

The
Milwaukee Magazine

September, 1941



About Business

It is gratifying to know that traffic tippers have not allowed the recent increase in business to interfere with their efforts to obtain still more business. The number of productive tips for the first seven months of this year was 43% greater than in the same period last year. Tickets sold as a result of tips showed an increase of 57% over the first seven months of 1940. Carload shipments obtained were 45% greater and l.c.l. shipments 53% greater than in the same months a year ago.

This is most encouraging for it shows a realization on the part of tippers that they must keep after business during the present bulge in traffic in order that the railroad may be in better position to carry on under the less favorable conditions that will follow.

Service Club minutes show that the situation is understood by club members, and that there is a determination to maintain public contacts and make new friends for the railroad, as well as to keep on the look-out for new business.

Through the cooperation of Milwaukee Road people, and the firms we serve, we have been able to take care of the traffic offered. With this cooperation we can handle much more and should do everything possible, as tippers and Service Club members, to increase the popularity of The Milwaukee Road with shippers and travelers.





Railroad Revenues Compared with 1930 and 1937

DESPITE the influence on railroad gross earnings of the heavy defense traffic moving, it is important to note that gross operating revenues, in the first five months this year, were less than 12 per cent greater than in the corresponding period of 1937, when there was no defense traffic moving. They likewise were almost 12 per cent less than in the corresponding period of 1930, the first year following the 1929 crash, when railroad earnings were not stimulated by either war abroad or defense activities at home.

The increases in gross earnings being enjoyed currently appear relatively large when compared with the low levels of immediately preceding years. They seem less impressive when comparison is made, not with peak railroad years, but with other years in which business conditions in the country generally were not only better than they were before beginning of the European war, but when traffic was uninfluenced by war stimulus of any kind.

Increased Installations of Diesel Locomotives

ATOTAL of 362 new Diesel locomotives was put into railroad service last year, making an increase of almost 58 per cent in the number of such locomotives in railroad use. Prior to 1940, only 749 Diesels had been delivered to the railroads, with only 146 of them of 1,000 or more horsepower. It is an interesting coincidence that 146 Diesels of 1,000 or more horsepower were delivered to the railroads in 1940.

Of the total number of Diesels now in railroad service, about 87 per cent are in switch or transfer service, most of them having been installed before last year. There was an increase of 58 in the number of Diesels in road service in 1940, and there will be further increase this year as a result of additional Diesel purchases.

Railroad Margin Not as Great as Ten Years Ago

IMPROVEMENT in railroad revenues, both gross and net, in the first quarter of 1941, is less impressive when compared with 1931 than it is when compared with 1940, or years immediately preceding. Everyone will agree that 1931 was far from an encouraging year for railroads or other businesses. So when it is seen that the first quarter of 1941, despite the traffic stimulus due to war and defense developments, is not better, from the standpoint of results, than the first quarter of 1931, it is difficult to agree that current railroad results indicate a degree of prosperity that promises a great deal in the way of permanency.

Everybody knows that, without the

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influence of defense activities on traffic, the railroads would be falling far short of the net they now are showing; and that with suspension of the war influences it is altogether possible for their gross to fall off as sharply as it did in the years following 1931. Current improvement in railroad results is even less impressive when it is considered that earnings, before interest and rentals, in the first quarter this year were something over \$4,000,000 less than in the first quarter of 1931. The stimulus of traffic increases due to defense activities has relieved the railroads, in some degree, from difficulties directly related to necessity for increased gross. But it has not removed the necessity that public policies, to which shortage of railroad revenues in more normal times may be so definitely traced, be so revised as to put the railroads and their rivals on the highways and waterways on a more equal footing as to self support.

The pick-up in rail revenues, due to world conditions that certainly are not permanent, can not be accepted safely as having provided a solution of the country's problem, in connection with permanent transportation policy. It will be unfortunate if that revenue pick-up, therefore, is permitted to distract attention from the need for establishment of a permanent policy of equal treatment of railway, highway and waterway carriers. That course easily might result in very much greater railroad distress than was experienced in the years immediately following 1931.

There are now 96 passenger runs on railroads of the United States and Canada where an average speed of 70 miles and more per hour is maintained.

Twenty-five Class I railroads operate electrically over some part of their lines.

Rates on Defense Material Transportation

REPORTS have appeared in print that rates for the transportation of defense materials have been raised as a result of transportation shortages. As to railroad rates, such reports are incorrect, according to the Association of American Railroads.

There have been increases in ocean shipping rates and in certain joint water-and-rail rates. The latter were made at the request of the Maritime Commission and the Interstate Commerce Commission in an effort to keep the water services in operation.

There have been no increases in all-rail rates on any commodity even remotely related to the national defense program. On the contrary, in taking over the movement of commodities ordinarily handled by water, the railroads have in many cases reduced rates below the normal all-rail basis. For example, the all-rail rates on sulphur from Texas and Louisiana to consuming points in the Northeast have been substantially reduced; so have the rates on crude petroleum from certain points to Atlantic seaboard refineries.

These and other adjustments, made by the railroads where transportation conditions warranted, are sufficient evidence that the railroads are not seeking to take advantage of shortages in other forms of transportation as an excuse for the raising of rail rates. On the contrary, they are doing all that could be reasonably expected in meeting the situations created by the emergency elimination of other forms of transportation.

All freight cars owned by the railroads if joined together on one track would make a train nearly 13,300 miles in length.

An average of 850 tons of freight per train was hauled by the railroads in 1940, the highest on record, and an increase of 31 per cent above 1921.

The Cover

The cover picture this month, entitled "Railroad Crossing," was taken by Raymond E. Melzer, freight service inspector in the Claim Prevention Department, Chicago. It shows a crossing on our own line at Glenview, Ill., and won second prize in a company camera contest a few years ago.

If you are thinking of going and doing likewise, you may like to know that the shot was taken at f 11 with a shutter speed of 1/50th of a second, on Super XX film.

Freight Traffic Department Appointments

S. G. GRACE, ASS'T FREIGHT
TRAFFIC MANAGER



S. G. Grace

THE appointment of S. G. Grace to the position of assistant freight traffic manager of The Milwaukee Road, with office in Chicago, became effective on Aug. 1. He succeeds O. T. Cull, deceased.

Mr. Grace entered the service of the road in 1909 as a clerk in the General Freight Department. Subsequently he has served as chief clerk, as assistant general freight agent, and, since 1933, as general freight agent.



J. J. Landrigan

E. J. HYETT, GENERAL FREIGHT
AGENT

EFFECTIVE Aug. 1, E. J. Hyett was appointed to the position of general freight agent, with office in Chicago. He succeeds S. G. Grace, promoted.

Mr. Hyett came to The Milwaukee Road in 1912 from the Pennsylvania Railroad. From 1912 until 1920 he was employed in the General Freight Department in Seattle. Then followed a few months with the Pacific Coast Shippers Association in Seattle, after which time he returned to the Traffic Department in Chicago. From 1921 until 1935 he held various positions in that department. From 1935 until his latest promotion, he was assistant to freight traffic manager.



E. J. Hyett

J. J. LANDRIGAN, ASS'T GEN.
FREIGHT AGENT

J. J. LANDRIGAN assumed the duties of assistant general freight agent, with office in Chicago, on Aug. 1.

Mr. Landrigan began working for the road in 1910 in the freight auditor's office, Chicago. He was transferred to the General Freight Department in 1921. In 1927 he became chief clerk to assistant general freight agent, and subsequently held positions as chief clerk to general freight agent and in the same capacity under the assistant freight traffic manager.

Mr. Landrigan is a member of the American Legion. He also holds membership in the Junior Traffic Club, Chicago.

Consider The Telephone

The following was recently sent by J. J. Oslie, assistant general passenger agent, St. Paul, to all under his supervision:

HAVE you ever stopped to think what a wonderful instrument the telephone is?

Most of us have grown up with the telephone and can remember the old wall phone that hung near the kitchen door. It was a cumbersome and fearful thing about three feet long, with golden oak finish on the battery cabinet and backboard, embellished with two shiny bells which looked like the popped eyes of a deep sea fish, and its clang was equally as startling. A formidable mouthpiece extended out a foot or so from the midsection and on the left was a two-pound receiver and on the right a substantial crank.

A certain dexterity was required to manipulate the instrument and no little amount of patience was needed until all the curious were comfortably listening in on the conversation. Telephone courtesy was unknown then because we were so bewildered by this wonderful product of science that "Hello" and "Goodbye" were all the social amenities we could muster, and anything less than a shout into the phone was considered putting on airs.

Today the telephone is streamlined, and the instrument is so sensitive that our moods are transmitted almost as vividly as if we were talking face to face. It follows that we must use the same courtesies, conversational repressions and common politeness on the telephone today as we would use in personal conversation.

Business has been streamlined by the telephone and I should venture to say that the largest part of our business is via the telephone—certainly the majority of the primary steps leading to a completed transaction are made by telephone.

Let's use telephone courtesy in our multitude of calls and in our dealings with the general public, and I am sure business will follow the wires into our offices.

To move 1,000 tons of freight and equipment one mile, the railroads in 1940 used an average of 112 pounds of fuel, a new low record.

Freight locomotives in 1940 averaged 107.2 miles daily, the highest on record.

The average daily movement of all freight cars including those being loaded and unloaded, averaged 38.7 miles in 1940, a new high record.

The number of unserviceable freight cars on railroads of the United States is now less than ever before.

WE OFFER another story from the Milwaukee-served Big Elk Ranch.

E. H. Bowers, the author, is public relations representative for the road on Lines West. He wrote his story after returning from a two-day stay on the ranch where he functioned in the twin capacities of visiting buffalo-dogger and guest of the owner, Courtland Durand.

In a note accompanying the story, Mr. Bowers elucidated thusly:

"I had a go at the buffalo 'rassling' just to get the feel of the thing. There really is some risk involved. If the dive were made too soon, the swimmer would go under the buffalo, and he'd come up hamburger. If the dive is made too late, the beast gets away. It is amazing how fast those animals can swim. I missed my first one clean. There is no risk in the ride, since the buffalo just ignores the swimmer, and plows ahead like a coal barge. However, it is essential to leave him before he gets into the shallows, because the moment he gets his feet under him, he expresses his indignation by going on a rampage."

"THERE he comes!" the loud speaker booms. "He's a big one!"

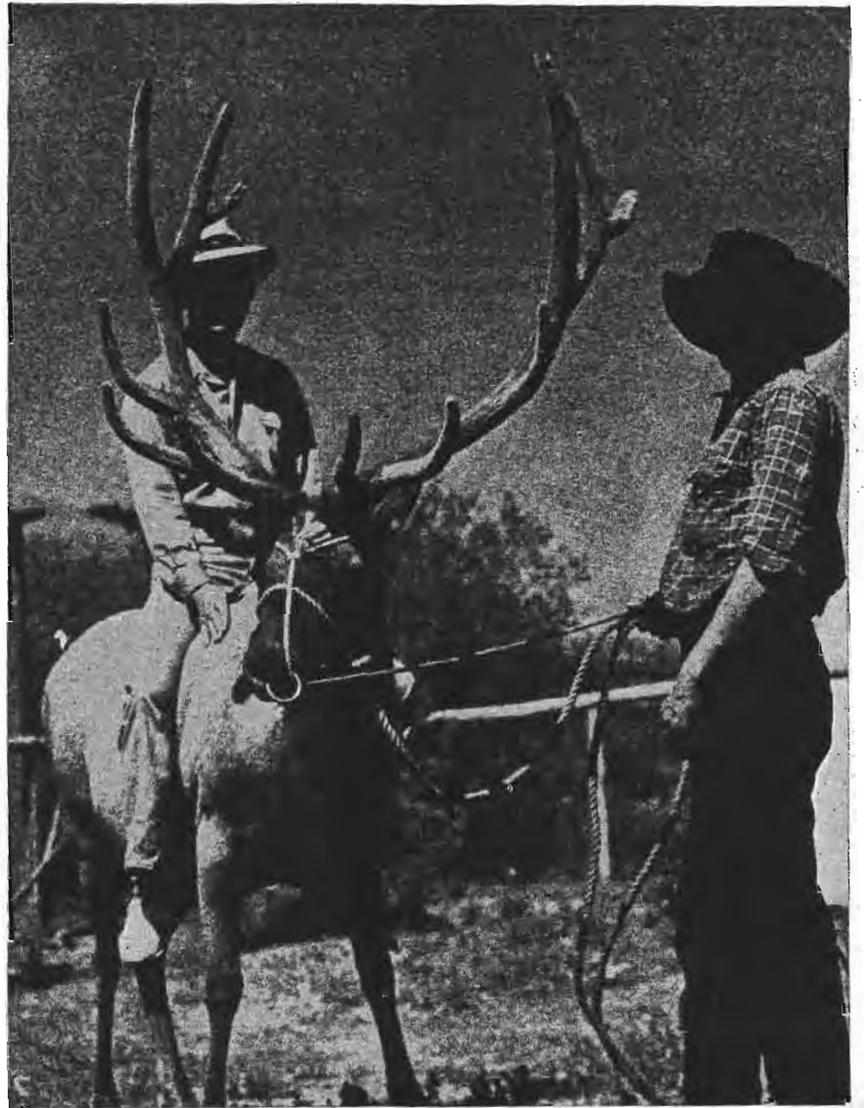
In the bleachers, built over an artificial lake, the crowd tenses, their eyes riveted on a slender girl in a red bathing suit, standing poised on a spring-board.

With a clattering roar, like the sound of a fast freight rushing through a covered bridge, a 2,000-pound buffalo charges up the ramp and plunges 40 feet to the lake below. The water boils and surges. The girl crouches for the leap. The giant, shaggy head, with its wicked, gleaming horns, breaks water, and the girl springs far out in a flat, racing dive.

The buffalo is swimming with an incredible speed that forces a bow wave



September, 1941



The author, astride. His mount is one of the trained elk on Big Elk Ranch.

Water Rodeo

By E. H. Bowers

from his broad chest. The girl is churning water with arms and legs, cutting across the brute's path as he makes for the shallows. The evil red eye of the buffalo catches sight of the swiftly swimming girl. He swerves, but she makes a half-rolling turn, and now she is behind him. A swift flurry of strokes, and her hand grasps his shaggy mane. She pulls herself up onto his back and sits erect, one hand raised in token of victory.

The crowd yells with relief from tension, and salutes her courage and skill with a roar of applause.

The scene is the seventh annual water rodeo, held this

The author, E. H. Bowers, stands poised on the diving board, gauging the speed of the buffalo so that his own dive will catch the beast just as it snorts to the surface.

year on Aug. 2 and 3, at Courtland Durand's Big Elk Ranch, 15 miles north of the Milwaukee line at

Martinsdale, Mont. Durand's water rodeo, with trained elk and buffalo diving from a 40-foot platform, swimming horses with girl riders, water bulldogging, and wild animal parade, is the only spectacle of its kind in the world, and more than 1,500 people came from all over the United States to see it this year.

Despite the very real element of risk in the water bulldogging, some of Durand's dude guests become so proficient at it that they take part in his shows. The "professional" water bulldoggers are youngsters in their teens, light in weight, but wiry, and swift in the water. Some of the best are sons and daughters of Milwaukee employes at Harlowton. Mary Cavanagh, daughter of W. M. Cavanaugh, boilermaker; Jimmy Hutchison, son of H. B. Hutchison, sectionman; Betty Mooney, daughter of A.



Young Milwaukee Readers from Harlowton, Mont., who take part in the annual water rodeo at Big Elk Ranch. With them is Buff, a bottle raised buffalo cow. L. to R.: Betty, daughter of A. J. Mooney, machinist; Johnny, son of J. H. Poulls, carman; Buff; Jimmy, son of H. B. Hutchinson, sectionman; and Mary, daughter of W. M. Cavanaugh, boilermaker.

J. Mooney, machinist; and Johnny Poulls, son of J. H. Poulls, carman, have been water bulldogging for several years. They pick up a nice piece of extra vacation money in this way and have a whale of a time besides.

As a spectacle, the Durand water rodeo is worth crossing the United States to see, but as for water bulldogging as a way to pick up a piece of vacation money, we like soap jingle contests better.

“Is It Hot Enough for You”

Reprinted here in part is an entertaining piece of casual journalism from the July 31 issue of *The Vermillion (S. D.) Plain Talk*. It appeared in “*The Week’s Grist*,” a department run by D. C. DeVany, one of the newspaper’s publishers.

THE railroads, including the Milwaukee, do not pay me for saying kind things about them now and then. They do not extend me favors of any kind. Be that as it may, I still like the railroads, and especially the Milwaukee. I like the service offered.

For instance, a week ago last Sunday morning I took the Milwaukee’s northbound train for Wolsey. I got into an air-conditioned coach and was so comfortable that I kept thinking that the weather that day must be just right for a trip. Arriving at Wolsey, I stepped off the train into hot, disagreeable weather, including a hot wind that literally burned me as if it had come out of an oven.

A Publisher, Chafed by the Weather and the Above Question, Expresses an Opinion. But His Temperature Temper Is Tempered by The Milwaukee Road

Restless passengers worked themselves into a lather and asked the stereotyped question:

“Is it hot enough for you?”

The bus rolled along, leaving the highway to go into this town and that, and every time the bus made a turn one had to pull down or let up a shade. At an occasional stop another person would get aboard, crowd into a seat after bumping his head, founce around a bit, take a look at the busload of perspiring humanity, and then out would come the all-too-familiar question:

“Is it hot enough for you?”

Anyway, we finally got to Pierre. I arrived minus my necktie, with my

shirt resembling a dishrag, and my trousers looking like a hillside soil erosion project. Mopping my brow as I stepped out under the boiling hot sun, a bellboy rushed up to me with the greeting:

“Is it hot enough for you?”

I could scarcely restrain myself from throwing my bag in his face and saying:

“Yes, indeed, young man, it is really and truly hot enough for me, and I mean just that. There is not the slightest doubt that it is hot enough for me, and has been hot enough for me ever since I boarded this bus in Wolsey. Rest assured, young man, that Pierre, the hottest place in the state, is always hot enough for me. In fact, if Pierre isn’t hot enough for me, then there is only one place left that is hot enough and I don’t want to go there. But maybe I wouldn’t care too much if you did.”

But I didn’t say or do any of these things, since I wished to be courteous, and besides that, I am somewhat small of stature. No, I just thought those things.

All of which makes a rather circuitous method of telling why I like train travel in hot weather. But circuitous or not, I still have some more evidence I wish to present. On the return trip, following a week of sweltering heat that showed no signs of abatement, I rode back from Pierre to Wolsey in a friend’s car. We burned up all the way back. A hot wind was blowing a gale. It was turning the corn in the fields white, to say nothing of what it was doing to the four persons in the car. Arriving at Wolsey, looking as if I had been operating a blast furnace, I sweltered while waiting for the southbound train and, again and again, responded, as good-naturedly as possible, to the query:

“Is it hot enough for you?”

What a relief when I got on that air-conditioned coach to take me southward! The weather was fine again. I stretched out on two plush-covered seats. Not a single person asked: “Is it hot enough for you?”

Shortly, I buttoned up my shirt collar and put on my necktie. I even got up enough enthusiasm to comb my hair and wash my face. I put on the much-wrinkled coat that I had carried around for nearly a week. In a little while I was reading a late magazine and a fresh copy of the *Sioux Falls Argus-Leader* that I had bought during the stop at Mitchell. I read everything in that copy of the *Argus-Leader*—except the weather report.

So now maybe the reader will understand why it is that I never use any harsh words when I refer to The Milwaukee Road.

When the thermometer readings are 100 to 110, it’s worth the price of a railroad ticket somewhere—mostly anywhere—if for no other reason than protection from that inevitable query:

“IS IT HOT ENOUGH FOR YOU?”

Picnic Plus

THE word "picnic," as it long ago took its place in our youthful vocabulary, stood for a chigger-bitten, semi-private affair where mother worked herself haggard and everyone but the children decided not to try that again for a while. Put that concept alongside the Milwaukee Hiawatha Service Club's idea of what a picnic should be and you come smack into the question of "What Is a Picnic?"

At any rate, the 18,000 people who went out to Greenfield Park, near Milwaukee, on Sunday, Aug. 17, had a good time, so it doesn't matter much whether it was really a picnic, as advertised, or just about the biggest thing in



Clown Joe Murawsky entertains part of the crowd of 18,000 that attended the Milwaukee Hiawatha Club picnic on Aug. 17.



Band President Robert Burr had a hard time convincing William Koepke that he had actually won the Nash sedan.



Two of the bartenders who were kept busy at the Milwaukee picnic were: J. W. Lofy (left), chairman of the Roundhouse Unit of the Hiawatha Club, and John Gaffke, vice-chairman of the Miscellaneous Unit.

Service Clubs

the way of an employe party that this railroad has ever seen.

The pictures on this page convey only a partial impression of what transpired on that beautiful Sunday in Milwaukee. For one thing, a special trainload of about 400 Chicago employes and guests joined the crowd, as did hundreds of Milwaukee Road folk from other places.

The Hiawatha Band, giving out with the sweet, the hot, and the classical from beneath a wide canopy, kept the crowd on its toes. Baseball, beer and young romance, Band Majorette Corak, rampant children, reminiscing oldsters, and the best all-around good time that anyone had had for a long, long time filled the day from morning until dark.

The Nash sedan which the Band presented to the luckiest man in the 18,000 went to William Koepke, general clerk at North Milwaukee station.



Some drank water.

He didn't know how to drive a car but his friends immediately volunteered to give him free lessons.

Robert Burr, president of the Band, has requested that this means be taken of expressing the appreciation of the Band members for the very satisfactory support the employes gave them in the automobile contest.

Railroad Week

PERRY, Ia., that rail-minded town which sets its clocks by the Midwest Hiawatha (literally), has had its second annual railroad week and likely hasn't recovered completely yet. This year the dates were from July 31 to Aug. 6, the latter date being the *big day*.

The long parade on the 6th, which commanded the attention of the town's own 7,000 people, plus hundreds more from surrounding towns and farm communities, had the Milwaukee Hiawatha Service Club Band as its prime attraction. Together with other bands, floats and marching groups, they made quite a showing.



A group of Milwaukee men follow the road's banner in the Perry parade; immediately in front of the banner march members of the Women's Club, preceded by the club's float.



These old rails, bedight in Railroad Week attire, are typical of what was going on in Perry, Ia., during the big week. The little girl is Nancy Lee Council, daughter of Paul Council, roundhouse employe in Perry.



This group of Perry employes did a "Spirit of '76" act in the parade and just about stole the show.

It is heartening to see how completely the citizenry of Perry respond to the spirit of such an affair. Rather, they actually create the spirit, because apparently every last man, woman and child wants to take part. During Railroad Week, all the business people in town wore shop caps, overalls, and bandanas, despite the hot weather. Practically every business concern in town had its window decorated in a railroad motif, either with pictures and posters, or with miniature trains and small relics borrowed from railroad museums. One service station had a locomotive whistle rigged up to its compressed air tank so that customers could work off some of their excess railroad spirit by pulling a couple of soul-blighting shrieks out of the whistle whenever the spirit moved. Locomotive bells were mounted on stands on the sidewalk and added their

serious-business voice to the cacophony which at times during the day enveloped the festive town.

During the afternoon the crowd listened to a concert by the Des Moines Elks Band and watched softball games at Pattee Park in the edge of town. Early in the evening the Hiawatha Band, with a very entertaining and diversified program, joined forces with the Boone (Ia.) Scotties Drum and Bugle Corps and the road's own Boosterettes from Sioux City, Ia., with the result that the thousands who gathered for the free entertainment had a fine time for themselves.

The day was ended, and a new one started, with a dance at City Club Park, about three miles out of town on the Des Moines River. No one interested in knowing how many there were in the milling swarm could get close enough to the dance floor to make an estimate.

E. E. Banyard, chairman of the Perry Service Club, is entitled to the first and the deepest bow for the magnificent piece of work he did, for he not only saw to it that the affair was big and properly presented, but he convinced the business people of the town that they had as much to gain by the celebration as The Milwaukee Road had.

Mr. Banyard was given whole-hearted assistance by all on whom he called. Together, they set a mark for any Service Club or other civic organization to shoot at.

Lines East

SERVICE CLUB SIDE-LIGHTS

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

Platte-Stickney Club

Chairman Olsen of the Platte-Stickney Club introduced Denny Moran, a most interesting and colorful guest speaker, at their meeting on Aug. 21, at Wagner, S. D. Mr. Moran is the only living white Indian scout in the U. S. The only other Indian scout, Louis De Witt, of Los Angeles, passed away a year ago.

Mr. Moran, now 81 years of age, has mastered the Sioux tongue and is interpreter for many of the older Indians who reside in and around Lake Andes today. He is a horse lover and owns a fine horse which he rides daily about the streets of Lake Andes and into the country.

In speaking about our railroad, Mr. Moran said:

"I have always felt kindly toward The Milwaukee Road, for in the earlier days when my business was good, your railroad hauled hundreds of cars of stock from Lake Andes to Chicago for me. Officials and employes always treated me fair and square, and for that reason I am very glad to be with you tonight.

"Arriving in Dakota territory on the steamship Peninah, I landed with my parents at the fort of Yankton. My father, who was a soldier, was stationed at Ft. Sully, and it was here through my associations with the Indians that I learned their characteristics and traits which in later years made me a scout. The worst tragedy I recall, was the battle of Little Big Horn, just 61 years ago last summer, when



Denny Moran, or Winyan Kokipa Itancan (Chief "Fraid of the Women") as the Indians call him, was guest speaker at the Aug. 21 meeting of the Platte-Stickney Club.

Gen. George Custer and his soldiers were massacred. Scouts were called to duty almost continuously for there were many uprisings among the redskins who resented the white men taking their land. The Wounded Knee battle of 1890 brought the Indian-white men's trouble to an end.

"A memorable thrill I recall was when I aided in the moving of Chief Sitting Bull and his band of 200 Indians, who were taken on steamboats to Fort Randall where they were kept as prisoners of war until 1883, when they returned to Fort Yates, much subdued. Sitting Bull was killed in the Messiah craze, an Indian uprising. The band of Indians had been surrendered to

the U. S. from Canada where they had fled after the Custer massacre, and held at Fort Yates. Excitement ran high the day they were loaded on steamboats at Fort Yates, as there were several thousand Indians on the Standing Rock agency, and the government anticipated trouble. I became owner of Fort Randall after it was abandoned as a post in the 90's, and that is where I went into the cattle business on a large scale."

Mr. Moran is pictured in his beautiful Indian regalia, which was made entirely by the Indians and presented to him.

Miles City Club

On Sunday, Aug. 3, about 300 Milwaukee employes, their families and friends, gathered at the city pumping plant for their annual Service Club picnic. The delicious picnic lunch was served at noon, after which there were games and races for all.

The married men's race was won by Walter France with H. Walden finishing second. The race for girls over 10 was won by Regina Gilmore with Gloria Seaman finishing second, while in the race for girls under 10 E. Cotton placed first and D. Woffel second. In the boys' race Glen Knopf led the field and Earl Trafton finished second for those over 10, and Dickie Wellems came in first and Louls Seaman, Jr., a close second for those under 10.

In the ladies' baseball throwing Alice Drum took first prize and in the men's baseball throwing contest H. Walden won over a large field of entrants. The games were supervised by Mrs. Ed Rehn, Mrs. C. O'Brien, McKinley Gilmore and H. J. McMahon.

The married men's team took the softball honors with a score of 6 to 5. The highlights of the game were the left-handed twirling of McIllyar, who had the boys baffled, McKinley Gilmore's sensational hitting and fielding and the heavy hitting of Mike Roark and fine playing of Swan Nelson. The ladies of the Milwaukee Women's Club in the nightcap trounced the men 12 to 3, making it look bad for both the married and single men. Music was furnished during the afternoon by the Milwaukee Employee's Orchestra, with Karl Krutt, pianist-director; Guy Comstock, drums; Jack Fulks, saxophone; Vernon Kransky, violin, and Merle Riccius, trombone.

Black Hills Club

Beautiful Canyon Lake in the Black Hills near Rapid City was the setting for the picnic enjoyed by the members of the Black Hills Club on July 20. The good old-fashioned American picnic menu of chicken, ice cream, and cake was served by the ladies to over 100, and a very pleasant afternoon was enjoyed by everyone. After a few remarks from Chairman M. J. Anderson and Agent R. I. Colvin, the afternoon was spent in visiting and relaxation.



The Miles City Club chose a beautiful site for its picnic on Aug. 3.



Some of the members of the Bower City Club who attended the outing on July 31 in Janesville, Wis.

Chairman Ray Doud's mind. Then he remembered how some time back he had enjoyed the beautiful surroundings and atmosphere of Howard Haffery's rear yard. That was it—why not hold the Service Club meeting at the Haffery's? A few minutes later Ray was in a huddle with Howard and the arrangements were on.

The beautiful surroundings the Janesville chairman enjoyed so much include a brick fire-place, a glazing globe, umbrella table, an electric running fountain, and lights that are meticulously strung to enhance the beauty of "There is no place like home."

Howard has done a fine job on that rear yard, a fact that can be verified by the Janesville Club members who enjoyed an evening under the stars on July 31. To say "enjoyed" is to put it mildly. What with lunch, refreshments, accordion music, and some good old barber shop harmony, the meeting can be recorded as one of the best ever held by the club. If one thinks the harmony was just the ordinary type, it can truthfully be said that automobiles didn't pass without stopping. Not out of curiosity, mind you; otherwise they would not have loitered so long before going on their way.

It was an ideal night for this sort of thing and the boys took advantage of it. One of the highlights of the affair was the Indian war dance put on by Howard himself. It is good to be alive and enjoy life and clean fun. It is also nice to spend an evening at the Haffery home.

"The (Hiawatha) Band Plays On"

MILWAUKEE TRAFFIC CLUB PICNIC

Moose Lake, Wis., was the scene of the annual Milwaukee Traffic Club picnic on July 26, and 15 members of the Milwaukee Hiawatha Service Club Band were there to assist in the entertaining of the large crowd. Adding his usual zest to the group was Casey "Beat It" Gorman with his special drum breaks and jives. Also aiding and abetting was Art "Nummy" Scholl, an artist at swing trumpeting. The band put on a very satisfactory show according to all that heard them, and assisted the Traffic Club greatly in staging a first class affair. Henry Hefty of the Traffic Department was in charge of this particular part of the picnic program.

ACTIVITIES IN GENERAL

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

Council Bluffs Club

Dame Nature came to the rescue of the Council Bluffs Club prior to its picnic July 31 by sending a welcome shower in order that the 150 present might enjoy their annual outing in cool comfort. The weather seemingly encouraged the ladies, since dishes were on the menu which are not usually served on hot evenings. Carl

Schonberg was the master of ceremonies and judge of the many contests. The following were winners:

- Boys' race, 4 to 6 years...Richard Knudsen
- Girls' race, 4 to 6 years...Jeaneane Lee
- Boys' race, 6 to 8 years...Richard Lake
- Whistling contest.....
-Woodrow Southard, Russell Anderson
- Wheelbarrow race.....
-Mary Ellen Moen, Virginia Schonberg
- Ladies' Kicking contest...Mrs. Melton Exline
- Three Leg race.....
-Roberta Rupp, Helen Brundy
- String Relay race.....Ed. Lee
- Ladies' Ball Throwing contest.....
-Mrs. Lee Evers

Mankato Club

The Mankato Club held its meeting on July 17 at Mapleton, Minn., having as guests the Mapleton businessmen. The business meeting was held in the local station. Everyday problems that are encountered by the members were discussed. After the meeting all adjourned to a local cafe to meet with the businessmen.

H. A. Holthus, lumber merchant, speaking for the Mapleton Commercial Club, expressed his appreciation for selecting Mapleton for the meeting. He said that to his knowledge this was the first meeting of this nature to be held in Mapleton, and when invited he wondered what it was all about; but now that he knew, he felt that of the investment in transportation charges by the firms in Mapleton the Milwaukee should get a greater share. Harry Johnson, section foreman at Mapleton, read an anecdote and he, no doubt, will have a steady job for the program committee will not overlook his ability.

A. J. Elder-Dubuque Club

The annual stag picnic of the A. J. Elder-Dubuque Club was held at Eagle Point Park in Dubuque July 24. Over 150 were on hand to enjoy the Dutch Lunch and the pleasure which is general at a stag picnic. Those who cared to take part in a barber shop quartet were aided by a five-piece brass band known as the Milwaukee Band, which included a tuba player who is 83 years old. He is Martin Scheidcker, who has played in military bands since a young man. Passing from one group to another, one could encounter almost any form of card playing.

"I suppose you carry a memento of some sort in that locket of yours?"

"Yes, it's a lock of my husband's hair."

"But your husband is still alive!"

"Yes, but his hair is gone."

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

Division	No. of Tips			Division	No. of Tips		
	Passenger Tips	Freight Tips	Per 100 Employees		Passenger Tips	Freight Tips	Per 100 Employees
Madison Division	469	7	67.6	Terre Haute Division...	4	59	6.9
Iowa & S. Minnesota Div. 75		201	35.8	Chicago General Offices..	115	22	6.7
Seattle General Offices... 39		8	27.3	Rocky Mountain Division	53	8	6.3
Dubuque and Illinois... 151		190	24.2	Kansas City Division....	20	28	6.3
Superior Division	40	100	22.9	Coast Division	64	15	5.1
Iowa and Dakota Division	180	29	13.6	La Crosse and River Div.	81	14	4.9
Iowa Division	93	63	11.4	Twin City Terminals....	64	23	4.7
Milwaukee Division	66	70	10.0	Chicago Terminals	31	94	4.1
Hastings and Dakota Div.	93	30	8.7	Milwaukee Terminals ...	125	10	3.3
Trans-Missouri Division..	61	13	8.0	Miscellaneous	3	0	0.5
TOTALS					1,828	984	10.1

Lines West

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

Puget Sound Club Picnic

A plincking aficionado will tell you that there are various kinds of picnics, just as diverse as dinner at the Astor, and chow in a caboose. There are stiff, formal picnics, with delicatessen chicken served al fresco; there are regimented picnics, where everything is run off according to a tight schedule, with perspiring organizers harrying people into undignified, or even downright silly contests; there are picnics "for the children," where the grownups spend the day scurrying around like cowpunchers at calf branding time, rounding up the nimble-legged youngsters; and then there is the old-fashioned Irish clam-bake, with a casualty list and statements from survivors.

The picnic held by the Puget Sound Club, in a beautiful, quiet, and peaceful wooded grove at Lake Lucerne on Aug. 10, was one of the nicest kind. It was what might be called a family picnic, with everyone doing just as he pleased, swimming, boating, hiking through the woods, or just loafing. Whenever a group got hungry, they spread the contents of bountiful picnic baskets, and fell to. Free coffee and ice cream were supplied by the Service Club.

Chairman John O'Meara appointed Roy Jorgensen, Bob Bigelow, and Leo Kord to handle the details, and Mrs. R. C. Sanders was chairman of the refreshment committee.

Mount Baker Club Picnic

The picnic held by the Mount Baker Club, at Bellingham, Wash., on July 21 was such a whale of a success, despite flurries of rain, that the members decided to repeat the event, convinced that it can't rain all the time, even in Bellingham.

Touched by their confidence, the weatherman gave them a break, and more than 60 members soaked up enough vitamin D at Lake Whatcom on Aug. 18 to last them for the rest of the winter. Foot pounds of energy put out in baseball, horseshoe pitching, swimming, and boating were sufficient to haul 20 tons of lime rock 20 miles, if anybody had happened to want any lime rock hauled.

The Mount Baker Club gave out with free ice cream, coffee, cream and sugar, and, with the bountiful picnic baskets that are the specialty of the Mount Baker ladies, everyone stuffed himself in traditional style.

The next regular meeting of the club will be held on Sept. 24, at the Moose Hall. Chairman W. H. Cobby is arranging an outstanding program for this first regular meeting of the season.



This is the way the guests have been arriving at the Inn this summer—in droves.



At Gallatin Gateway Inn the children have a good time too.

Gallagrams From Gallatin Gateway Inn

By Dan Young, Manager

Bang! Bang! Bang! Henry Plummer speaking from the hip, hoping it reaches the hearts of those aimed at, and believe you me, Henry was no cupid. Rather, the gent was sheriff of Madison and Bannack Counties at one time. Incidentally, the old boy, referred to as "the good bad man," was also the leader of some 125 notorious road agents. Please don't get the term road agents confused with railroad men. We mention railroad men because only recently an elderly woman, visiting our Virginia City, cradle of Montana's history, and haunt of the road agents along about 1863, inquired of the writer whether these road agent fellows were in any way connected with or held similar positions to railroad agents who still sell tickets by the yard.

Of course, it was explained that the railroad agents of today do not use guns, unless they happen to see you making an exit from some continental bus line office. Well, poor Plummer is gone and railroad agents are still selling tickets and thanking those who buy them.

Who do you think just came and insisted that he had heard so much about Virginia City that he had to visit the doggone place? None other than our chief traffic officer, Mr. Finegan. Like all others who have visited this remarkable spot, he was (as we say in cow lingo) "simply hog-tied."

Business is so good this summer that we are jumping right out of our old cow boots. There simply isn't any let-up on organized parties

and individuals, plus small and large groups turning up. Those American Express Banner Tour people just won't let us rest. One week it's 92, another 85 or more, another 90 or more, and, so on with still more to come. It makes a fellow feel great to see all those vacationers coming and going.

We had Mr. and Mrs. Scandrett out here not long ago, with their son, Henry, better known around these here parts as "Skip" or "Sage Brush Hank." Yes, sir, they were here again for their regular summer sojourn.

Oh, so you want to know what Mr. and Mrs. Scandrett did while here! The same things all of our guests do—enjoyed a little golf, tennis, archery, croquet, motor trips, horse-back riding, fishing, and ping-pong. Then, during resting periods, Mr. Scandrett could be found digging through about an eight-inch file of letters just received that morning. Golly, and to think I had to answer two yesterday! We might mention that the Scandretts are Gallatin Gateway Inn's outstanding customers, heading the list for the number of return visits. We're proud of that, too.

Guess we can't pass up mentioning something about the Montana Press Association dinner held here this month. What a party! Two hundred strong, including our good governor, Sam C. Ford, and our own Frank Newell with the gavel in his hand. Yes, sir, maybe I'd better tell you that these gentlemen of the press world were guests of The Milwaukee Road.

So, for now, we come to a conclusion with the sad thought in mind that about the time you good readers have deciphered this little message, Gallatin Gateway Inn's time will be drawing very close to an end, but it gives us all a lighter heart to know that we have enjoyed a most gratifying season. Now don't think we're breaking down! We'll be back with you again.

S P O R T S

John E. Shemroske, Sports Editor,
Room 749, Union Station,
Chicago

"He Who Will Make a Wise Use of Any Part of His Life Must Allot a Goodly Portion of It to Recreation."

THE above quotation was taken from the front cover of the American Bowling Congress' "Bowler's Manual."

We are grateful to the Congress for allowing us the privilege of reprinting in part some of the story on "Bowling History and Its Proud Past," together with the sketches shown herewith. This material is presented at this time because bowling is the sport which claims the interest of most of our employes, and the bowling season is about to open.

On bowling history authorities are practically united in the opinion that the game originated in northern Italy about 1000 to 1500 years ago. E. H. Baumgartner, secretary to the above-mentioned Congress, has devoted years of study to the search for the birthplace of the sport, and he has to a large degree been successful in determining when games of pin bowling came into

vogue; he casts a vote for present-day northern Italy and further advises:

"The pastime of bowling, whether practiced on open greens or in bowling alleys, was probably an innovation of the Middle Ages (400-1500 A.D.). During that period bowling was played on greens and under covered sheds, and finally upon bowling alleys indoors."

Among other games which were played in early times were kayless (also referred to as cayles, and keiles, or French quilles, a game played with pins); shovelboard (since corrupted into shuffleboard); cloish, clesh, or clossygne (played with nine pins); and skittles. While some of these games were played with pins, others were played with cone-shaped objects known as "jacks."

All of these games had their part in the development of the modern game, and it is probable that the one to which

the sport of today is most closely allied is the ancient game of nine pins, introduced by the Germans, Dutch and Swiss, and played on beds of clay or cinders.

This game was originally brought to America by the Dutch and was introduced in the year 1623.

Nine pins as it was known then enjoyed great popularity for a good many years, the pins being set in a diamond shaped formation; but the game gradually fell into the hands of gamblers.

So openly had this form of gambling seized upon the devotees of the game that a law was passed prohibiting the game of nine pins. To circumvent the law, some genius hit upon the idea of adding another pin to the nine pins, and by setting them up in triangular formation brought into being the game of ten pins which is now being played by millions of men and women.

AS INDICATED above, these sketches are from the Bowler's Manual, published by The American Bowling Congress. It contains many items of useful information, together with instructions on how to improve your bowling. A copy of the manual may be had free of charge from the secretary of your local bowling association.

The following is an explanation of the seven sketches here shown:

No. 1 shows a perfectly comfortable position of the bowler on the approach, just ready to step off with his left foot. Step number one with the left foot is very short (not shown), just sufficient to enable him to obtain a smooth and easy downswing.

No. 2 shows the bowler starting his second step. Note the position of the ball at this point as well as his graceful semi-crouch.

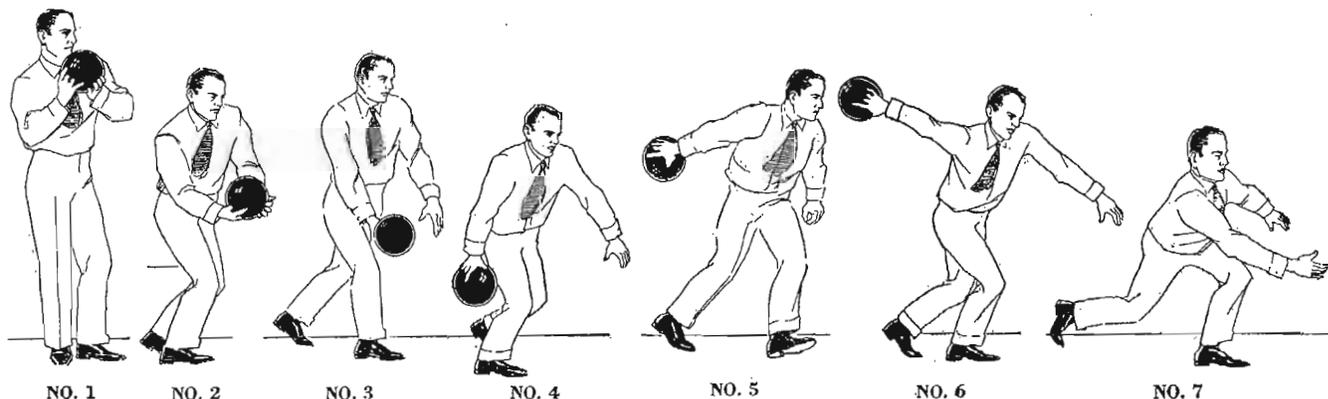
No. 3. The bowler has completed his second step, with the right foot forward.

No. 4 shows him just beginning his third step. The ball is now starting upward on the back swing, which is quite slower than the down or forward swing.

No. 5. The bowler has completed his third step (left foot forward), his stride having widened at this point and the pace faster, the ball having reached a point above his hips back of him.

No. 6 illustrates the highest point of the back swing, as the bowler takes his fourth step with his right foot forward. The legs and arms are in perfect balance, which is essential in completing a smooth and accurate delivery. Just as the right foot rests solidly on the runway, the ball begins on its downward swing, bringing the left foot forward.

No. 7. The fifth and final step. The bowler finishes with a much longer step and a shorter slide, and is in perfect balance when he comes to a stop at the foul line in this position. Note the smooth, graceful follow-through, which is so necessary in rolling an effective ball.



The Milwaukee Railroad Women's Club

Membership Honor Roll—July, 1941

The General Governing Board takes pleasure in announcing that the chapters named below had by July, 1941, shown an increase over their December 31, 1940, Grand Total also Voting membership as shown:

Chapter	Grand Total Membership			Voting Membership		
	July, Dec. 31, 1941	In-1940	crease	July, Dec. 31, 1941	In-1940	crease
GROUP 1—CHAPTERS WITH TOTAL MEMBERSHIP OF 801 AND OVER						
Chicago—Fullerton Avenue	1,186	1,044	142	448	441	7
GROUP 2—CHAPTERS WITH TOTAL MEMBERSHIP OF 501 TO 800 INCL.						
Chicago—Union Station	723	649	74	184	177	7
Marion, Ia.	506	247	259	153	114	39
Miles City, Mont.	535	533	2	240	239	1
Ottumwa, Ia.	536	507	29	210	193	17
Savanna, Ill.	586	573	13	178	177	1
Sioux City, Ia.	510	469	41	173	157	16
GROUP 3—CHAPTERS WITH TOTAL MEMBERSHIP OF 301 TO 500 INCL.						
Austin, Minn.	339	324	15	122	117	5
Janesville, Wis.	331	326	5	162	160	2
La Crosse, Wis.	352	316	36	153	136	17
Madison, Wis.	307	279	28	144	137	7
Mason City, Ia.	487	457	30	193	191	2
Mitchell, S. D.	303	290	13	112	105	7
Perry, Ia.	372	282	90	185	157	28
St. Paul, Minn.	396	384	12	101	100	1
Terre Haute, Ind.	376	339	37	150	117	33
Tomah, Wis.	392	383	9	182	177	6
GROUP 4—CHAPTERS WITH TOTAL MEMBERSHIP OF 201 TO 300 INCL.						
Bensenville, Ill.	215	210	5	100	96	4
Black Hills (Rapid City, S. D.)	210	208	2	89	88	1
Davenport, Ia.	217	211	6	68	64	4
Dubuque, Ia.	220	212	8	97	90	7
Montevideo, Minn.	263	261	2	96	95	1
Spokane, Wash.	206	176	30	95	89	6
GROUP 5—CHAPTERS WITH TOTAL MEMBERSHIP OF 200 AND LESS						
Avery, Ida.	151	116	36	49	38	11
Butte, Mont.	143	141	2	60	59	1
Council Bluffs, Ia.	126	115	11	53	48	5
Deer Lodge, Mont.	135	87	48	82	51	31
Des Moines, Ia.	113	75	38	51	32	19
Iron Mountain, Mich.	86	83	3	42	41	1
Lewistown, Mont.	166	137	29	62	48	14
Madison, S. D.	162	156	6	70	69	1
Malden, Wash.	115	113	2	66	65	1
Merrill, Wis.	56	44	12	35	28	7
Milbank, S. D.	134	131	3	49	48	1
Mobridge, S. D.	166	163	3	110	109	1
New Lisbon, Wis.	113	111	2	61	60	1
Othello, Wash.	125	109	16	38	36	2
Portage, Wis.	183	185	3	111	110	1
Sanborn, Ia.	173	172	1	86	85	1
Sioux Falls, S. D.	179	172	7	54	53	1
Spencer, Ia.	85	79	6	34	33	1
Wisconsin Rapids, Wis.	77	76	1

ISABELLE C. KENDALL,
President General.

Council Bluffs Chapter

Mrs. Roy Wichaal, Jr., Historian

Our annual Milwaukee Road family picnic was held in the park on June 4. It was well attended by young and old, and there was plenty of food and cold drinks. Tables were used, so no ants in the butter!

Club membership is booming—to date we have 52 voting and 73 contributing members.

Dubuque Chapter

Mrs. P. L. McCough, Historian

Meeting was held June 3 with 20 members present. Mrs. W. W. Graham, president, was absent. Regular business was conducted. Members voted to hold a picnic at Eagle Point Park for all Milwaukee Road families, club to furnish meat, coffee, rolls, and icecream. Cards and a social hour followed, with prizes and refreshments. Meetings are not being held during the summer.

Black Hills Chapter

Mrs. George Saxer, Historian

Regular meeting was held June 9 with Mrs. R. F. Beckman and Mrs. J. L. Feuerhelm hostesses, 14 members present. Sunshine committee reported five sick calls made and several bouquets of flowers sent. May 25 our annual luncheon for paid up members was held, with 75 present. Plans were made for annual picnic.

Des Moines Chapter

Mrs. Kent M. Hamilton, Historian

The final meeting of our chapter before summer recess was held June 6. Rain spoiled the picnic we had planned for this meeting. Our president, Mrs. W. D. Chase, presided.

We were sorry to hear of illness in so many of our Milwaukee families. Mrs. F. W. Price, our Good Cheer chairman, has done a splendid job in sending cards and flowers when they were most needed.

Our membership chairman closed her drive with 113 members. Many of our new members are already taking an active part in our club work.

Mitchell Chapter

Mrs. Ben Holt, Jr., Historian

Regular meeting was held June 9, with Mrs. Foote, first vice president, presiding. Welfare reported one dinner served to a home where death had entered. Good Cheer, one plant sent and one cake donated. Red Cross work is being done by our members. Cards were played and Mrs. J. G. West and Mrs. Phillip West served a dainty luncheon with patriotic color scheme carried out. We now have 191 contributing and 112 voting members.

Sioux City Chapter

Lillian Rose, Historian

Highlighting all other activities for the month of May was the coming in on the home stretch of our membership drive, headed by Mrs. J. T. Hansen and her assistants. Over the top they went May 26, with a gain of 13 voting and 12 contributing members. Total membership now stands at 494, of which 170 are voting and 324 contributing. And they stood for "honors" given their indefatigable efforts and gratifying results.

It took our Welfare chairman, Mrs. B. Brashear, several days and quite a bit of gas, to collect clothing for a needy family. Mother and three children were given enough garments for the season. Mrs. Brashear reports the happy look on their faces more than repaid her efforts. A large basket of groceries was sent to another family whose father has been ill and in the hospital for some time.

Come rain or snow, our Good Cheer lady, Mrs. J. W. Carney, keeps right at work, and; to paraphrase the old song, "Scatters sunshine in this corner of the world wherever there is loneliness, need or sorrow." During May she made six telephone calls and five personal calls, carrying flowers, fruit and food, and sent six good cheer cards. Some of the flowers and food were given from her own garden and kitchen.

Our annual Membership Tea, which also is in the nature of a memorial program, was held in the ballroom of the Mayfair Hotel May 26, with 105 present. Officers and our out-of-town guest, Mrs. Palmquist, of Perry, formed the receiving line. Afternoon's program commenced with two dramatic songs by Miss June Sites, accompanied by Bill Walsh. Mrs. J. M. Gantz, accompanied by Pierce Wall, presented a group of songs. Then came the Boostettes, dressed in their new regalias of gold satin blouses and maroon skirts. The always-popular designing of the letters MILWAUKEE received a great ovation, and the execution was beautifully done. Several mothers of the Boostettes deserve a big hand for making the attractive costumes. Students of Sioux City high school of music added several more delightful features, and the program closed with a brief memorial address, with the audience singing the National Anthem. Sh-ssh don't tell anyone, but it sounded to this reporter as though many of us got a trifle uncertain after "the dawn's early light,"—which does not mean that we do not "proudly hail" Old Glory, and pray that "Long may it wave, o'er the land of the free and the home of the brave."

Accented appointments at the tea table, at which Mrs. R. L. Robson and Mrs. J. W. Carney poured, were the Milwaukee colors, maroon and gold. Mrs. E. A. Murphy and Mrs. C. H. Embick were dining room hostesses. Telegrams of regret were received from Miss Etta Lindskog, and Mrs. E. H. Soike of Aberdeen. And over it all presided our president, Mrs. W. L. Eckert, graciously presenting each event of the program with appropriate introductions and charming interpretations.



Part of the group in attendance at the picnic held by the Sparta Unit of the Tomah Chapter on June 26.

Sparta Unit-Tomah Chapter

Mrs. Wm. Hovey, Chairman

Our June meeting and family picnic was held at Sparta Tourist Park the 26th. A pleasant surprise was 12 Tomah ladies, with Mrs. Horning, president, and six contributing members joining our party. In spite of rain, 35 were present. Penny Bingo was enjoyed and surprise packages donated by officers and chairmen were drawn for. Reports: Ways and Means \$2.00; Bingo and drawings realized \$4.92. Door prize was donated by club. Ten finished dresses were turned over to the Red Cross. Sixteen quilt blocks were turned over to our chapter in Tomah. This closes our sewing for the summer.

Sale of Jello was continued during the summer months, and the amount realized is to be spent for September meeting opening day. Mrs. Horning, president, paid a very nice tribute to Sparta's splendid cooperation in reaching "over the top" membership, also work in general.

A delicious potluck supper was enjoyed by all. A package of cake and cigars were in sweet memory to our veterans. We meet again Sept. 11.

Lewistown Chapter

Mrs. H. T. O'Donnell, Historian

Though we have not been heard from in a long while, Lewistown, Mont., Chapter is having a very pleasant and successful year. Both the voting and contributing membership is above that of last year.

Business meetings are held every first and social meetings every third Thursday of each month.

On June 19 the picnic which the club members had planned to hold at the home of Mrs. Crawford in South Lewistown was held instead at their club rooms, due to the rainy weather. The rooms were decorated with flowers and all were seated at one long table for the bountiful lunch.

Mrs. Spring, our president, who had just returned from the district meeting of the chapter held in Seattle on June 12, gave a very interesting report of that session. Miss Marilyn Davey, young daughter of Mr. and Mrs. Otto Davey, played some fine piano numbers. The club guests were Mrs. Markel and Mrs. Torgrimson, both of Three Forks, also Mrs. Wash Allen of Glenwood Springs, Colo., a sister of Mrs. Crawford. The affair proved most enjoyable and another may be held soon.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

Many members of The Milwaukee Railroad Women's Club chapters from the Wisconsin Valley Division attended the annual luncheon at Gordon's Hotel, Minocqua, on Tuesday, June 10. Twenty women were present from Wausau, eight from Merrill, and about 12 from Minocqua and other points.

Following the luncheon, favors in bridge were won by Mrs. Howard Dunnum, Minocqua, and Mrs. Warren Essels, Wausau;

favors in "500" were awarded to Mrs. A. W. Kasten and Mrs. Walter Freebern, both of Wausau. On Tuesday, July 8, Wausau Chapter had its annual picnic for members and their families at Marathon Park, Wausau. Following a noon lunch cards were played.

received by the members, and we hope to have him back again at some future time.

Despite the rainy weather, an enjoyable afternoon was spent at Plentywood Farm at Bensenville on June 14. A delicious dinner was served to about 60 of our members.

La Crosse Chapter

Mrs. C. J. Wethe, Historian pro tem.

La Crosse chapter held its annual picnic June 25 at Myrick Park with a potluck feed at noon. About 60 attended. The afternoon was spent by the older folks at card games, prizes being given for bridge, zlonchek and "500." The children enjoyed themselves playing games and at different kinds of races, for which prizes were also given to the winners. A popular feature of the picnic, particularly to the children, was the bountiful supply of icecream for everyone.

Milwaukee Chapter

Mrs. Donald McKenna, Historian

A short business meeting was held Monday, June 16, which was followed by refreshments and cards.

On June 26 a beautiful day was enjoyed by a group of 150 women and children at our annual basket picnic at Washington Park. The children were provided with icecream, pop, candies, and crackerjacks. Women were entertained at cards. Reports were given showing two congratulatory cards and one sympathy card sent, sunshine collection of \$2.50, and membership June 30 of 494, 228 voting and 266 contributing.

Perry Chapter

Mrs. E. E. Edwards, Historian

The chapter is mourning the death of one of our foremost and faithful members, Mrs. John Heinzelman, who passed away June 8 after a brief illness. Her loss will be greatly felt in our club, where she has been a faithful and willing worker, having held all offices except treasurer. She was president from 1937 to 1939, and was a charter member.

Our board met July 1 and made plans to enter a float in the parade Railroad Week, which was held in Perry from July 31 to Aug. 6. Some of our club members are meeting every week to knit for the Red Cross and are making rapid progress.

Janesville Chapter

Cordelia Wilcox, Historian

Sixteen members were present at regular July meeting. We also had the pleasure of having with us three new members. Lunch was served and a social hour for getting acquainted was enjoyed by all. Welfare chairman reported 10 telephone and 5 personal calls. House chairman reported \$21.50 rent; Sunshine chairman, 19 personal and 30 telephone calls, one dinner prepared and served for mourners at a funeral, three good cheer and two sympathy cards, and \$10.00 spent. Membership chairman reported voting members 154, contributing 163, total 317.

Montevideo Chapter

Elisabeth May, Historian

We have gone "over the top" in membership. At our regular meetings reports given indicated one funeral dinner served, one floral offering sent, four welfare calls made, and one family assisted with groceries. We had the iron lung on exhibition here for two days. Many came to see it.

Coed: "What position does your brother play on the team?"

Sister: "A sort of crouched, bent position."

Madison, S. D., Chapter

Mrs. George McKinney, Historian

Our annual picnic was held jointly with the Service Club July 13 at The Isaac Walton Park. Due to threatening rain all forenoon there was not as large an attendance as had been expected. There was plenty of food, however, and the Women's Club furnished cold drinks and ice cream for all. In the afternoon there was a program of sports, with prizes, also card games. John Casey and Frank Kovolaski were joint chairmen of arrangements.

We have no business sessions during the summer, but will have our first meeting Sept. 9. Our Good Cheer and Membership chairmen have been busy, however, and we are glad to report we are over the top in membership.

Madison, Wis., Chapter

Mrs. J. A. Tomlinson, Historian

Regular meeting was held June 5. In the absence of our president, Mrs. Lietz, our vice president, Mrs. A. C. Welke, presided. Although the subject of having a picnic was brought up, it was voted not to have one this year.

The Welfare committee reported aiding one family to the extent of \$8.07. Twelve personal calls were made and eight messages were sent by our Good Cheer committee, which also sent a floral offering at the time of a bereavement. Our meeting was adjourned for a social hour, with Mesdames W. Warren, J. Blazek, M. Welty, C. Peck, J. Simpa, and J. Wermuth acting as hostesses.

Malden Chapter

Mrs. John D. House, Historian

Our regular meeting was held May 27, lunch and cards following business session. Our president, Mrs. Hankins, gave an interesting report of trip taken by her and Mr. Hankins to Columbus and Cincinnati, O. Membership committee reported 52 voting and 36 contributing members; Good Cheer committee reported calls made and cards sent to two employees who are in the hospital after being severely injured in an auto accident. President reported help to extent of \$17.00 given a family where father was so severely burned that his life was despaired of for some time.

Chicago-Fullerton Avenue Chapter

Alice M. Church, Historian

Our meeting on June 10th was the last until vacation is over. We had a large attendance, and reports were given. At the present time we have a membership of 940, but still hope to win a membership prize. Our Welfare chairman, Mrs. Block, has been very busy, spending \$40.35 and aiding five families. A letter of appreciation from one of our welfare cases was read. A total of \$11.83 was spent during the month by our Sunshine chairman, Mrs. Selig, and 13 people reached. Miss Hagar, librarian, reported 487 books given out during the month and a total of 1106 books on hand.

The lecture by Mr. Drake on charm, personality and poise was enthusiastically

ON THE STEEL TRAIL

La Crosse & River Division—First District

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

Up here where the North begins we have had a month of excess heat which has resulted in a large number of tourists seeking the cool spots to be found in our north woods country and the Dells. Meanwhile, we swelter on the job.

In the course of duty one hot afternoon our Portage yard crew was switching the industry tracks by the canal when their attention was attracted to a big tom cat that had become entangled in some barbed wire and was getting more ornery by the minute. So "Porky" O'Keefe and "Pinky" Linscott went to his rescue while Emil Bublitz stood at a safe distance ready to retreat in good order in case the cat should come his way. Needless to say, Milwaukee Road efficiency triumphed in the quick release of pussy.

Every so often an old timer shows up who worked on our road in the early days. You old timers will remember Clay Kellogg who was operator in Portage back in the '90's. He is now located at Tomah with the A.T.&T. Company. Left his regards with me for all who read this.

I'm still looking for that picture of the big fish with story attached. No soap as yet; some of you anglers better produce before the snow flies. As for myself, the Wisconsin River at Portage is at a very low stage and I am beginning to believe as Oscar Muetzel does, that the fish here are all drowned!

Trans-Missouri Division—West

*Pearl R. Huff, Correspondent
Master Mechanic's Office
Miles City, Mont.*

Congratulations to Mr. and Mrs. Thomas Griffith of Miles City on the birth of a daughter Aug. 10. Donna Carrol is her name.

Our sincere sympathy is extended to the family of J. F. Kittinger, who passed away July 23, and to the family of A. E. Locke who died July 24.

B&B Foreman William Cullen was off work several days in July with an infected foot.

Eighty Sioux Indians from the territory around McLaughlin, S. D., are going to Hollywood soon to make a picture for Warner Bros.

Miss Mary Mulloy, daughter of Mr. and Mrs. J. W. Mulloy of Lavina, Mont., accepted a temporary position at Christobal in the Panama Canal Zone. Miss Mulloy will return to her duties as head dean of the Thompson Falls schools at the beginning of the school year.

Richard Jensen, formerly secretary to Superintendent Herven, has been transferred to the position of secretary to Superintendent of Transportation N. A. Meyer, Seattle. Our loss is the other fellow's gain. Mrs. Jensen and son left Aug. 8 for their new home. We are glad to welcome Thomas Griffith to our staff. He has taken the position formerly held by Mr. Jensen.

The grain crop on the division is the best it has been in 10 years and it is reacting through other trade sources because of increased sales of lumber and metal for storage facilities.



Charles Masser, locomotive engineer from La Crosse, Wis., is shown with Mrs. Masser in the petrified forest of Yellowstone Park while on vacation in July.

Rocky Mountain Division

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

MOTORING ON THE MILWAUKEE, UP AND DOWN HILL ON THE ROCKY MOUNTAIN DIVISION

With my nose to the grindstone how do I know what's happening?—no one ever tells me anything and nothing ever happens to me, except birthdays . . . and I have been trying to decide whether I should make every attempt to go to see the Ringling Brothers circus, or, considering said birthday, should I remain at home reading . . . Wells' *Outline of History*, or that one about the *Decline of the Roman Empire*. . . . I can't keep my mind off the circus, birthday or no birthday. . . .

Lots of business, and plenty of work; lots of Park business, and Dan Young and his staff are going 'round and 'round from all we hear.

A lovely Dude, from Williamson, W. Va., Miss Pauline Smith, (who, by the way, has been our way before), returned home early in August, after a nice vacation in these parts. She is secretary to Agent J. F. Board of the Norfolk and Western and, when I saw her this time, she had a swell slice of raspberry pie for me; that is the kind of callers I like. . . . Miss Pauline is welcome around here any time. We like her looks and the sound of her voice. More later. . . .

Carl E. Speiz, for many years sub-station operator at Piedmont, was suddenly killed Aug. 8 near Norris while he was driving a small truck, returning home from a few weeks' vacation spent on the lake, where he has a cabin. We extend our sympathy to the family.

Train Dispatcher Neil C. Grogan who worked first trick at Three Forks, has gone to Butte to dispatch trains again, working second trick on the west side . . . Train Dispatcher Horn is taking his vacation at present.

Operator Barney Buzdikian, who worked a month at Ringling, is working third trick here now.

Mr. and Mrs. M. J. Hokland of Watertown, Wis., where Mr. Hokland is equipment maintainer for our railroad, spent two days around Three Forks with their son, M. J. Hokland, who has charge of the air conditioning on the passenger trains on this division. They went through Yellowstone Park Aug. 1 and 2 and returned home the next evening.

Ted Asher of Oakland, Calif., stopped off for a visit with old friends the middle of August. He looked fine and as though he was enjoying life in every way, he is retired on pension and with his family makes his home in Oakland. He went on up to Sommers, Mont., to stop at the Townsley home before returning to California.

New names and new faces again in train and engine service on this division! The boys who hired out a couple of months ago are old heads now. . . . Student Firemen Hank Roe, Shaw, Richardson and Rice have all made trips, and Student Brakemen Thompson, Walker, and Meng and Linderfelter are new names on the trainmen's extra board.

We extend our sincere sympathy to Trainman J. W. Lane in the death of his mother on Aug. 10. Mrs. Mary Lane was past 80 years of age, and a pioneer of this locality, and a well loved and respected woman. Four other members of her family survive.

Another death on this division was that of Hugh R. Mellen, father of Agent Mellen of Deer Lodge, on Aug. 2. Mr. Mellen was 78 years of age and had been ill for some time. He was a resident of Montana for 63 years. No other members of his immediate family survive. We extend our sympathy to Agent Mellen.

Engineer Lefever and family have returned from a short trip to Spokane, where they visited with Dick Lefever. They report that he is expecting to be transferred to another flying field soon. Understand Dick was married last spring.

Conductor and Mrs. Earl Wilson are in Canada on a vacation trip. Conductor Kirwan is on the run on 15 and 16 during Mr. Wilson's absence. We expect Earl will not see anything in Canada he has not already seen back in Kansas, however.

Mrs. Alice Echar, wife of the late Engineer Echar, and who now makes her home in Spokane, visited here with old friends late in July.

Seattle Terminals

*F. W. Rasmussen, Correspondent
Local Freight Office*

Guy E. Montgomery is a new addition to the station force at Port Angeles. He is employed by Agent F. R. Smith, whom we all remember in the past as the smiling traveling car service agent and later as traveling claim adjuster.

Roy Edwards, formerly of St. Maries, Ida., is now permanently assigned to the position as interchange clerk at Seattle.

We are somewhat concerned about George Bahl, the typist who employs the Columbus system (he locates a key, then lands on it). During the past few weeks he has made two trips to Anaconda, Mont. We understand the prospective father-in-law lives there and George is trying to get in solid. Leave it to George; he is using his head.

Mrs. Hazel Fern, who has been bill clerk in Seattle local freight office for some months past, has been transferred to Ta-

coma where she is taking a position in the division engineer's office.

Roy Tidd, who has been chief clerk to Car Foreman Clyde Medley in Seattle for some time, has been transferred to Tacoma where he will take a position under Warren Hale, lumber agent. We are sorry to lose Roy. Roren Cristy is the new clerk taking Roy's place.

R. L. Machlen, retired warehouse foreman, has been confined to the Providence Hospital for some time, but is now reported in much better condition and can receive callers.

Business is going ahead with such speed in Seattle that the Van Asselt yards have been re-established, thus greatly facilitating the handling of the increased traffic. Yard clerks will be assigned there and trains will be switched and blocked at that point, relieving the congestion in the main Seattle yard.

O. N. Stromberg, who has been in the bill room for some time, is returning to St. Maries, Ida. That is where he started working for the Milwaukee.

W. J. McMahan, Seattle local freight agent, has been appointed to the position of terminal trainmaster, with supervision over all Seattle operations; this in addition to his duties as agent. Guy E. Anderson, now assistant agent, will take on a number of the duties formerly handled by the agent. F. W. Rasmussen was recently appointed to the position of chief clerk. Ray Fink, for some time warehouse foreman, is taking over the position of assistant chief clerk. John S. Cole, who has been handling the claim desk for some time, has been appointed supervisor of car service at Seattle yard.

Peter Darwin, from Sunny California (sometimes it rains; even he will acknowledge that) has taken over the position as comptometer operator at the local freight office and is doing a swell job of it. John E. Hart, expense clerk for some time, has taken over the position as bill clerk. James L. Barkhoff, E. G. Springer, and Thomas I. Hart are new employes in the bill room and we are glad to have them with us. Stanley Holtum is handling the position as chief claim clerk until a regular assignment is made and Bruce Kibble is assisting on the car desk.

We are sorry to report the illness of Art Brett, chief clerk to the district freight agent at Aberdeen; Art is now in Seattle for a much needed rest; you will remember him as former diversion clerk in the traffic manager's office.

Bob Brinkley, diversion clerk in the general office, recently returned from a trip down to the Mexican line; he said he was looking for jumping beans, and he must have found them, because he certainly has been jumping since he got home, what with wheat diversions being in full swing.

Tacoma & Coast Division —West

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

We regret having to report the death of Elmer G. Fowler, 74, who passed away July 19 at Tacoma, after an illness of six months. Mr. Fowler had been a train dispatcher most of his life—in fact he was the very first train dispatcher for the road at Tacoma; after being in its service for 40 years, he had retired Mar. 30 of this year. Mr. Fowler is survived by his widow and two brothers.

Edmond Jean, 80, who was log scaler for this company for many years, but who retired Jan. 1, died July 10. He is survived by his widow, a son and daughter, and several grandchildren.

Yard Conductor Chester Delin has been off duty for three weeks because of illness, but is now convalescing and expects to be back on the job before long.

Conductor Henry Turner is in the Providence Hospital at Seattle recovering from a serious operation; our best wishes go out to him.

Conductor George Weiland is back from

a vacation trip to New York, just in the hot weather, too! Likewise, Conductor R. B. Freeman has returned from a vacation trip to Chicago and Detroit and will now enjoy a little cool weather here at home.

Brakeman John McLean moved from Mineral to Tacoma recently to be nearer his work.

George Gordon has now been assigned the second trick as assistant chief yard clerk, and Carl Ziemer took his former trick; but just now the latter has been assigned as general clerk and warehouseman. C. A. Norwood was bulletined as yard clerk on July 28, but on Aug. 4 he landed the second trick as board clerk at the yard; Bob Huntsman succeeded him on the graveyard shift.

Conductor E. B. McCann has displaced Conductor Gardner.

Robert Cleveland, son of Roy Cleveland, formerly trainmaster here, started work in the Store Department, but has now emulated his father's example by going to fring.

Elmer Ottum likewise went to work recently in the Store Department, but heard the call and went to fring; now he has fallen from grace and has taken a job at the Tacoma shipyard—one of 8,000.

The Milwaukee has taken over the fuel oil plant which had been carried on by the Union Oil Company at the end of the Milwaukee waterway. Two of the Union Oil Company's employes, Howard Louer and John Nuttall, elected to become railroad men and are now on the payroll. Welcome to our midst!

Kenneth Alleman is now clerk at the local office; his nephew, Eddie Alleman, has been assigned the evening shift as messenger and Philip Zurfluh, nephew of Warehouse Foreman Bob Shipley, is on the morning shift as messenger.

Roy Fletcher of the Store Department, Tacoma, was off a week but is now at work again.

Lourin Cowling is now yard clerk on the third trick at Tacoma.

Mr. Hale, lumber agent, has now been transferred to the Store Department—that is, his office has been transferred, but he is in the same capacity. Roy Kidd is his clerk, while Loren Christy succeeded Roy in Seattle as clerk to Clyde Medley, car foreman.

Hazel Fearn is now back in Tacoma on a new job just opened in the Division Engineer's office.

We see that Tom Quinn has landed the weighmaster's job at Spokane; glad to see him. But we are very sorry to hear of the death of Harry Hill of Spokane and offer our sympathy to his widow.

We note that Lowell Brundage is clerk at St. Marle's now and D. O. Henry the same at Othello. Others who have bid in at Seattle are: H. E. Cook, car clerk; L. W. McLean, weighmaster; J. M. Campbell, interchange clerk; Madeline Givens, cash book writer; M. P. Celleyham, chief claim clerk; P. C. Darwin, comptometer operator; G. L. Brundage, expense clerk; Stanley Holtum, overcharge correction clerk.

New brakemen who have been hired at Tacoma are: George Doherty, A. B. Leon, Peter Dickson, John Stern, C. W. Nicholson, John L. Errigo, and Gray Smith.

Now that the time of year is on hand when the shop and stores forces are talking bowling, the Service Club at Tacoma is making plans to enter a team in the Bowling League. They are also planning a full program for this fall, culminating in a bigger and better Christmas blow-out for the kids and old folks.

Tacoma Car Shops

Gil Garrison, Correspondent

I regret to chronicle the death of a well liked carman, Stanley Trusilo, age 56, who died of a heart ailment July 19 in St. Joseph's Hospital. Besides his widow he leaves eight children.

Noel Nordquist, formerly of the car shops, and equipment maintainer for the past several months at Longview, has recently moved his family to Longview where he is now permanently established.

Mike Grummel, our popular lead mill man, recently hung up the record for having caught the largest king salmon of the year to date at the mouth of the Puyallup River. According to the judges it weighed 68 pounds and 3 ounces.

Our popular coach yard employe and Service Club musician, Frank Marchese, departed by train for Los Angeles Aug. 17 in company with the former Miss Eunice Larson. They were on their honeymoon, having been married the same day. They will go to Los Angeles and be back in two weeks. We wish them happiness and success in all they undertake.

Helper Edward C. Johnson is another fisherman of local fame. He recently landed a 32-pound tye salmon in the Middle Waterway Salmon Derby. It took Ed two hours to land it and it was on display at the boat house.

Trans-Missouri Division —East

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

The whole community was shocked and grieved to hear of the sudden passing of Switchman Ed Hardcastle who was also our pickup and delivery drayman, whose death occurred Aug. 10. Ed was kind and accommodating to every one and will be greatly missed. He leaves his wife, five daughters and three sons.

Among the vacationers are Mr. and Mrs. L. W. Clark and daughter Nancy Gay who took an auto tour to California to visit their son, Laddie, and friends and relatives, coming home by way of Denver.

Mrs. George B. Gallagher, wife of Conductor Gallagher, has returned from a month's vacation in Alaska. She visited her uncle Nels Nelson at Ketchikan and also took a northern cruise, including the Prince of Wales Islands. She finds Alaska an interesting and fascinating country.

Congratulations are extended to Donald Staph, son of Carman Staph, on his marriage to Miss Vesta Ladner, which took place on Aug. 3d.

Also congratulations to Miss Betty Nath, daughter of Engineer and Mrs. Chas. Nath, who just recently announced her marriage to Alfred Johnson of Omaha, which occurred on Feb. 12; they kept it a secret all this time. Miss Betty is in training at St. Joseph's Hospital at Omaha.

Mrs. Dora Anderson was called to Fargo, N. D., by the death of her mother, Mrs. Carrie Hegne, who passed away on July 7.



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Spokane and Inland Empire

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

Brakeman Donald C. Allen has moved from Spokane to Malden, Wash., and is now working out of there on the extra board.

Track forces have been busily engaged in removing some of the unused yard tracks at Ione, Wash., and tracks that formerly served the Panhandle Lumber Co. mill at Spirit Lake, Ida. The old commercial spurs at Kirchan and Onserud, near Cusick, have also been retired.

Extensive improvements are being made on Sherman Ave., Coeur d'Alene, Ida., near our freight house, which made it necessary for our road and the Great Northern to relay and improve tracks which cross the street.

Heavy shipments of sheep are being made out of Setters, Ida. This business grows heavier each year and recently the B&B forces erected a new double-deck loading chute at that point.

Two 1,000-h.p. Diesel locomotives arrived in Spokane around Aug. 1 and are now working on the Metaline Falls and Marengo runs.

Constantine Michel Laloudakis, carman from Deer Lodge, is now working on the car repair tracks at Spokane.

Sylvan Lang of Spokane Car Department recently joined forces with the state highway patrol by assisting in the arrest of a reckless driver. Mr. Lang and wife were driving along the highway near Wandameer when a highway patrolman flagged them down. Mr. Lang was then asked to drive the prisoner's car back to Spokane while his wife followed in their car, and the patrolman with the prisoner brought up the rear.

Albert L. Bill's B&B crew is now in Spokane installing the new Diesel oil tank and pumphouse.

Section Foreman Guy Gregory of Metaline Falls was off duty for a week on account of weed-poisoning. Wm. Huffman of Coeur d'Alene relieved during his absence.

Brakeman Jack Woods has been assigned to the Coeur d'Alene run, where he displaced Brakeman Donald Allen.

Eric Matson, formerly agent at Clarkia, has been assigned permanently to the agency at Cusick, while Operator M. L. Carver has taken the agency at Clarkia.

A new track has been installed one mile west of Opportunity to serve the Beralloy Corp., which is constructing a new smelter at that point. This promises to develop into quite a large institution.

Chicago—Freight Traffic Dept.

Wesley S. McKee, Correspondent

As indicated elsewhere in the Magazine, the following changes were made in our official family effective Aug. 1: S. G. Grace was appointed assistant freight traffic manager; E. J. Hyett, general freight agent; and J. J. (Jim) Landrigan is our new assistant general freight agent. We extend congratulations to them all.

A good-fellowship and cooperation dinner was held in Harvey's Restaurant in the Union Station the evening of Aug. 4 at which time many of the officers and employes gathered to pledge themselves to cooperate with each other to further the interests of The Milwaukee Road. I am sorry I was unable to attend but the reports indicate a good time was had by all.

Our annual Forest Glen party was held recently and in the nip and tuck affair the single men finally defeated the married men 9 to 8. In batting practice before the game, the son of one of the gang hollered out, "Come on, dad, can't you hit one out of the infield?" Boy, were my ears pink!

Bill Fisher, one of our selectees, dropped in for a visit the other day while on furlough. He is in the cavalry and is stationed at Fort Riley, Kan.

Frank Trom, another one of our horse marines, has written several interesting letters from his post at Camp, Calif. From his appearance in the snapshots he sent, his health certainly hasn't been impaired.

Fred Priester has been appointed corporal recently. He is stationed at Camp Forrest, Tenn.

Let's drop the boys a line—I'm sure they'd be glad to receive a little letter now and then.

Looks like the baby parade is starting again. Mike Shimkus' wife recently presented him with a baby girl—Madeline.

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Eugene D. Heing, Correspondent

Time again has come to bring to you some of the news and names that make the news at Fullerton. August, the month of vacations (if you can get it then) has its usual quota of trips. West or up the aisle; gossip—good and bad; soft ball—in its final stages; and bowling—in the blueprint stage.

The matrimonial score is two double plays completed and four to go. There may be more but they are "successful secrets." Charles Baker and Josephine Byrne, both of the ticket auditor's office, were married Aug. 23; Hugh Jones and Carmen Bintz, both of prior service, were married on Aug. 15. The "Will Be" department include Jeanette Wildner, freight auditor's office, Sept. 6; Bob Walton, Sept. 20; and Helen Kemp, Sept. 27. Lloyd Staver must be included in this section, although nothing in the way of an admission has emitted from his silent lips. To date we have noted: his name in the Vital Statistics of a Milwaukee paper (he is from the Beer Town), total silence when the topic is mentioned, a timely day off, and his peculiar reaction to the name Myrtle.

The softball club returned from the big Milwaukee picnic with two wins, among many other things. They took an All-Star Milwaukee Shops team in camp and then whipped a Galewood outfit in short order. Now their eyes are on the championship in their league.

The kegglers will maul the maples in a brand new super-deluxe-streamlined-air-conditioned-sound-proof bowling emporium at Sheridan Road and Montrose. The lads and lasses are waiting for the paint to dry to take a gander at this half-million dollar poolroom. Everyone is looking forward to a still bigger and better season.

Attention! All those who buy automobile tickets and then wonder who wins, etc., read on—Yes, to renew your faith in Santa Claus, see Marie Horatt, freight claim agent's office, who is a proud owner of one of those 10c cars—she received a 1941 Pontiac at the V. F. W. carnival in Cicero.

The Tennis Club had a steak and fish fry Aug. 14 at Cary, Ill. A couple of carloads drove out after work and enjoyed the triumphal culinary endeavors of Leah Williams and the deft terpsichorean abilities of Florence Kaczmarek. Of Leah, 'twas said, "Can She Cook!" and of Florence, "Can She Dance!"

Some of our tripsters include Ann Gawin, who motored to Yellowstone and read about the Canadian Rockies, which makes a swell trip when put together. Angela Nixon and Julia Feindt just returned from Hollywood and other Southwestern points. Dora Buchholz is on her way to Alaska. Catherine Guerrieri saw the Canadian Rockies, Dotty Sodman is planning a horseback trip through Yellowstone, which should be an ideal trip. Jane Walker is now back from California. Marian Miller snap-shotted Lake Louise and vicinity and did a good job of it. After shaking of many hands and sniffing of many noses, Wm. J. Lewis of the freight auditor's office finally departed for a vacation to Shamokin, Pa. Inar Peurell drove through the Black Hills for his vacation. I understand he wrote a post card.

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G. J. Knowles, son of G. W. Knowles, both of the chief disbursement accountant's office, will soon leave for his hitch in the Army. Bob Noot returned from his furlough. Helen Ann Walters, daughter of Tom Walters, is working in the typing bureau of the 6th floor.

Vivian Martin Olson has left the service to take up the duties of a housewife.

John Hogan, chief station accountant, is on the mend after a serious operation.

There are a few office boys who don't know Hans Klemmer and his hospitality. Did you get the point?

The picnic was a great success. The special train was the start of a perfect day and all enjoyed the outing. Verne Noelting, the once-bemustached Beau Brummel, made a date Saturday night but when he saw his nocturnal nymph in the Sunday morning sun he shouted, "I was robbed." . . . Jimmie Logan was in fine fettle and going strong . . . Betty Campbell and her friend Mercedes gave some of the lads from Milwaukee a dancing lesson, and the old men a good reason to find the fountain of youth. Wee Wee Wilkinson has called all off with the femmes (For how many minutes W. W. W.?) . . . Coach Ralph Osmundsen had trouble keeping his men on first base and Manager Pete Lencloni had more trouble getting them home from Milwaukee.

Time to close, see you later.

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D&I Division— First District

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

Engineer Geo. Becker and wife, and Engineer Edw. Vogt and wife, of Savanna, were among those who attended the convention of the Brotherhood of Locomotive Firemen and Enginemen in Denver, Colo., in July.

Thomas M. Davis, D&I-1st district engineer, died July 22 in the City Hospital in Savanna, as a result of shock and injuries received when hit by an automobile; the accident occurring during a storm. Mr. Davis entered the service of the Milwaukee in 1912 and was promoted to engineer in 1921. Sympathy is extended to Mrs. Davis and family, also Fireman Dallas Davis and family.

E. E. Cush, retired veteran, died at his home in Savanna on July 27. Mr. Cush was Roadmaster of the "South Line" of the first district for a number of years, and was the father of the Misses Delia and Clara Cush, of the Accounting Department, Chicago, and Yard Clerk Art Cush of Savanna. Sympathy is extended to Mrs. Cush and family.

Charles T. Wright, who retired from active service as an engineer on July 12, died suddenly at his home in Savanna on Aug. 6. Mr. Wright's service with the Milwaukee as a fireman began in 1898, and he was a well-known figure on the switch engine in Savanna yard until his last trip in May, 1941. Sympathy is extended to Mrs. Wright.

Miss Grace Jensen, only daughter of Switchman and Mrs. Jens Jensen, Savanna, became the bride of Ralph H. Jernberg, of Mundelein, Ill., in a pretty ceremony in the Lutheran Church in Savanna on Aug. 2.

There was a time not so long ago when, during the summer days, we heard about the wonderful performance of our Milwaukee Road baseball team—but now, it seems, for summer sport our baseball enthusiasts have taken up golfing and somehow or other seem to keep very quiet about their "wonderful" golfing averages. How about it, "golfers," why not tell us what you do so we can broadcast the "hole in one" for others to hear about?

Should have a lot of new "pep" in the old column after the get-together of correspondents planned for Labor Day in Chicago.

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D&I Division— Second District

Lucille Millar, Correspondent
Dubuque Shops

SYMPATHY EXTENDED

To the families of Locomotive Engineer Edw. Nicks, Retired Carmen John Heavy and J. E. Roseleip. These three Milwaukee Road men passed away at their homes in Dubuque recently.

Conductor John E. Grice retired recently. Here's "happy days ahead," J. E.

Raymond Duehr and Elmer Brandt, two Dubuque employes, have joined the boys down South, working as soldiers for Uncle Sam.

OUR SICK FOLK

Retired Foreman Jake Kleeman, and Store Helper Clarence Horsefall were both ill at this writing. A quick recovery to both of you!

CONGRATULATIONS

To "Hank" Klavitter because of being a grandfather (for the third time).

To Chris Noble, Marquette, who has become a grandmother (for the first time).

To Clarence Brophy, Milwaukee, who, with Mrs. Brophy, are awaiting their first blessed event.

To Wm. Reichman because of acquiring a new daughter-in-law recently.

To Peter Badger, who has a son-in-law added to his family.

VACATIONERS

Locomotive Engineer M. P. Galvin and wife attending the convention and Auxiliary to the BofLF&E at Denver, Colo.

Hope Peck, Marquette, daughter of Machinist Ray Peck, stopping here en route to Chautauqua, New York. (Miss Peck is "going places" with her soprano voice.)

Peggy Herron, daughter of Storekeeper Dan Herron, Marquette, seeing Niagara Falls (Peg is afraid it will be gone before she's a bride!).

Ye Scribe, returned from Cassadaga Lake, N. Y. (where it was cool) to the "State where the tall corn grows" while the temperature registered 100°.

FISH STORY

Eleven year old Jimmy Unmacht, son of General Foreman H. A. Unmacht, was the hero of Dubuque for weeks after landing a spoon-bill sturgeon in the Mississippi River, near the municipal swimming pool. Jim caught the fish, which weighed nine pounds and measured 36 inches from tip of tail to end of its elongated snout, with a light rod and reel and a small hook.

BEST WISHES

To Ruby Eckman, whose column in the Magazine has been read by Ye Scribe these several years and her faculty for obtaining news has been envied—perhaps she could hand on to some of us the secret—now that she has (we are sorry to note) given up the column.

He: "I see in the paper that in one of those foreign countries a wife can be bought for three dollars."

She: "Why, that's terrible."

He: "I don't know. A good wife might be worth it."

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STEEL FOUNDERS

CAR BUILDERS

ORIGINATORS OF THE

ONE-PIECE SIDE FRAME

OFFICE AND WORKS

BETTENDORF, IOWA

Kansas City Division

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

On our division we have a 30 per cent increase in business in the first half of August over last year. Since assigning the way-freight service to the middle and west divisions, business seems to be handled more satisfactorily and we are having an increase in L.C.L. freight. At Linwood, Ia., there is a definite increase in rock business, a portion of which is due to defense orders.

Hill Avenue, Ottumwa, has been the address of Roadmaster F. M. Barnoske since Aug. 14, when he moved into his newly acquired home. Odie Newell, engineer, recently purchased a house at 832 West Second Street, Ottumwa, and his family will occupy it just as soon as the remodeling is completed.

On Sept. 18 Charles Vosburg will resume his studies at Ames, Ia. During his summer vacation he has been temporarily employed in the Engineering Department, Ottumwa.

Congratulations to Max Schorr, abstract clerk at Ottumwa freighthouse, on the arrival of a son at his home on July 29.

Agent W. G. Davis at Newtown is taking his annual six weeks' layoff and is being relieved by D. A. Browning. Operator W. A. Kelsey is working the first trick at West Yard while Operator Martha Browne is spending some time with her brother and his family in St. Louis. For several years Operator Kelsey operated a farm near Laredo, Mo., and when needed worked as a relief operator. Due to the ill health of his wife he has had to dispose of all livestock and discontinue farming. He has established a home in Ottumwa. In July Mr. Kelsey was appointed relief train dispatcher.

During the extremely hot weather we have been experiencing, with the thermometer hovering around the 103 mark, most of us would like to hie off to some cool place, but we just keep on complaining and continue to work. Roundhouse Clerk Harry Vaughan at West Yard is taking time off for several weeks just resting and keeping cool we are advised. Eddie Kemp is relieving Harry at the roundhouse.

Agent W. C. Bell returned to his duties at Washington recently after his annual two-month sojourn on the West coast. He was relieved by L. R. Carbee.

At our joint M&StL station at Hedrick we have a new agent, C. W. Long, vice H. Botts, transferred to Ackley.

Operator J. D. McCarthy has been assigned to the position of agent at Haskins, Ia.

On July 16 the death of Leonard T. Dobbins occurred at the Veterans' Hospital in Excelsior Springs. Remains were taken to his home in Kansas City for burial. He had served with the Navy in the first

World War and entered the service of the Milwaukee as a brakeman in November, 1922.

After a year's illness Fireman T. Bollinger died at his home in Kansas City on July 15. He had been on an indefinite leave of absence because of ill health. He entered the service on Aug. 29, 1918.

Ed. Cottrell, brother of I. Cottrell, retired engineer, died at his home at Murray, Ia., on Aug. 1. Many of his Ottumwa friends attended the funeral services on the following Sunday at Murray.

In early August J. L. Frost, engineer, and wife went to Camp Claiborne, near Alexandria, La., to visit with their son, who is located there in the Medical Corps.

Yard Conductor Chester Johns was selected as one of the judges at the bathing beauty contest in Ottumwa on Aug. 3. Understand that ONE of the judges remarked that he picked the winner because of "her great big beautiful blue eyes."

Milwaukee Shops

Locomotive Department

John A. Macht, Correspondent

OFFICE

Wanted to rent: Bedrooms, cots, floor space, bath tubs or what have you, for the Legionnaires to sleep in at the coming convention in September. Leave your name and address with Julius Guentner (the Major) if you have space available.

Joe Bodenberger reports he had a real vacation, having driven to the West Coast and return, making around 7,000 miles and only had one flat tire. Joe says the cabins were fine.

Had a visit with Joe Marshall, retired general foreman of the foundry, and found him hard at work cutting grass and digging dandelions. He says he does get in that easy chair once in a while and lets Millie do the work.

Ramona Kopitch rode a bicycle all the way to Genesee Lake, a distance of about 30 miles, in 4½ hours flat (unofficial), passing up most of the automobiles on the way. It is reported she has been turning down offers to go into the six-day bike races.

Everything seems to be going to the dogs! James Elder, a confirmed anti-dog

man, now owns one of his own. Daughter Lois is responsible. Understand it is going to be a permanent fixture.

SHOP

George Corbett, foreman in the shop, spent his vacation in California. Ed Flood planned the trip for him and arranged for a "private" car as far as the Grand Canyon. He returned via the Denver & Rio Grande where he worked as a young man many, many, many years ago.

It seems we always want to go some place else. Dick Drew, retired, who now lives in California, spent his vacation in this territory visiting his many friends.

Frank Vierthaler, machinist on the air brake gang, is retiring as of Aug. 15 after 35 years of service.

Car Department

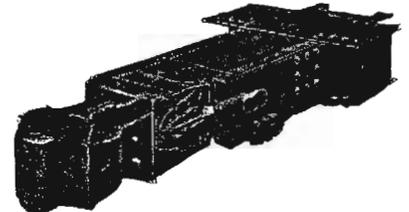
George L. Wood, Jr., Correspondent

CONDOLENCES EXTENDED

To the bereaved family of Edward Kilgren, cable splicer and rigger, who passed away on July 28.

To the bereaved family of Carpenter Charles Mahnke, who met death in an automobile accident on July 30.

"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.

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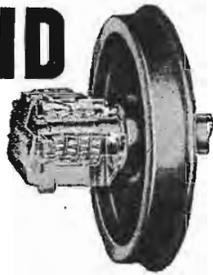
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FUSEE COMPANY
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CONGRATULATIONS

To Mr. and Mrs. Harvey Kuhlman, who were blessed with a baby boy on July 23.

To Mr. and Mrs. Edward Braun, who are the proud parents of a baby girl arriving on July 26.

To Edward Hamilton and Archie Walsh, machine shop employes, who yielded to the wiles of Cupid during the month of August. Sorry, but we were unable to learn the brides' names.

RETIRED

Tinner Frank Kroll.

Wood Mill Employee Charles Paul.

SHOP PATTERN

We read with interest in the local papers that Robert Klubertanz, former wood mill employe and son of Painter Foreman Louis Klubertanz, captured first place in the 50 and 100 yard events at the state rifle meet.

... It is reported that Carpenter Al Fuchs, who was hospitalized for several weeks, is making a speedy recovery at his home.

... Ed Rome was "Uncle Sammed" the latter part of July, as was Cabinetmaker Roy Wolfersdorf, who gave up constructing wooden columns in favor of "columns right." These young men are stationed at Camp Grant. ... Speaking of conscription reminds us that the girls on the second floor are receiving numerous letters from our many draftees. That's another advantage of being drafted, providing the girls reciprocate. ... No wonder Traffic Tip Supervisor George Bilty has so much success in securing traffic tips—when he receives one he is as pleased as a little boy with his first pair of long pants. ... A news item which we thought interesting was the report that Lawson Wilson (a proud possessor of a veteran's pass) learned to swim five strokes while vacationing at a lake resort recently. Willy always did take that "sink or swim" attitude. ... It is rumored that Blacksmith Apprentice Joe Foren will take Miss Dolores Beyersdorf as his bride the first part of September. ... We also received first-hand information that Carman Phillip Mrozinski and Lucine Skoczelas will be the victims of Cupid the latter part of September. ... Harold Schuelke completed his machinist apprenticeship recently. ... Welcome to Apprentice Chester Esch, a newcomer to the machine shop. ... Leo Horvath, upholsterer, is confined to St. Joseph's Hospital. We are all hoping for a speedy recovery. ... Another step toward safety first—apprentices from the various departments attended the monthly safety first meeting, with H. A. Grothe presiding—and laying down the law of self-preservation. ... Welder Robert Burr, president of the Hiawatha Band, took the show-must-go-on attitude recently. Missing the train with the special coach provided for the band, by seconds, Bob rushed to his automobile and overtook the train (and the band members) at Elkhorn, the train's first stop. Your correspondent was at the Union Station when this transpired and we must say it was all very dramatic.

Mechanical Engineer's Office and Supt. of Car Dept. Office

Howard H. Melzer, Correspondent

That blushing, buxom bridegroom, Elmer Reinke, on a belated honeymoon in the hills and valleys of Colorado, writes: "This is the country for you if you want an eye-ful . . . mountains, lakes, and Colorado State College waitresses. Boy, are they beautiful!" We wonder where Mrs. Reinke was when Elmer wrote that.

We understand that Willard Schroeder, after a brief sojourn in the coach yard, will be back to take over a new position in the S.C.D. office. Jack Bremser, Jr., has the job that Willard left a few months ago.

Over in the Test Department Harvey Zunker has taken over as stenographer, replacing Ed Carey who went to Chicago. The Test Department also announces the addition of two new men to the staff—Henry Kiljanczyk, chemist, and Verne Aldrich, welding inspector.

We venture to say that Harold Odegaard will have to cast around for somebody else for moral support in his defense of the Minnesota Gophers now that Russ Harrington has left. Russ has taken up his new duties as assistant foreman of the Milwaukee coach yard. Laverne Tarrence, Marquette U., '36, has been chosen to fill the vacancy.

Among the newcomers in the drafting room are Allan Hansen, who is helping Hooks Erdman out in the blueprint room; Jack Mulhollow, who is working with the Green-Benzer combination, and Henry Kunder, sophomore at the University of Minnesota, who has been working on new ca-booses and freight cars.

We are glad to see that Art Schultz, who for 20 years has been trying to avoid drafts from open windows, cracks in the wall, electric fans and such, has at last been rewarded with a choice location along the windows. We advise Art to ask the management for storm windows, but not to feel too downhearted if unsuccessful. We assure him that his new neighbors will make it plenty warm for him.

If any of you have noticed that down-in-the-mouth look about Ramona Petrie it is because a few major league ball clubs have again proved that Ramona is no expert. However, R. P. has one consolation—an invitation to bowl on the team of the national president of all "bowlers on the green." Ramona will make that hall of fame yet.

Roy Juell, who has often had occasion to return a cleverly forgotten handkerchief, glove or compact, recently did a neat job of turning the tables, as it were. For further information we refer you to Roy himself who, we warn you, may be a bit reticent about revealing the details of this short story. However, a little jockeying will do the trick.

Davies Yard

J. J. Steele, Correspondent

We are proud to announce and place on our Honor Roll the names of the men who have been inducted into the Army up to the present time:

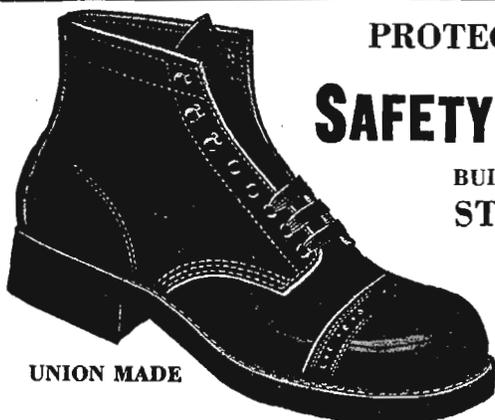
Alois Waldera	Joseph Kassa
Joseph Starosta	Joseph Cienian
Raymond Stark	Gene Wezek

Mr. and Mrs. Joseph Starosta spent a few days in Boston visiting friends and relatives.

Fred Ramer plans to fulfill a hunter's dream. Fred is planning on spending his vacation in North Dakota hunting with his trusty rifle and his faithful dog, Pinocchio.

Frank Polak recently made a trip to New York and upon his return we discovered two new, shiny gold teeth decorating his mouth. Where is the gold mine, pard?

Clem Kabacinski, the high and wide load inspector, and his family spent a few days at Ladysmith, Wis., where he planned on fishing. Imagine Clem's embarrassment



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48
SECONDS**
OF THE WORKING DAY
**PROVIDENT
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CHATTANOOGA, TENNESSEE**

when he discovered that in his haste to reach the North Woods he had forgotten his fishing equipment.

Mr. and Mrs. Fred Osberg and family spent a few days visiting relatives in St. Louis, Mo.

Kenneth Feustel is looking at the world through rose-colored glasses. Kenny has just purchased his first car, and his first love, Josephine, thinks that his car is "just too cute for words."

While driving Lloyd Hammer home recently, Tony Drees was so engrossed in conversation that he drove through a red light. Tony suffered the consequences and parted with \$4.41 of his hard-earned money. Since that experience Tony has been very allergic to red and therefore has refused even to become sunburned—hence we have the reason for Tony not roting up his shirt sleeves these hot, sultry days.

Mike Flanders has returned to the Davies Yard after having spent a month at Watertown, Wis., where he replaced M. J. Hokland.

Catherine McConville has just returned from Cuba where she spent her vacation. Catherine reported that she had a most enjoyable trip.

Store Department

Earl Solverson, Correspondent

MAIN STOREROOM—D. H. Phebus has been vacationing in Northern Wisconsin and Michigan and touring the Land of the Lakes with his family. Nary a word from him as to his luck at fishing. Eddie Grisius, the A.F.E. mogul, took in the Service Club picnic and was his usual self, cutting capers. Ray Koopp and his foghorn voice came in handy in calling for beers. Reported he got a free one for every call. Missed most of the office gals at the picnic. J. T. Kelly was looking for the ball game and wanted to challenge all other departments. Mr. Wallschlaeger, towering above all others, took inventory of the disappearing stocks of the stuff that makes picnics popular. Miss Leona Esser was seen at the picnic in riding trousers, but minus the boots and a mount. We would be fearful of the effects of a canter from Milwaukee to Greenfield Park. Then, too, the mount would not care to indulge in that picnic mixture.

GARAGE—Found! One honest man, Anthony Paul Ferlando, a mechanic, who found a valuable ring later claimed by Tony Fligge. Co-workers surmised that the ring was too large and too prominent to try to pawn or wear. Paul Metzfeld's proposed air conditioning device for his office is working efficiently; that is, it helps mentally. All he is waiting for is the radiator off Rudolph Freuler's "Maxwell" and a few gadgets to connect it up.

IRON HOUSE—The old story, Harry Gehrke has 52 large fish in the rear of his car packed in ice and sawdust, returning from the Peshtigo River, and had to ditch them about Brookfield. He had "promised" fish for everyone but his alibi smells about as bad as the fish.

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

Norman Bakken has taken a new lease on life, becoming interested in a certain girl about the Shops.

DAVIES YARD—Fred Scheible, the Service Club wizard, had his hands full at the picnic raking in the empties and fillin' 'em.

LOWER STOREROOM—John Nachtsheim and his wife attended the picnic. Both look fine. Cy Verfurth, the Eagle man, stayed right with the band at the picnic all through their performance. We all know he was only interested in the drum major-ette and not the band, as he never took in any of the Eagle Convention band performances. Parks vacationed at home. Reported it 11 degrees cooler than elsewhere, no chasing around to see the world but that the world passed his home. States he had no alternative.

LOWER STORE—Steve Hondel returned to work after a period of rest. Archie Graff fills out that band uniform quite well.

UPPER STORE—The Rudy Beier and Wm. Kutter families were at the picnic in "full" force. The tickets received only went around once. But then, they have a picnic every time they take the family out.

SCRAP YARD—Louis Leszcynski met his death in an automobile accident July 30 while going to work. Louis, a bridegroom of only three months, is greatly missed by his co-workers. Our sympathy is extended to the bereaved family. The loss of our co-worker should cause all of us to reflect that we cannot be too careful.

FIRST AID—Miss Wallschlaeger was on duty during Miss Hurley's vacation and we surmise that the first aid visits about doubled. 'Tis reported that there was a big demand for salt tablets but only from the aid station during such period.

NUT & BOLT SECTION—Ed Bowman plans a trip to his birthplace at Perry, Ia., to visit kin and old friends. When the band played there, Eddie had to secure a Perry newspaper to read about who's who. Harry Schupinsky took a two-week vacation. Claims the fishing was good but no pictures or fish to prove it. Rudy Freuler looked for his wife at the picnic but she was not worrying about him, as she knew he would not move from a certain location.

SUPPLY TRAIN—It appears their schedule was pre-arranged to be at Milwaukee or Tomah at the time of the picnic. Pete Klisanic was the envy of all married men, as being with the supply train, he avoids all home chores and cares. His family and Pete too appear to be thriving on this occasional visit. Al Roe, the supply train storekeeper, also looks well taken care of and minus family cares. He and the Mrs. were kept busy meeting so many at the picnic.

PASSENGER STORE—Stockman Gur-rath, Foreman Banaszak, and Assistant

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CHICAGO

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

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

**LUMBER
PILING—TIES**

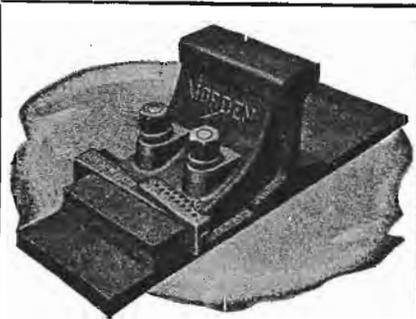
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Representatives in
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St. Louis, Mo.
Louisville, Ky.
Washington, D. C.

Stockman Al Beier were at the picnic. Al Beier presented the writer with a postcard photo of his Dad taken in 1916 as driver of the first Store Department truck—a Kissel.

STATIONERY DEPT.—Jack Waldman misplaced his wife at the picnic but was in no way perturbed. He possibly was letting her worry. Jack was intent on meeting all the co-workers he could. John Thekan is very much interested in some phase of nursing, we are informed. Always worth while to be prepared for any eventuality.

Dr. (General Foreman) Elert now prescribes diets for new men being hired, depending on whether they are too thin or too fat.

BUILDERS. Vic Sliwinski has been called to assist Uncle Sam in the present emergency and we trust he will enjoy the experiences of being called for breakfast with bugle calls, manaturing the equipment of which he has had plenty of railroad experience, possibly peeling spuds, doing guard duty by the "dark" moon, and the several other chores. We will expect a post card regularly. Foreman Al Epp was AWOL at the picnic bar this year, which chore he handled so efficiently on previous years. Al Zirkle was there with several tag-alongs.

LUMBER AND B & B SECTION. Don Shedler was there (at the picnic) but where was the rest of the family? Stockman Kulk was measuring the beard feet in the tall timbers just in case of need for any future program or possible shortage.

Missed Harry Roe who is usually one of the features at such events.

OIL HOUSE.—Joe Sazama squeezed in four days' vacation to wield the paintbrush around the house. Clarence Horlivy is impatiently biding his time until about Sept. 13 when he will go into action on several Legion and Forty-et-Eight committees.

SIGNAL STORE.—John Wendorf moved in recently, replacing Ralph Winters who jumped to the builders.

We do require more data from the offices and sections concerning improvements, changes, outside activities related to railroad work. And desire such on or before the 14th of each month.

Our sympathy is extended to the Misses Alice and Edna Kulfalk in the loss of their father who died on Aug. 19 at the age of 80 years. Mr. Kulfalk formerly worked in the Car Department blacksmith shop. Alice is employed in the Passenger Department store section and Edna in the office of the district storekeeper.

Milwaukee Terminals

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

The enormous Hiawatha Service Club picnic, which was held at Greenfield Park on Sunday, Aug. 17, was occupying the thoughts and all the spare moments of a great many Milwaukee employes at this writing. A featured story of the affair will be found elsewhere in this issue.

We've all got to give our co-worker and associate, Bill Radke, a big hand. Bill, as everyone knows by this time, has been promoted to the agency at Chicago Heights. He was the chief clerk at Chestnut Street Station, and of course, he kept himself busy on the side by filling the job of general chairman of the Milwaukee Hiawatha Service Club, editor of the Hiawatha Breeze, and correspondent for the Magazine. We'll miss Bill around here, but we're all very happy to know that he received the promotion. We know that he will do a good job at Chicago Heights and wish him lots of good luck.

Eddie Hoerl, who has been doing a wonderful job as representative for the Public Relations Department in this territory, has been appointed chief clerk at Chestnut St. We know he will make good and he has the backing of the whole gang.

Coach Yard

L. J. Cooke, Correspondent

Russell Harrington, traveling electrician, became the new night supervisor at the station and coach yard. Russ, who is no stranger around here, filled the vacancy caused by the death of Lester La Motte.

When all three stationary firemen at the coach yard went out on the road they gave Car Cleaners Dick Seiden and Harley Schwertfeger a break. The boys are swinging a shovel now instead of a mop.

Through the joint efforts of Frank Mosser, coach yard ball team manager, and Dick Casey of the downtown ticket office, two ball games were arranged here with

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Harry Wallace and his Chicago Freight Accounting Department ball team. The guest team won both games, which was probably more good ball playing than just politeness on the part of the local team. However, all the boys got their share of hits at the beer barrel at the party that followed. The next games will be played at Chicago. "Moose" Mosser didn't fare much better with the All-star Hiawatha team he entered in the Shorewood softball tournament. The team looked swell on paper but the boys hadn't played together as a team long enough to "click." They were eliminated in their first game, beaten by a score everyone has forgotten, apparently.

The Service Club picnic won't mean a thing to most coach yard employees. The national Eagles Convention, with a mammoth parade on the day of the picnic and special trains all day will keep almost all of the coach yard on the job, probably working from early morning till late at night. Tough luck, boys, but after all, the railroad needs and welcomes the rush of business. Forty thousand Eagles will be just a sample of what to expect next month when the American Legion Convention and an expected 250,000 hit town.

Don Mueller, who sold tickets at the Union Station here before he was drafted, is arranging transportation for draftees to Camp Grant. Same job, but a new boss.

Latest addition to the coach yard family is a cat and her five kittens. No one seems to know where she came from but she's certainly welcome. If she can catch rats she'll have a job big enough for herself and her whole family.

Ass't Foreman Ed Berndt is one fisherman who came back from his vacation without a one-this-big-got-away-from-me story. The torrid weather spoiled most of the fishing around here for a while and everyone knew they weren't biting but anyway it was a relief to hear a fisherman admit he didn't get so many.

Muskego Yard

F. J. Ladwig, Correspondent

Frank C. Stubbe, veteran train director in Milwaukee Terminals, passed away at his home on Aug. 3. He had been an employe for 40 years, the last 20 as train director. He is survived by his wife and son, to whom all extend their sympathy.

The marriage of Joseph Alberts, for many years the most eligible switchman in Milwaukee Terminals, to Miss Lillian Rhyner, took place on Aug. 2. Jimmy Lindstrom acted as M. C.

Charles Polcyn, known around the yards as Mayor of Okauchee, is kept busy outside of working hours supplying the market with "fish fry" perch. A strong competitor is Ernie Miner, whose perch from his Pike Lake are said to be the last word. We are trying to arrange a competitive demonstration by these gentlemen, and if it can be arranged you will all be invited.

Here and There in the Milwaukee Terminals

E. W. Grant, Correspondent

Engineer W. S. Gilker and family were on vacation early in July, visiting relatives in New Richmond and Quebec, Canada.

Yardman Harley McMurtrie died at his

Your Local Watch Inspector Deserves Your Patronage

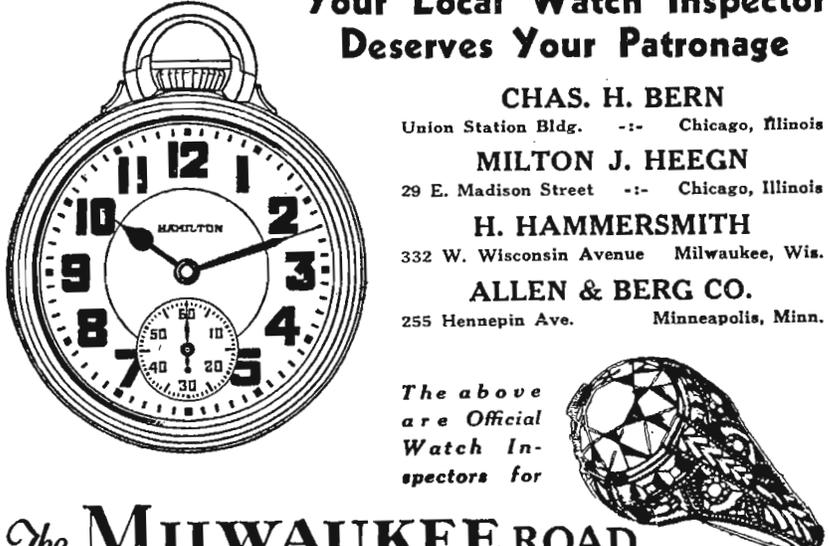
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Consult them when considering the purchase of Watches or Jewelry

home in Waukesha July 23. He is survived by his wife and two sons.

Robert J. O'Halloran, Eglin Field, Fla., visited his parents, Engineer and Mrs. J. P. O'Halloran, while on furlough Aug. 8 to 15. He is in the Quartermaster's Corps and likes the Army.

Train Director Frank C. Stubbe died Aug. 3. He is survived by his wife and son.

Myron Jewett, Jr., son of Myron G. Jewett, foreman at the oil house, died Aug. 9.

In the passing of Conductor George J. Clarey the Milwaukee family loses another old timer of 56 years' service.

Herman G. Runge, former fuel clerk, returned home Aug. 9 from a lake trip, Duluth to Buffalo.

Chestnut Street, North Milwaukee, North Avenue

Richard J. Steuer, Correspondent

As reported by the Milwaukee Terminals division editor, Correspondent Bill Radke, who formerly garnered the news for Chestnut Street, North Milwaukee, and North Avenue, has been promoted. We, too, would like to say good luck.

Edward J. Hoerl, former public relations representative, has been appointed chief clerk at Chestnut Street. We all welcome him back to station work, and wish him good luck.

Ed "Lefty" Eckhart, now working at Gibson Station, is the envy of all the yard clerks on the beer line. It seems to be the opinion among the boys that Lefty is really buckling down to work. Could it be love?

N. E. Westover was appointed chief P. F. I. at Aberdeen, S. D. We just wonder if he misses Chestnut Street.

The latest additions to the office forces on the beer line are two junior clerks, James Waterman at North Milwaukee, and Al Stollenwerk at Chestnut Street.

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CHICAGO, ILLINOIS

Harvey Corbett, cashier at North Milwaukee, returned from a week's vacation feeling fit as a fiddle. We understand that he is not saying much of his trip.

Bill Stein has been married over a month now and is happy as a lark on his new job as yard clerk at North Milwaukee.

I&D Division

Max V. Brager, Division Editor
Superintendent's Office
Mason City, Ia.

Marquette-Sanborn

Matrimony has claimed three daughters of local employes: Miss Doris Ryan, daughter of Switchman F. J. Ryan, became the bride of Robert James Fisher, La Porte, Minn., on Aug. 2. They will make their home in Mason City. Miss Margaret Patton, daughter of Engineer E. J. Patton, was married July 26 to James W. Hanley, Jr., of Mason City, Ia. They also will make their home in Mason City. Miss Mary Norrine Delaney, daughter of Switchman J. L. Delaney, on Aug. 16 became the bride of C. Joseph Stetler of Washington, D. C., where they will make their home. Congratulations to all.

Superintendent Ingraham's grandson, William III, Eggertsville, N. Y., is visiting the Ingrahams for a few weeks.

Instrumentman L. J. Desomery and family spent a week's vacation in Minneapolis.

Conway Range is wearing a new slack suit. "Slack" is right.

N. A. Irons, formerly agent at Sexton, has been appointed third operator at New Hampton, L. J. Barnes, formerly third operator at New Hampton, is now second operator at that point. M. J. Bailey, formerly second operator at New Hampton, is now first operator at Spencer.

Our own Dr. Jekyll and Mr. Hyde, Bob Perry is an efficient trainmaster's clerk at work, but on week-ends he is a fearless driver, herding his racing car around the various county fair race tracks. Good luck, Bob, we'll be cheering when you race at the local fair grounds.

Train Dispatcher Vern Sohn and wife spent their vacation in New York and Washington. Lunched at Jack Dempsey's restaurant and Vern claims it's a knockout. V. K. Drury worked during his absence.

Conductor A. E. Johnson and family have purchased a home on 12th street, Mason City and will move from Clear Lake, Ia., Sept. 1, where they have spent the summer.

Carman Jack Berry was high in the horseshoe contest at the Moose Picnic, Aug. 10. Understand he had 14 straight ringers.

HOME-SPUN PHILOSOPHY: Man doesn't kill time; time kills man.

The employes were saddened by the passing of Theodore Olson, former switchman at Mason City, who died Aug. 7. They were also sorry to learn of the death of Tony Specchio, roadmaster on the MC&CL R.R., Mason City, on July 25. We will miss his visits to the offices.

Sioux Falls Line

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

W. G. Pyper, Car Department employe, announced the arrival of a new son on July 26.

Those joining the ranks of the Sioux Falls switching force are Walter E. Adams, Earl Hanson, A. J. Spence, J. C. Calligan and Don L. Galland.

Yardmaster and Mrs. J. R. Bankson and son, John, left on Aug. 6 for a vacation in the vicinity of Seattle.

Switchman McClaren purchased a new car and, in order to try it out, took a vacation trip to Denver.

Bill Clerk Eleanor Helen Griffiths explored the Black Hills on a three-week vacation.

Sioux City and Western Branch Lines

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

Trainman Willard Belknap is the proud father of a son, born Aug. 11. Mother and baby both doing nicely, and as for Willard—oh boy!

Conductor Bert Brashear was recently mad enough to fight a wildcat and give it the first two bites, and all as the result of an invitation from Engineer Al Watier to be his guest at his summer camp in the Minnesota woods. After Al had got Bert all steamed up, he suggested that it would be a nice thing if Bert brought along some working clothes, a 12-ft. cross-cut saw, and a good sharp double-bitted axe. It was then that the fighting blood of the head of the Brashear clan boiled over.

George L. Anderson, retired veteran claim clerk, is recovering nicely from a broken hip, at his home in Sioux City.

Your correspondent would welcome help in solving the rattlesnake mystery. Why would Roadmaster Stanley Core send two live and pugnacious rattlesnakes to Car Foreman L. B. Faltinsky of Sioux City? Is Core a friend of Louie's or vice versa? If Core is playing midsummer Santa Claus, wottinell does Louie want with two rattlesnakes—or even one for that matter? Is Louie going to render out some rattlesnake oil and go into business?

Dominic Salviola of Sioux City and Frank Sopoci of Tripp, both of the Track Department, have gone into engine service as firemen. Chester Liston and Kenneth Knoerns-child of the Car Department have transferred to train service as trainmen.

Sanborn—Rapid City

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

Roundhouse Foreman Thos. France and wife have returned from a vacation trip to the West Coast where they visited their son.

Retired Conductor Burns of Sanborn paid

Minnehaha, 6th Vein, Ind.
Crown Hill, 5th Vein, Ind.
Little Daisy, 4th Vein, Ind.
Chinook, 3rd Vein, Ind.
Patoka, 5th Vein, Ind.
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St. Paul, Minn.



this office a short call this week, en route to Plankinton, where he will look after his farm interests.

Baggage man Peter Suchy has been confined with rheumatism and we hope for his speedy recovery.

George Gowling has resumed his engineering duties after several days on the sick list.

Wm. Dean, machinist at the local roundhouse, has retired and his fellow employes presented him with a beautiful traveling bag in remembrance of his faithful duties at the shop. Good luck in the future, Bill.

Conductor Pat Gallagher of Rapid City has left the freight service and moved to Mitchell, where he will run passenger. We welcome you to our city, Pat.

Conductor Enright and wife visited several days at Sioux City.

The bowling fever has already started and with the new alleys to be installed at the local center this year, a lot of new bowlers will likely be seen on our bowling roster.

We are all wondering what Switchman John Tice has stored in the attic of his home. We understand a special ladder had to be constructed to provide an entrance to the attic.

The Mitchell Junior Drum Corps received first place at the Legion meet at Huron recently. A number of employes' children are members of the organization.

We congratulate Jean Wolf, daughter of Traveling Engineer Wolf. In a recent contest sponsored by the America First Organization, her essay won a \$5.00 prize and a certificate of merit.

Twin City Terminals

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

Minneapolis General Offices

John Hemsey, general car foreman at South Minneapolis, who has 53 years of continuous service with the Milwaukee, retired on Sept. 1. Mr. Hemsey's many friends in the Twin City Terminals gave a farewell dinner in his honor at Freddie's Cafe on the evening of Aug. 26, where a gift was presented to him. The J. H. Foster Service Club also presented a life membership to Mr. Hemsey in recognition of the fine service that he rendered to the club since its organization. Mr. and Mrs. Hemsey are leaving Minneapolis early in September to make their home in Palo Alto, Calif. With them go the best wishes of all of their friends for a long and full life in "Sunny California."

The J. H. Foster Service Club is planning its annual clambake, to be held at Schmidt's Inc., in St. Paul early in October; the exact date will be announced later. All members in good standing are invited to attend—the admission will be free, gratis, for nothing, for members only.

F. P. Rogers is chairman of the arrangements committee and A. A. Kurzejka will be M. C. at the clambake.

Mr. and Mrs. Walter J. Zahradka and daughter, Margret, of Seattle, recently spent their vacation in Minneapolis, visiting

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their respective parents. They also took an auto trip to Grand Marais along the north shore of Lake Superior.

The many Milwaukee friends of Rev. Robert J. Fitzgerald were saddened upon learning of his death on Aug. 9 while visiting at his old home in Susquehanna, Pa. He was a frequent visitor to the Minneapolis depot and despite his 84 years, was active and had a fine sense of humor. He had been pastor of St. Clements Church in Minneapolis for the past 40 years and had many friends among the railroad fraternity.

Estella M. Rogers McCormick, daughter of Charles B. Rogers, retired joint facility clerk, passed away at her home in Minneapolis on July 28. She was employed in the freight auditor's office at Fullerton Avenue, Chicago, in 1915 and 1916 and in the Minneapolis local freight office in 1917-1918.

The alterations in the offices on the third floor of the Minneapolis Passenger Station are now completed and the Law Department, division engineer's forces, and district adjuster are very comfortably located in their new suites. With this fine improve-

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13 Convenient Locations

ment and the cleaning of the exterior of the building, also new amber-colored neon tower signs, the entire depot presents a very fine appearance and has brought forth much favorable comment from our patrons.

South Minneapolis Shops

Oriole M. Smythe, Correspondent
Car Dept.

The annual Minneapolis roundhouse picnic held July 21 at Costello's Grove was well attended by many employes and friends. The traditional ball game between the mechanics and helpers was won by the mechanics, score 8 to 7. . . . As traditional as the game itself are its umpires, Ted Bull and Andy Hoaglund. The egg-throwing contest, comedy highlight, was won by the team of Hawley and Minetor, with the Minneapolis beef-trust crew winning the tug-of-war between Minne' and St. Paul. The pie-eating champ, Joe Fogel, disposed of three pies—with some help from other contestants. A large number of prizes donated by South Minneapolis merchants were distributed. The committee is very grateful for the assistance given by these firms.

J. V. Anderson lent his personal support to his grandson's first birthday party in Miles City on July 26. Speaking of families, Shop Superintendent Fernstrom's son, Frank, from Milwaukee, visited his dad in late July, casting approving eyes around the shops. California was the Mecca of Shop Foreman Blyberg and retired Chief Clerk Benson of the Locomotive Dept.—both visiting numerous retired men now living in California. Mr. Blyberg brought greetings from retired Roundhouse Foreman Lundberg and Boilermaker Nels Ostrom.

August vacationing finds Chief Clerk Allen pursuing elusive lake trout on the North Shore. . . . General Foreman Casper Roth spent a week in Nebraska. . . . Stenographer Fay McBride took two weeks for loop from Denver to Santa Fe, Boulder Dam, Los Angeles, Salt Lake City, Black Hills, and home again. . . . Stockman Farrell explored the wonders of Denver. . . . Stockman Muir, the exasperation of northern Minnesota, fishing with the wrong bait.

Don Crogan, storehelper-laborer, is just another of Uncle Sammy's boys now. A wrist watch from his fellow workers made the parting brighter.

Trainmaster Philpot's trout fishing along the North Shore was crowded with success. . . . Only the big ones were landed.

On vacation in northern Minnesota are A. C. Schroeder, general Car Department supervisor, and family. . . . Ella Slegler and family along the Gunflint Trail. . . . Agnes Robertson on the North Shore. . . . Ivy Crogan and mother riding the Olympian

to Seattle. . . . F. M. Washburn and family motored to points in Iowa and Wisconsin. . . . Grace Junkin returned from Duluth and a boat trip to Fort Arthur and return. Einar Hauger spent a week's vacation at home, seeing Minneapolis. . . . Foreman Campbell and wife visited Milwaukee. Luther Cadow will review St. Paul, with a few fishing trips thrown in.

John Earenfight, carman apprentice Minneapolis coach yards, enlisted in the Navy Aug. 11 with second class machinist rating.

The first Chicago gathering of Milwaukee Magazine news reporters occurs on Labor Day week end and much good should come from it.

Minneapolis Local Freight and Traffic Dept.

Florence McCauley, Correspondent
Freight Office

Al Wareham, chief clerk at the local freight office, and Mrs. Wareham attended the National Public Links Golf Tournament at Spokane, Wash., on July 1. Thirty-eight teams from all points in the United States, Canada, and the Hawaiian Islands attended. The St. Paul team finished fifth. An invitation was extended to the officials to have the next year's tournament in Minneapolis.

John Oheron, employed in the freight house for a number of years, passed away at his home after a short illness on July 29.

John Olson, an employe of the local freight for 45 years and recently retired passed away on Aug. 5.

The A. F. Lakmann family spent a very enjoyable two weeks touring northern Minnesota, including the Iron Range country and stopping en route home to try out their fishing in various lakes. . . . Mr. and Mrs. A. G. Bantly went via the Pere Marquette steamer to Baldwin, Mich., where they acquired a nice coat of tan. The Sinclair and daughter drove to Des Moines but unfortunately Mr. Sinclair developed a severe cold which shortened his vacation. . . .

The C. L. Matzolls spent the greater part of their vacation in Seattle, Wash. On their return Carl went to Chicago, but contracted a bad case of stomach flu, making it imperative that he return home. . . . George Baker and family drove to Walker, Minn., where they tried their luck at fishing. As per usual, no fish have been displayed. . . . L. R. Wenzel found the heat so terrific during his vacation that his ambition waned, and as a result his only outing was a drive to Duluth. . . . Bob Bach visited his family for the greater part of his vacation, his home being in Red Wing. He also spent a day in Milwaukee getting acquainted with his telephone co-workers.

On Aug. 9 the Minneapolis city clubhouse golfers shot it out with the St. Paul boys out at Bunker Hill. After the last putt was sunk the winner was none other than St. Paul! And what's more, the Saints won the pot. Refreshments were served over the conference table in the clubhouse and a spirited evening followed. (The St. Paul boys should be in the pink of condition for another year—especially since they went back with the trophy.) . . . Through the efforts of H. M. Larson, The Milwaukee Road has been proclaimed the official line to Milwaukee for the Legion Convention Sept. 14 to 18. There will be a special train on Saturday night, the 13th, and another large number will leave on the Sunday morning Hiawatha. All aboard for Milwaukee!

St. Paul

Alice Treherne, Correspondent
General Agent's Office

THRU THE LOOKING GLASS

On the 4th of August 63 Michigan and Indiana farmers and livestock feeders arrived here on the Hiawatha, en route from Detroit and vicinity, to Yellowstone Park,

Denver, the Grand Canyon, and Kansas City, spending the night here, and on the morning of Aug. 5 made a conducted tour through the South St. Paul Stockyards, and then on to Minneapolis, where they boarded a special section of the Olympian for Yellowstone. This tour was promoted by Orville Price, livestock agent of the N.Y.C., and our Bill Wallace, T.A.P., Detroit, who convoyed the group. With them also, as far as St. Paul, were Frank Kennedy, our travel promotion agent, Leon Robbins, agricultural development agent, and Jack Plaster, livestock agent, N.Y.C., all of Chicago. Of course, Livestock Agent Wilkins of general agent's office, St. Paul, was on hand and saw that everything ran smoothly as scheduled. Joe Oberhauser, our agricultural agent, Minneapolis, accompanied them from here to Aberdeen.

Our heartiest congratulations to our good friend Ira Wallace, ex-rate clerk here, on his promotion from agent, Chicago Heights, to assistant agent, Milwaukee, Wis. The rate desk in our office again proves itself a spring board to rapid advancement. . . . Ray Sheehan, genial yard clerk in the Macalester district, who has been appointed car tracer for the St. Paul district. . . . Joel Andren, secretary of our Service Club, who succeeded Ray at Macalester. Lots of luck to you gentlemen in your new assignments.

Sept. 6 has been chosen as a wedding day by Miss Ceil Martin of St. Paul, daughter of Mr. and Mrs. Joseph Martin of Clam Falls, Wis., and Carl J. Sorlien, Jr., clerk in the Passenger Dept., son of Mr. and Mrs. Carl J. Sorlien of St. Paul. Mr. and Mrs. Sorlien will be at home Sept. 22, at 286 Van Buren St., after a honeymoon in the West. Our sincere best wishes to them.

The only casualty this month was Frank Gappa, C.T.A., who, in a frantic effort to stop his car which was rolling out of the garage, was caught between the door jamb and the running board, injuring his leg quite severely. He is limping around on the job, however.

On Aug. 10-13 our Sainly City was vir-

tually taken over by the throngs of invading Legionnaires here for their state convention. These affairs are as much a part of America now as hot dogs and apple pie and coffee. As usual, there were parades, with the rum-tum-tum-tums of the many drum corps, decorations, and flag waving galore, and the general whoop-de-doo of the thousands of participants. Several executive and open meetings were held where issues of the day were discussed, and Roy T. Anderson of Austin, Minn., was elected state commander for the ensuing year, while Ernest M. Nelson, also of Austin, was crowned "King Go-Getter of 1941," by the state "40 and 8 Division." This convention was just a warm-up, of course, for the big national meeting to be held at Milwaukee in September.

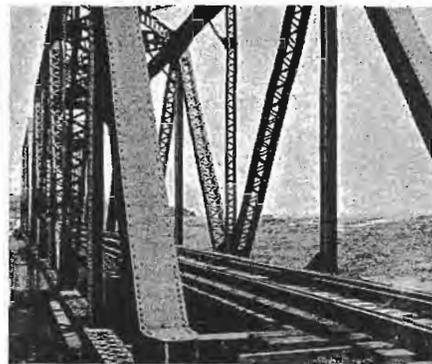
Vacationers during the past month who returned "bag and braggage," include Paul Nikolai, chief clerk, A.G.P.A. office; Harry Grevett, chief clerk, this office, who spent their time in northern Minnesota, and A. H. Wilkins, livestock agent, who visited his daughter in Salem, O., over Labor Day; also Ray Pfeiffer, C.F.A., who visited Jasper National Park, Banff, and Lake Louise.

Ollie Anderson, T.P.A., has been buying U. S. Postal Savings Stamps at many ticket offices in his territory, with the intention of converting them into Defense Bonds later, having the distinction of buying the first stamp in many of these offices. Just another way in which the railroads and their employes are cooperating with Uncle Sam in the national defense program.

The La Crosse & River Division is going to have two new firemen very soon, namely, Dan Johnson and Marlow Peterson, who have been employed in the round house up to the present time.

Joseph Serada (carman at the repair track) and wife, have just returned from a two-week vacation in Los Angeles, and report a fine trip.

Attention you golfers! Does this sound familiar? Geo. Quinlan, C.F.A., our newest addict, in his first attempt at this ancient game was on the green in one, and



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CHICAGO

all pulled up. "Oh, Boy!" says he, "what's so tough about this game?" Then eight putted for a nine on that first hole! With his final score in the embarrassing bracket, and with a fully deflated ego, George is probably on the way toward joining that great fraternity of duffers who inhabit the greens, the rough, and the fairways of this land of ours, but substituting a shillalah for a driver.

By the time this is in print, our magazine correspondents' get-together at Chicago, Aug. 31-Sept. 1, will have been held, and those of us who were fortunate enough to attend, will be better acquainted and better correspondents.

Council Bluffs Terminal

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

THE OBSERVATION CAR OF PEOPLE WE KNOW

While we around these parts take off our high silk katie to that up and coming town of St. Paul (and Miss Alice Treherne), for its grand Milwaukee spirit in securing just one convention after another to almost every point on the system, this man's town had a second Hiawatha to Milwaukee July 20 which was none other than the Schlitz Beer Special. Many loud praises have been received from those making the trip, and while the special in itself was a booster, these convention goers who ride on our fast stream line service spread the good word around, and what happens? The relatives, friends and fellow employes of these people get an earful and the "comeback" business received is worth in publicity much more than the actual special. So a bow to Mr. Bock and his force. Incidentally, our night G.Y.M. was among those present on the trip, and, keeping his usual good ear to the floor, heard nice-sounding reverberations in our favor. Nice goin', Bugsy.

The old car was pretty well loaded since last issue, many of the local boys "beatin' the heat" enjoying an air-conditioned trip to all points. In short: Michael, Sr., went fishin' up north. Double "E" Smith, G.Y.M., to Seattle for a couple of cool weeks; and by gosh, brothers, that's just about all. Business must be good. The board is pretty well marked up around here these days.

SO THEY TELL ME

THAT:

As reported some months ago, our grave yard car toad blushes whenever the popular month of October is mentioned. Reason? Weddin' bells for sure. That leaves Russ Bolton next on the list. Whassa matter, Red? Are you going to be the only carman in the yard without an exemption?

The "happiness crew" of Michael, Nugent and Williams have, for a bunch of students, done themselves proud during the big putsch, handling cars like old veterans. Keep in the game, boys, but watch out for Uncle Oscar and the Kingsinger. Boy, such speed for a couple of old men!

Frank Colburn, oldest man in the yard in seniority, is burning up the tracks in this elongated yard of ours. For verification, Irv Lee will testify. Selling pants never was like this, was it, speed?

Howard Loper, engine foreman who did a nice job of relieving the two "Dingers" while on vacation, will testify that our Iowa field corn has just as much flavor and tenderness as the very best of hybrid. Of course, a five acre patch of the flowing green situated just across the road from the east yard office has nothing to do with the matter. Just a matter of private opinion, I reckon.

"Tooth-less Moe" Brughenempkie, who pulls the pins on the four o'clock, has done it again. Yes, sir, notwithstanding a severe case of laryngitis, upper jaw difficulties, the ever-present menace of Job's affliction, and what have you, has made the rest of the boys sit up and take notice. The feat? Why, working the full month without a layoff.

Terre Haute Division

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

Aug. 1 brought another change in station agents at Chicago Heights. W. P. Radke, from Milwaukee, has been appointed agent at that point, replacing I. G. Wallace, promoted.

Speaking of the meeting between President Roosevelt and Prime Minister Churchill on the Atlantic, we mention here that Willard Glass, son of Walter Glass of the Terre Haute Store Department, was stationed on the U. S. cruiser Augusta, which took part in this history-making epic.

A vacation survey in the Rea Building finds Superintendent Beerman and family relaxing in northern Wisconsin, Dispatcher Jimmy Ogden making California an overnight stop, Trainmaster Passage returning from his annual excursion to northern Wisconsin, Chief Clerk F. G. Pearce having returned from a visit to his favorite lounging spot in the Ozarks, the Tim Colwells taking their recreation "somewhere up north."

Mrs. Beerman, wife of Superintendent Beerman, returning from a visit with their daughter and son-in-law, Mr. and Mrs. C. A. Rivedal at Mason City, Ia., had proud news of a granddaughter arriving on July 19.

And while on the subject of vacations we could not but mention that Engineer Clay Damer has returned from another of his yearly treks into the northern wilds.

W. E. Chapman, first trick operator at Dewey, with his family spent the first two weeks of August visiting Mr. Chapman's mother and brother in Montana.

Mr. and Mrs. H. H. Longcor of Joliet have finished their new home, the housewarming taking place Aug. 15. Mr. Longcor is agent at Joliet.

Miss Cleo O'Neill, daughter of A. L. O'Neill, agent at Jasonville, is to be married the latter part of August to Glenn Knupp, who is inspector at the Allison Motor Division in Indianapolis. After a honeymoon trip in the East the newlyweds will return to Indianapolis to make their home.

We have three new faces in the telegraph operators' ranks—Operators Parr, Potter and Mathews. Mr. Parr worked on this division about 16 years ago and has come back to try it again.

The Service Club Sidelights no doubt gives a detailed account of the picnic staged by the Stone City Service Club at Bedford on July 27. From all reports it was well worth attending, with everyone meeting old friends and with very excellent food. As usual at such affairs, a major calamity was reported, but it turned out to be of a minor nature after all—Operator William Hyslop reported that Charles Longcor, agent at Heltonville, had eaten so much at the picnic that he was practically a hospital case, becoming several inches larger in circumference, but we are glad to say that there were no serious effects.

W. H. Petrie, agent at Westport, Ind., was off duty a few days recently on account of sickness, being relieved by his son, L. M. Petrie.

Operator A. G. Mathews, a new man on the division, has bid in the position of third trick at Faithorn temporarily.

Switchman W. C. Laughlin of Hulman Street Yards, Terre Haute, has taken the pension, making his retirement effective July 1.

Bride: "But darling, if I marry you, I'll lose my job."

Groom: "Can't we keep our marriage a secret?"

Bride: "But suppose we have a baby?"

Groom: "Oh, we'll tell the baby, of course."

Superior Division

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

We now have a streamlined engine on the Chippewa and expect to have another within a week or so. This new engine has attracted quite a lot of attention and the Chippewa really looks like a streamlined train.

Nestor Nelson, retired bridge and building carpenter, died at Green Bay on Aug. 6. Oscar Langenheinrich, whose retirement was reported last month, passed away Aug. 15. We want to express the sympathy of all Milwaukee Road employes to the families of these two men.

Cletus Derwae, storehouse helper at Green Bay, was the first one of the employes at Green Bay shops to be drafted into the service. He left on July 24 for Camp Grant and is now stationed at Chanut Field. Judging by reports coming in, he no doubt is enjoying it. He is the son of Bob Derwae, truck driver for the Store Department.

In order to provide necessary equipment for handling the picnic held jointly by the Green Bay Service Club and the Women's Club on July 27, some of the men furnished tubs to keep the pop cold. It happened that one of the tubs, belonging to Mrs. J. M. Brennan, wife of the local storekeeper, went astray. The result was that when washday came around she was one tub short—and was Joe in the doghouse!

We have a small extra gang working on the east end picking up the rough spots under Foreman Herman Schiller, and after his gang gets through the track should be pretty smooth again.

A contractor at the present time is making repairs and extending the roundhouse at Green Bay, and intends to build a new roundhouse office. The little round office is now sawed in two to make room for the extension to the roundhouse, and Roundhouse Clerk Red Ryan and Roundhouse Foreman J. J. O'Connor have crowded quarters for the time being. Hope the new office is built by the time cold weather sets in as Red does not like the cold.

Madison Division

W. W. Blethen, Correspondent
Superintendent's Office
Madison, Wis.

NEW ARRIVALS

A daughter, Marlyn Ann, to Switchman and Mrs. Dennis Murphy, Jr., Madison.

A daughter, Georgia Helm, to Ticket Clerk and Mrs. George Valley, Madison.

A daughter, Judith Carroll, to Bridge Carpenter and Mrs. Harold Haney, Madison.

A son, James, to Brakeman and Mrs. Norman Seilehr, Madison.

A son to Switchman and Mrs. Wm. E. Corcoran, Madison. (Name to be announced later.)

DEATHS

George Callahan, engineer, passed away at Madison Hospital after a prolonged illness.

Melvin Sundbye, telegraph operator, Stoughton.

Richard Boessel, retired section laborer, Edgerton.

Recently heard of a roadmaster at Madison who was parked in front of the State Office Building, arguing with one of the city police in regard to a broken parking meter.

Thos. McGowan has been appointed smoke inspector at Madison. Congratulations, Tommy.

The Milwaukee Road Service Club picnic at Olin Park, Madison, Aug. 17, was a great success. F. W. Liegeois, chief clerk in the superintendent's office, won \$30 in cash in a contest. We will take our treat any time now.



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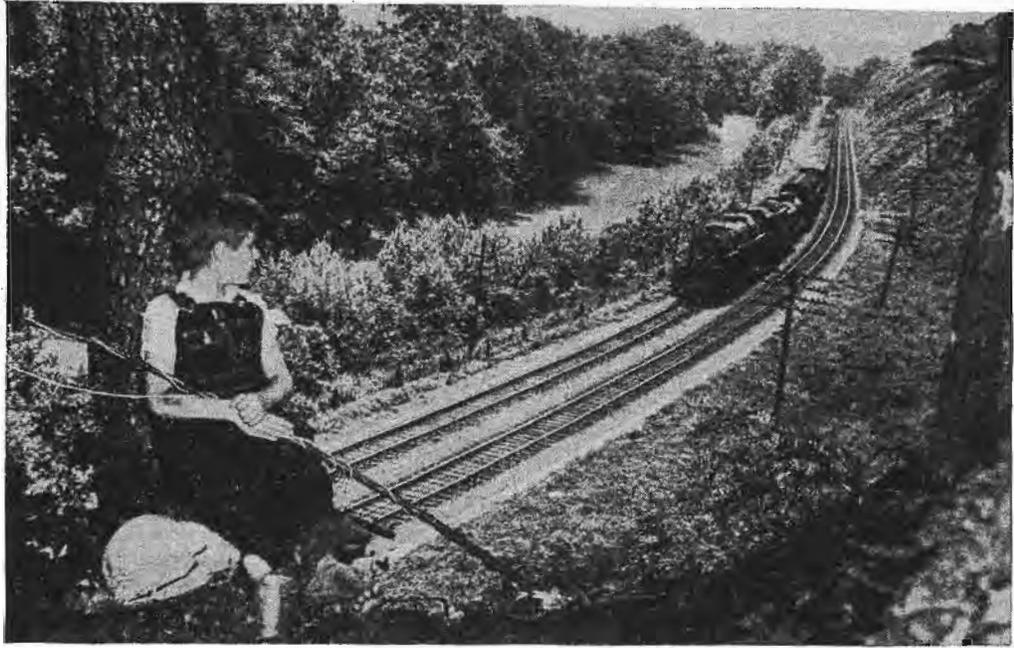
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In the battle of *mass* production on which our national defense depends, the *mass* transportation of the railroads is a vital element. Never before has adequate, dependable railroad transportation meant so much to the people of America. Never before have railroaders had a greater opportunity to serve their country.

It's a big job—and it's getting bigger all the time. How big it will eventually become, no one knows. But we do know this—

So far, the railroads have met every transportation need. And they will continue to meet every need as long as it is humanly possible to do so.

So far, the nation's loyal army of one million railroaders has shown that it has the experience and the ability to handle the multiplying transportation demand. And every railroader will continue to do his utmost to keep the cars rolling from forests, farms, and mines—to factories and plants—and to ports and Army cantonments.

In the saner world of tomorrow, millions of American boys and girls will remember—gratefully—what we *do* now!

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