Minnesota and was relieved by D. Burke of Canton. Special Agent B. B. Carrick and wife spent vacation on West Coast. Mrs. Henry Schirmer visited in Washington for a week. Dispatcher Higgins, wearing a big smile account now granddaddy. Expressman Kaskie and family spent vacation on West Coast. Local officials attended staff meet at Sioux Falls. Freight house foreman Rogan wants another Dutch lunch before park season closes. Cond. Olsen spent a ten-day vacation with son in California. Cond. Winters attended Iowa state trap shoot, but no ducks. Son of switchman J. Mussigman released from local hospital and doing nicely. Baby boy born to agent Powell and wife of Kennebec. Agent Elker of Marion Junction retires on pension after many years' faithful duty. All the boys working in harmony assisting with the small grain crop, which is showing varied yields

BILTRITE
HEELS and Cord on End SOLES

SIGNALS-
*a clear track
to foot comfort
and safety*

Nowhere is
surefootedness more
necessary... nowhere is
sturdy durability more in
demand than on the railroad
worker's shoes. BILTRITE HEELS and
BILTRITE Cord-On-End Soles are
built to deliver the utmost of
each! The safest... longest
wearing heels and soles
you can buy!



Have
your shoes
reBILTRITE today
at nearest shoe repair shop.

Your Local Watch Inspector Deserves Your Patronage

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Union Station Bldg. -- Chicago, Illinois

MILTON J. HEEGN

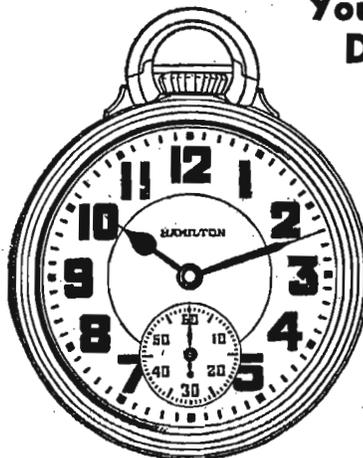
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The above
are Official
Watch In-
spectors for



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

throughout this territory. Brakeman Paul Olsen and family spent ten days' vacation in Illinois.

LATE FLASHES

A movement is on foot to organize a bowling league of rails only and any one interested in joining the club, who lives in the territory around Mitchell, should get in touch with Mr. Wolf and he will be glad to enter you with one of the teams. We aim to have a good league and want every one that bowls to join up with us.

Whooping it up, that's janitor Moreland's hobby. You should hear him at the ball games.

Why not jot down the dates of Sept. 23 to 29, which is the week of the annual corn palace at Mitchell.

Bird Evolution

Freshman: "Where do jailbirds come from?"

Prof.: "From larks, bats, and swallows."

Treatment

"Where are you going with all that sandpaper?"

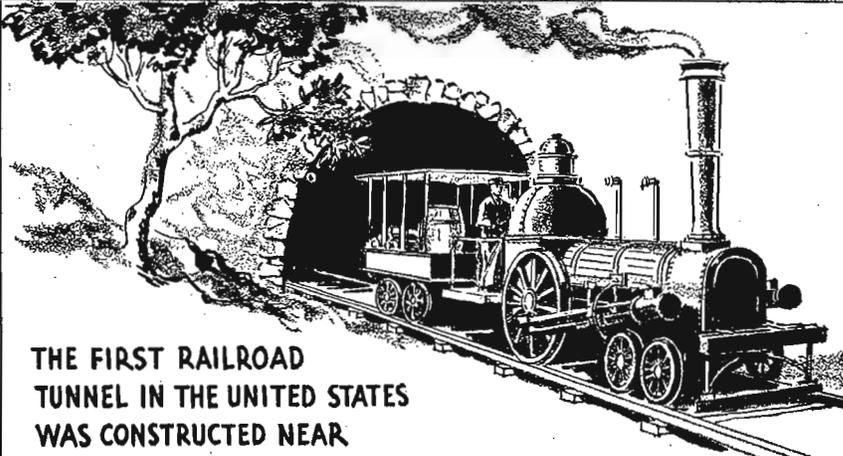
"I'm taking it to my grandfather. He has gooseflesh on his wooden leg."

Part of the group that attended a picnic for the General Adjuster's Office force at Okauchoe Lake, Wis., August 17. Front row, L. to R.: Allen Ische, adjuster, Milwaukee; E. T. Brookins, Claim Dept., Chicago; Gordon Ische, Jr. Back row, L. to R.: Vernelle and Willough Ische, daughters of Allen Ische; Mrs. W. H. Applegate; Mrs. Allen Ische; Mrs. W. R. Dolan; Mrs. James Hughes.



There was motor boating done on the Adjuster's Office picnic, too. L. to R.: Gordon Ische; W. R. Dolan, district adjuster, Chicago; Ray Webb, general adjuster, Chicago; C. A. Peterson, ass't general adjuster, Chicago.

Rail oddities



THE FIRST RAILROAD TUNNEL IN THE UNITED STATES WAS CONSTRUCTED NEAR JOHNSTOWN, PA. IN 1833.



THE AVERAGE SPEED OF AMERICAN RAILROAD FREIGHT TRAINS IS 64 PER CENT FASTER TODAY THAN IT WAS IN 1920.

RAILROAD TRACKS IN THE UNITED STATES ARE LAID ON MORE THAN ONE BILLION CROSS TIES—NEARLY 2,994 CROSS TIES BEING REQUIRED FOR EACH MILE OF TRACK.



(3) ASSOCIATION OF AMERICAN RAILROADS

Of the total amount spent for newspaper, magazine and radio advertising in 1939, newspapers received 76 per cent compared with 73.8 per cent in 1938.

Railroads in 1939 spent for advertising \$3.02 out of each \$1,000 of gross operating revenues, compared with \$2.74 in 1938, and \$2.77 in 1937.

Class I railroads in the 17 years from 1923 to 1939 spent more than nine billion dollars for additions and betterments, of which 45 percent was expended for locomotives and cars and 55 per cent for improved roadway and structures.

Out of each dollar of operating revenues, railroads in 1939 had 14.7 cents left after paying operating expenses and taxes, and available for fixed charges, compared with 28.9 cents in 1916.

The sheets used annually by the Pullman Company in its operation would, if sewed together, form a canopy that would more than cover the Capitol, the Congressional Library, the Supreme Court building and the Union Station in Washington, D. C.

The number of cars loaded with revenue freight in the first half of 1940 was an increase of 10.8 per cent above the same period in 1939, and 18.8 per cent above 1938, but a decrease of 11.2 per cent below 1937.

Railroads now have 36,000 more serviceable freight cars than there were at the peak of business last October.

More than 3,600,000 trespassers were removed from trains or ejected from railway premises in 1939.

MAGNUS METAL CORPORATION

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

•••

•••

CHICAGO

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

Youngstown Steel Door Co. & Camel Sales Co.

322 S. Michigan Ave.
Chicago

—OFFICES—
The Arcade
Cleveland

500 Fifth Ave.
New York

—PLANTS—
Hammond, Indiana • Youngstown, Ohio

Today... AS NEVER BEFORE

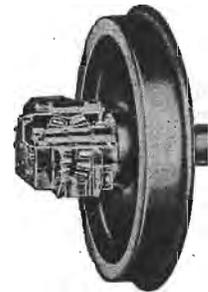
Because of the high speed trains of today —
SAFETY—as—NEVER-BEFORE—becomes a num-
ber one factor. To insure safe track for high speeds,
adequately anchor track with dependable

RAIL ANTI-CREEPERS

...the proven and sure way

THE P. & M. CO. CHICAGO • NEW YORK

STIFFER SCHEDULES
but
“Right on Time”



“She is right on time” is a familiar phrase around railroad stations throughout America. Dependable performance of TIMKEN Bearings in modern rolling stock and locomotives helps to keep this phrase familiar in spite of the stiffer schedules set up in recent years.

American railroads can well be proud of their strict adherence to schedule—the toughest found anywhere in the railroad systems of the world.

**THE TIMKEN ROLLER BEARING
COMPANY, CANTON, OHIO**

WANTED: More work to do. Am at present employed in carrying the nation's freight and passengers safely, quickly, and at low cost. Can handle and need more work. This will enable me to employ more men and to keep my plant at the peak of efficiency both for commercial business and for national defense.—The American Railroads.

WANTED

ASSOCIATION OF AMERICAN RAILROADS
Washington, D. C.