

*The*  
**MILWAUKEE  
MAGAZINE**

JUNE, 1939



**GALLATIN GATEWAY INN**



# MAGNUS METAL CORPORATION

*Journal Bearings and  
Bronze Engine Castings*

NEW YORK

..

..

CHICAGO



## Stop Bridge Corrosion without expensive cleaning

The greatest cost in repainting steel is removing the old rust scale. With No-Ox-Id, expensive cleaning is avoided. Only the loose scale has to be removed. No-Ox-Id "A" Special is then brushed on over the remaining scale and paint. This coating penetrates to the metal and stops further loss of metal. From one to three years later, a coating of No-Ox-Id Filler gives permanent protection.

### DEARBORN CHEMICAL COMPANY

310 S. Michigan Ave.  
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**NO-OX-ID**  
**IRON+OX=RUST**  
TRADE MARK  
**The Original Rust Preventive**

## BINKLEY COAL COMPANY

Ships, every year, over a million tons of coal and coke over the Milwaukee Road.

From 26 coal mines in 14 seams. From 2 briquet plants and 1 by-product coke plant.

A great many people must like our fuel and service. Anyway, we appreciate every order and try to take good care of it.

## BINKLEY COAL COMPANY

230 North Michigan Avenue

Chicago

Branches in Minneapolis, St. Louis, Indianapolis

# About Traffic Tips

SOMETHING seems to have slowed down our Traffic Tip activities during April. Total Freight and Passenger Tips (including nonproductive tips) decreased about 14% compared with March, and from the daily returns so far received in May, this month also may be disappointing.

The tabulation below shows that only three groups sent in a larger number of tips per 100 employes in April than in March.

Many thousands of your friends and people in your neighborhood plan to attend one or both of the great Fairs this summer. You could not ask for a better opportunity to find prospects. Early action may prevent them from patronizing some other agency.

This Tip Campaign is big and important. By taking an active interest in it you have done great things for your railroad in the past twelve months. I am sure you do not intend to lessen your efforts now.

The Milwaukee Road must have more business. Much traffic that it should handle is moving via other transportation agencies. You have a vital interest in this situation and can do much to improve it. At the beginning of the second year of this Campaign I urge you to apply yourselves with renewed energy to the important job of increasing the volume of Traffic Tips.

NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC TIP SUPERVISORS ON THE DIVISIONS SHOWN BELOW DURING THE MONTH OF APRIL, 1939

Division:	Passenger Tips	Freight Tips	No. of Tips per 100 Employees	Division:	Passenger Tips	Freight Tips	No. of Tips per 100 Employees
Madison Division . . . . .	145	30	25.5	Hastings and Dakota Div. . . . .	68	25	8.1
Dubuque and Illinois Div. . . . .	70	161	17.4	Iowa Division . . . . .	46	66	7.7
Coast Division . . . . .	171	62	16.4	Rocky Mountain Div. . . . .	46	16	7.7
Seattle General Offices . . . . .	43	7	14.8	Milwaukee Division . . . . .	62	44	7.3
Iowa and Dakota Div. . . . .	185	39	14.3	Kansas City Div. . . . .	20	27	6.0
Iowa and S. Minnesota . . . . .	41	46	11.7	Twin City Terminals . . . . .	74	31	5.5
Superior Division . . . . .	29	42	11.0	La Crosse and River Div. . . . .	77	23	5.4
Chicago Terminals . . . . .	61	198	9.1	Milwaukee Terminals . . . . .	136	58	5.2
Chicago General Offices and Off Line Offices . . . . .	115	94	8.7	Terre Haute Div. . . . .	4	26	3.8
				Trans-Missouri Div. . . . .	29	..	3.3
				TOTALS . . . . .	1422	995	9.09



## "A Day at the New York World's Fair"

Contributed by a Milwaukee Employee

WELL, I have had my first glimpse of the New York World's Fair that opened on April 30th and, while I am not going into detail as to what it represents, will endeavor to give you some idea as to what awaits you within the 1200 or so acres of waste land that have been glorified into the "World of Tomorrow."

Hopping aboard one of the Long Island Railroad electric trains, operating out of the Pennsylvania Station every few minutes, it was but a moment before I was whisked to the very portals of the Fair grounds, where I paid my 75c admission fee and stepped in upon an overwhelming display of color and architecture.

The weather was perfect, the track fast, and, with a comfortable pair of brogans encasing my tootsies, I was off like a tumble weed for no place in particular . . . just carried along in this

riot of color and excitement and stopping where I might.

Down through the Communications and Business Systems Zone I wandered, passing buildings housing exhibits of many large industrial concerns and soon came upon the Theme Center of the Fair, known as the Trylon and Perisphere, which can be seen for miles.

The Trylon, symbol of the Fair's lofty purpose, reaches the height of 700 feet and alongside of it is the "eight ball," a sphere 200 feet in diameter, housing "Democracy." A bit inquisitive, I decided to look into the interior of the ball, so I paid my 25c admission and was swept upward soundlessly on an escalator to an entrance 50 feet above the ground, where I stepped upon one of the moving balconies within the Perisphere.

It is daylight when you enter and, as the interior is revealed, you gaze down in the hollow below the sky where you

behold "Democracy," the City of Tomorrow, perfectly integrated, futuristic and pulsing with life, rhythm and music.

Here is a city of a million people, while off to the horizon on all sides stretch superhighways connecting suburbs, industrial towns and a vast expanse of green countryside, where are located modern farms and agriculture is carried on scientifically.

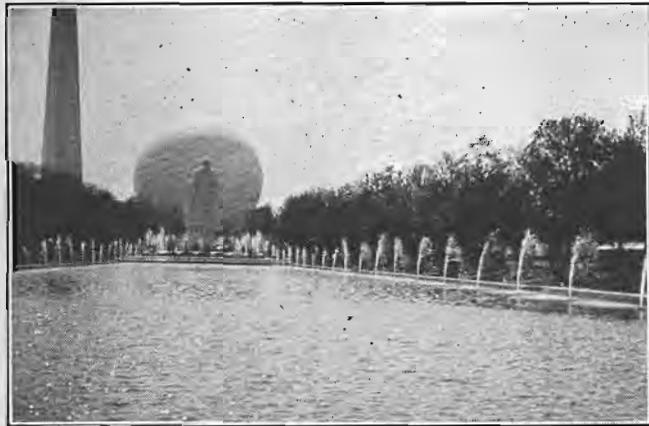
Slowly the platform moves within the great dome. Mr. H. V. Kaltenborn, as narrator, describes the scene. Dusk throws its shadows across the countryside and the heavens gleam with myriad stars. Music bursts forth and a chorus of a thousand voices is heard and there in the heavens are seen marching men, farmers, mechanics and representatives of all the elements of life, which must work together in such a city as seen below.

Just six minutes have elapsed since I entered the great dome and, as the journey came to an end, must admit what I had seen had me holding onto the ropes and wishing, wishing that I

could stick around just long enough in this grand old country of ours to see this dream come true.

Emerging from the Perisphere, I came upon a balcony connecting with the Trylon, from which exit is made to the street. The balcony is about 50 feet above the ground and affords a fine panorama of the Fair.

I lingered here awhile, taking snapshots of the scene below me and then



Lagoon of Nations Looking Toward Constitution Mall

started the descent via the circular ramp to the street level.

Being a railroader, naturally I was anxious to see the railroad exhibit in the Transportation Zone, which is but a short walk from the Theme Center. Arriving there I realized immediately here was the largest structure within the grounds, within which is presented three mammoth attractions — Railroads in Building, Railroads at Work and Railroads on Parade.

Just inside the main entrance are numerous old locomotives on display and it is really worth while to look over some of the old timers and models of early ideas in steam locomotion. They have one on display that is propelled by the force of steam from a jet located in the rear of the engine, while another has two mechanical legs that actually push the locomotive forward. Can you imagine the hot foot that baby would have if it endeavored to maintain the speed of our "Hiawathas." Look them all over carefully and it will bring to you vividly the rapid strides made in the railroad industry and what that industry has meant in the progress of our country.

Within the same room there is a graphic demonstration of the actual construction of railroads. Entering a ramp, you encircle a scenic diorama and see the development of raw materials to

the finished products of a complete railroad system.

Adjoining this room is a special auditorium seating approximately 1,000 persons where the scenic display of Railroads at Work is enacted, while in an adjoining amphitheatre seating 3,000 persons is held the pageant of Railroads on Parade. The next showing was scheduled for 3:30 p.m. and, as it would mean a four-hour wait, I decided to look in on the exhibit just across the street.

Again I entered a ramp (you have got to be a good ramper if you want to see the Fair) that took me to the entrance of the huge General Motors building. Entering a door, it took several seconds for my eyes to become accustomed to the dimly lit theater that I was entering.



Head of Constitution Mall

Guides carefully assist and caution you to keep hold of the railing as you descend a broad, heavily-carpeted aisle that winds its way downward. A huge map of the United States that is criss-crossed by highways lights up. A narrator speaks and describes the highways of today, and, as you gaze on the map, it changes from the conglomeration of lines representing today's highways to the well defined superhighways and auxiliary byways of tomorrow.

You reach the bottom and glance back from whence you came and in the dim light of the interior can be seen hundreds of people slowly winding their way to the bottom of this huge room. Someone touches you lightly on the elbow and cautions you to step carefully and before you know it you are on a moving platform comfortably seated in a deep upholstered chair and on your way to a "futurama" of our country and its highways 20 years hence.

Each of the chairs is equipped with

a sound device and, as you start your journey, a narrator explains each scene before you. It is like sitting in an airplane—towns, cities, rivers and lakes, country and farm areas, industrial plants, forests and valleys pass your view as you slowly climb the peaks of snowcapped mountains. The superhighways with miniature cars passing by, some attaining speeds up to 100 miles an hour—that's what they will be doing in 1960. No more signaling with the hand for right and left turns. It's all done by radio now. The narrator is keeping up a rapid-fire description. Soon we will reach the summit of the mountains . . . what engineering feats in road construction through those high hills. We are dropping down now toward the valley.

The speaker draws our attention to a city in the far distance. Soon we will be passing through it. Cars, cars, thousands of them, speeding along without interruption. Here's the city modern to extreme. The streets are all elevated. At last we come to the end of our journey on one of those streets. How strange it seems. We are on an elevated thoroughfare for pedestrian traffic, while the cars are below us.

That was a trip worth taking. We have traveled one-third of a mile in the past half hour and have seen the possible trends in motor transportation facilities of the future. The General Motors exhibit is a World's Fair in itself. It's packed with thrills and excitement. Be sure to see it.

It's noon and I'm wondering where to dine. Leaving the Transportation Zone, I headed for the Theme Center again and started up the broad thoroughfare beside Constitution Mall.

I pass many sculptured pieces, some heroic in size. There's a huge one of George Washington facing the Theme Center. Everywhere there is statuary that fits into the Fair's general theme. Flags, banners, pennants, murals and millions of tulips . . . strolling troubadours and continuous music from amplifiers—what a jamboree this is. Where to eat—that's the question and lo and behold before me is a Triangle restaurant with a big sign on the window "Ham and Sweets."

Fine lunch, reasonable, too. Just about the same price you would pay in the "Loop." I noticed other familiar eating places . . . Childs, Y.M.C.A., the Brass Rail and numerous refreshment stands where you can get hamburgers and hot dogs for 15c.



Railroad Building—Transportation Zone

Back to the Mall where I had a good view of the Lagoon of Nations and the Court of Peace, there's the French Building and alongside of it is Great Britain with its beautiful waterfall, cascading down from the roof. The figures holding the star on the Soviet Building is about the largest statue in the grounds.

Over Rainbow Avenue bridge and I approach the House of Jewels. Quite a line outside waiting to get in. I entered after a short wait and was ushered, with the rest, into a section accommodating approximately 100 people. Plenty of guards around and I notice there's one on a platform in the center of the room armed with a machine gun. The curtains are drawn and, to the accompaniment of soft music and dimmed lights, a narrator tells the Story of Diamonds.

You see them as they are mined and each step to the finished gem. A bright light floods the room and you turn to review the windows behind which Tiffany & Company, Black-Starr & Frost Gorham, Cartier, Marcus & Company and Udall & Ballou exhibit their latest creations. I lingered a bit and asked the attendant some questions. That canary diamond I am looking at is valued at one hundred thousand dollars—the only gem in the house not on sale. Look over the pearls, opals, rubies, emeralds and sapphires. First time I ever saw a star ruby. Then there's the orchid of rubies and diamonds valued at sixty-five thousand dollars.

Never before has there been such a collection of jewels under one roof and as you pass out (I almost did when told the value of jewels shown is over four million dollars) you resolve to see it again some time.

The Medical and Public Health Building is close by and within this huge structure is a wonderful presentation of health exhibits. By all means see it and don't fail to notice the statuary, particularly "Efficiency" represented by Paul Bunyan of the North Woods.

There's the Borden Building directly across the Mall. First time I ever saw cows milked mechanically on a merry-go-round. Fine looking cattle, and, if you want to test their product, there's a service bar nearby.

There's a crowd before the Academy of Sports next door. Edging in closer, I found one of the radio stations conducting a sidewalk interview and there's a woman talking. Yes, she's from Chicago—in New York on a vacation. Left the old man home. Having a swell time . . . why not? I left just as she was describing the Fair to the wide world as vivid, stupendous and colossal and far surpassed the Century of Progress. Woo! Woo!

The Heinz Building looked inviting, and, before I knew it, was in line for samples. Yes, 57 of them—starting with tomato juice cocktail, down the line I went sampling hot cream soups, spaghetti, beans, and, by the time I got to the end of the line, was sorry I



The Great Statue of George Washington

had bought my lunch, as there was plenty here and I heard you could get a miniature loaf of bread in the Continental Baking Building and free coffee over at the Beechnut lay-out.

Here's the Belgium Building close by . . . must see that as I spent a little time over there during 1918. Beautiful building this, paneled in black marble and adorned with huge tapestries. Exquisite linens and other products of that country are on display.

Dropped in at the Washington State Building close by . . . beautiful building with towering bronze columns and native woods decorating the facade. Inside is a replica of Mt. Ranier (Tacoma) thrusting its mighty crown far above the clouds. You can view the building of Grand Coulee Dam and see the story of this state's abundant wealth in forests, minerals and fisheries.

The Illinois Building has an interesting exhibit. Here can be seen a scale model of the City of Chicago with

every one of the cities' 450,000 buildings shown. It's perfect, and, if you will tell the attendant your address, he will point out your house to you, even to the tree in the back yard, if one is there.

Getting a bit weary now and stopped in Schaeffer Center for refreshment. Place looked so attractive, decided to have dinner. The restaurant is circular and features a 120-foot bar above which is a continuous mural depicting the story of beer. Furnished in red and gold, this is one of the finest eating places within the grounds.

Waiting for the big fire and water presentation on the Lagoon of Nations at 9:00 p.m., I rested on one of the

(Continued on page 11)



View From the Trylon Looking Toward the Mall

## The Milwaukee Moves A Mountain To The Sea

E. H. Bowers, Brakeman, Coast Division

A CONDUCTOR steps out of a phone booth at Mulqueen, Washington, waves his arm in a jaunty highball, and an avalanche, poised there on the mountainside, begins its thundering journey to the sea.

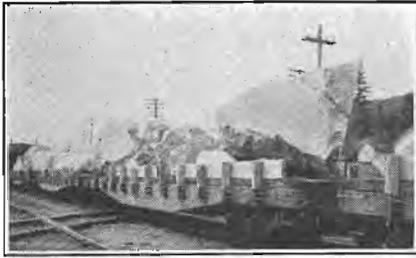
More than four thousand tons of rock, some of the giant boulders weighing as much as twenty tons, are loaded on sixty-three flat cars, each forty-five feet long, and the L2 engine that holds this avalanche in check until the conductor gives the "proceed" signal, is headed down a 2.25 per cent grade. Skill of the highest order is needed to keep the avalanche under control as it winds its way down the mountainside, but our Milwaukee engineers have been equal to the job. Day after day they make this perilous descent, and not one major mishap has occurred.

From Mulqueen the rock extra is run over the Weyerhaeuser Timber Company's line to Skookumchuck, where it enters our line. At Maytown, the

junction of the Willapa and Gray's Harbor branch lines of the Milwaukee, twenty-one cars are set out for the turn around job that runs between Maytown and Longview. The remaining forty-five cars are taken to Hoquiam.

At Longview the twenty-one cars of rock are loaded on the Columbia Construction Company's barge, Mastodon, the second largest barge in the world. It was brought all the way from New Orleans, Louisiana, especially for this job. The barge, fully loaded, weighs thirty-five hundred tons. The little tug-boat, George W., belonging to the Shaver Transportation Co. of Portland, and under the command of Captain Robert Livingston, looks puny alongside its monstrous charge, but so skillfully do the skipper and his crew maneuver their boat that they can spot the rail ends on the barge against the rail ends on the slip with an ease that smacks of wizardry.

From Longview the rock is towed



A Carload of Rock. That Big One on the End Has to Be Watched—It Might Walk Off the End

sixty miles down the Columbia River to Baker's Bay. Here the Mastodon is spotted in a slip, and a little Shay engine hauls the rock ashore. Twenty-one empty flat cars are rolled into place on the barge, the George W. drops the barge by, in much the same way as a box car would be dropped by by an engine, grabs the barge by the nose with the tow line as it slips astern, hauls up short, and heads out the narrow channel that winds between the mud flats.

The rock that is delivered to Baker's Bay is being used by Columbia Construction Company to repair the North Jetty on Cape Hancock, just a few miles from where the Columbia River enters the sea. This jetty, together with its companion work on Point Adams on the south shore, narrows the mouth of the river in such a way that the accelerated current keeps the ship channel over the Columbia River Bar cut out to a safe depth, and prevents the forming of a delta by the silt that is being carried down the river. Millions of dollars worth of ocean borne commerce depend upon this channel being kept clear.

At Hoquiam the Columbia Construction Company has an eighteen car barge that is towed across Gray's Harbor where the rock is being dumped to form a great breakwater. When the harbor was open to the sea, an off shore wind would raise a nasty chop that gave the mariners a deal of trouble, but the new breakwater will provide a shelter that will make the harbor safe for the smallest fish boats that ply in these waters.

These are the simple facts, as they appear on the conductor's reports, the



Rock Train After Passing Through Ostrander Tunnel

despatchers' records, and the records of the Columbia Construction Company, but behind these records is an efficient organization of men who have been handling this hazardous job for nearly three years, and our Milwaukee men have handled their end of the job with-



Barge and Tugboat Alongside—Showing Method of Loading

out an accident or unusual delay. This isn't a story that a writer of adventure tales could use, for, as a matter of fact, nothing much happens. An adventure, a famous explorer once said, is an accident that wouldn't have happened, if the proper precautions had been taken.

that is headed by the finest group of men that any one could desire to work for.

We know that organization, equipment, facilities, etc. cannot do it all. We also know that we either go forward or backward, progress or regress for we cannot stand still. So with the "Milwaukee spirit to go forward," in the blood of the rank and file of all employes, our doing everything we can to please our patrons and thus make them regular customers will mean much to all of us. It makes no difference in what position you are working: Office, train service, or track department, but it is how you treat the public whenever or wherever you come in contact with them that makes and leaves an impression. Always remember that the smallest item or act may make the greatest or the most lasting impression.

This should be a banner year for Tip Cards with the Golden Gate Exposition at San Francisco and the New York World's Fair. We realize competition will be keen, but with our organization, enthusiasm, and influence all in readiness, we should achieve splendid results. We must be alert and at the same time reflect optimism, friendliness, courtesy, fairness and consideration.

We must admit that any job today subject to competition is constantly becoming more exacting, the result of changes that have taken place, many of them without proper regulations and there are many difficulties to be adjusted. This need not discourage us, but it does call for immediate concerted action throughout our entire system. In the meantime, with the proper spirit prevailing, we can get behind the Tip Card program, increase our revenue, keep old friends and secure many new ones in the year 1939.

Stevenson says that a man "Might better leave behind him the portrait of his spirit than the portrait of his face" and this is worth remembering as we of today build the Milwaukee spirit of tomorrow.

**M**ORE than a hundred Service Clubs are now in full swing throughout the System with good results.

The items that follow give an idea of the special features provided at some meetings. Most Clubs now serve refreshments and furnish entertainment of some kind. Unfortunately we have not yet enough space to refer to every Club's activities.

At the Perry Area Club meeting held on April 18 in the Foxy Theatre 98 were present. This meeting was unusual not only on account of the number attending, but mainly because every branch of service was represented. This Club expects to have a special meeting in the near future to which business men and shippers will be invited.

An attendance record for regular meetings was set by the Mississippi Valley Club meeting on April 20th, which brought out 110. Other Clubs may have done as well in proportion to

## Service Clubs The Milwaukee Spirit of Today and Tomorrow

K. L. Everett, Agent, Stickney, S. D.

**T**HE stage is all set; the actors are in their places and the curtain has gone up on the year 1939. What do we see? We see an enthusiastic, energetic, and loyal family of Milwaukee Employes ready to go into action to prove to the public that the MILWAUKEE RAILROAD has the best there is to offer in transportation and courteous service.

To back this up we have been pro-

vided with the best of equipment and facilities to meet present day demands. In addition thereto, we have over 100 organized Service Clubs that include employes and members of their families, representing a sales organization of many thousands, with an opportunity for each to help the others by keeping our jobs open through increased revenue; and at the same time show our appreciation and loyalty to a Company

the number of Milwaukee people in their respective localities.

You will notice that some Clubs are planning picnics during the summer. This is a good way to hold regular meetings during the hot months.

Service Clubs are engaged in a line of work that is of great assistance in obtaining Traffic Tips and in building up closer relations with the public. The Railroad needs this help and Club officers will want to see that the activities of their Clubs increase from month to month so as to get the full benefit of the united efforts of these groups.

#### SERVICE CLUB ACTIVITIES

Arrangements for a dance to be held in Wabasha on May 20th were made at the April meeting of the Mississippi Valley Service Club. At this time the extent of the ticket sales indicates a large attendance by employes and the public. At the close of the meeting an entertainment program consisting of twenty-four rounds of amateur boxing was provided and followed by refreshments.

The Ripon Area Service Club held a meeting May 13th. After adjournment Club members enjoyed a fish fry at an uptown restaurant. This Club will join with the Horicon Service Club in a picnic to be held this summer at some central place. The Freeport Area Service Club is also planning a Club picnic for this summer, and the Golden Buckle Club has arranged for a picnic at the Twin Lakes State Park, June the 11th.

The Council Bluffs Area Service Club is planning a banquet and dance for May 23rd, which will be open for anyone caring to attend.

A dance and card party will be held by the Ottumwa Service Club after its regular meeting on May 20th. The dance is to be sponsored by the Division officers.

At the April meeting of the Marion Line Service Club Mrs. Frank Barnoskee read an interesting paper on the subject of Highway Subsidies. A song written by Mrs. Boughtin of the East Kansas City Division Service Club, entitled "Working for the Railroad," was adopted as the Marion Line Club's theme song.

The Mt. Tacoma Service Club has been using Purchase Slips for the past month, and the following letter was received by a member in connection with a purchase made:

Dear Mrs. Kimose:

Herewith receipt for the remittance just received. Thank you. The small Milwaukee sticker that you put in the envelope is about as novel a thing as I've seen lately. It's "right up to the minute" and if all employes use them, it is bound to do the Road some good.

With best wishes to all of you,  
Sincerely,

MAX MILLER PIANO COMPANY

At the April 21st meeting of the Puget Sound Service Club Mrs. Clyde Medley read an interesting paper on the opportunity to "sell" our railroad through films.

The Missouri-Iowa Service Club met in a special meeting on Tuesday, April 25th, at 7:30 p.m. in the City Hall at Seymour, Iowa. There were 57 members and guests present. Musical selections by members of the Club followed the showing of the sound-slide film. Sandwiches, cake and coffee were served at the close of the entertainment.

A. M. Maxeiner, Lewiston, Mont., writes that:

A fine letter of appreciation was gotten out by the officers of the Central Montana Milwaukee Road Service club addressed to the employes, for the help and co-operation which was given in making the dinner meetings of the association the success that they were.

The business and professional men were high in their praise of the success of the dinners and of the interest that the employes of the Milwaukee Road in this ter-

#### ORGANIZATION OF SERVICE CLUBS

- CENTURY SERVICE CLUB..... Chairman—Z. G. Rief, Agent, Monroe Center, Forreton to New Lebanon, inc. south to De Kaib, inc. Organized April 19th, 1939
- FOX RIVER VALLEY SERVICE CLUB.. Chairman—Harry Treman, Agent's Chf. Clk., Wooddale to Hampshire inc., and Aurora. Organized April 20, 1939
- Chairman—Z. G. Rief, Agent, Monroe Center, Illinois; V. Chairman—Eldo Jurgens, Section Foreman, Monroe Center, Illinois; Secretary—J. W. Miller, Agent, Leaf River, Illinois.
- Chairman—Harry Treman, Agent's Chf. Clk., Elgin, Illinois; V. Chairman—W. C. Head, Ticket Agent, Elgin, Illinois; Secretary—F. F. Johannsen, Agent, Aurora, Illinois.

ritory took in working out the true spirit of co-operation between the patrons and their employer.

Sioux City Division correspondent, "F. B. G.," sends in the following:

The Sioux Valley Service Club held its regular monthly meeting at Canton on April 17 with 22 present. Owing to the very stormy weather many of the members could not make it. However, the meeting went off with a "bang." Everyone had the right spirit and the lunch served by the refreshment committee in the "Dugout" was thoroughly enjoyed by all.

On April 19 the Service Club of Sioux Falls put on a social party, held in the Knights of Columbus club rooms, for all members. The feature of the evening was a one-man masquerade act to amuse the gang, and, of course, the buffet style lunch and all the trimmings. Now they are ready for the next party.

CORRECTION: The official lineup for the Racine Area Service Club is as follows: Chairman, Wm. F. Henrich; Vice-chairman, Edward F. Jones; Secretary, Herman O. Flehweg; Publicity Representative, Wencil J. Krummel.

### The Retirement List

Name	Location	Name	Location
Clarence Latham.....	Chicago, Ill.	Fred Goos.....	Savanna, Ill.
William James Priar.....	New Lisbon, Wis.	Valentine Watzin.....	Milwaukee, Wis.
Henry Clace.....	Cashton, Wis.	George Rathler.....	Charles City, Ia.
Squire Franklin Purdy.....	Tomah, Wis.	Garrett Henry Kings.....	Sanborn, Ia.
Frank Joseph Komischke.....	Tomah, Wis.	Allen Woodward.....	Dubuque, Ia.
John Magnus Klint.....	Minneapolis, Minn.	Fred Phillip Woda.....	Chicago, Ill.
Paul Friemel.....	Woodward, Ia.	George Elmer Critchett.....	Kansas City, Mo.
Julius Kramer.....	Chicago, Ill.	Mike Paul Jablonski.....	Milwaukee, Wis.
Albert Mrozinski.....	Chicago, Ill.	Rudolf Beier.....	Milwaukee, Wis.
John Hector Anderson.....	Chicago, Ill.	Thomas Martin Tappins.....	Minneapolis, Minn.
John Wheldon.....	La Crosse, Wis.	Edwin Alfred Matthews.....	Milwaukee, Wis.
Charles Byrne.....	Milwaukee, Wis.	Charles Henry Meinke.....	Dundas, Minn.
Emil Albert Alich, Sr.....	Farmington, Minn.	Wenzel John Blaschke.....	Tomah, Wis.
Fred Randolph Cotton.....	Fairmont, Minn.	William Edward Stewart.....	Miles, Ia.
Michael Joseph Foren.....	Milwaukee, Wis.	Andrew Boise Robertson.....	Minneapolis, Minn.
Ernest Charter Hall.....	Chicago, Ill.	Joseph Mommaerts.....	Green Bay, Wis.
Andrew Ignatius Gazinski.....	Milwaukee, Wis.	Otto Herman Tesch.....	Milwaukee, Wis.
Carl Gustav Peterson.....	Minneapolis, Minn.	James Thomas Willis.....	Terre Haute, Ind.
Jake Franz Fahringer.....	Milwaukee, Wis.	Lawrence Leon Ostrander.....	Sioux City, Ia.
Joseph Otto Brass.....	Minneapolis, Minn.	Frank Lipton Benson.....	Terre Haute, Ind.
Joseph Francis Wallenfang.....	Tacoma, Wash.	Robert Lange.....	Dubuque, Ia.
Ludwig Ferdinand Braun.....	Milwaukee, Wis.	Edward C. Moran.....	Milwaukee, Wis.
Andrew Oliver Coltrin.....	Miles City, Mont.	John Joseph Kelley.....	Alberton, Mont.
Ernest Allen Cummings.....	Portage, Wis.	Nels Johnson.....	Tacoma, Wash.
Thomas Francis Eagen.....	Milwaukee, Wis.	Louis Theodore Stevens.....	Holloway.....
Pierce E. Trueman.....	Minneapolis, Minn.	.....	Tacoma, Wash.
Ira Edward McLucas.....	Des Moines, Ia.	John Reckerman.....	Deer Lodge, Mont.
Lewis John Morin.....	South Cle Elum, Wash.	Edward Luke.....	Cedar Rapids, Ia.
Archie Carleton Dimock.....	Cedar Rapids, Ia.	Fred Joseph Tenge.....	Milwaukee, Wis.
Dora Leonis Hubbard.....	Grammer, Ind.	George Luther Greene.....	Byron, Ill.
Joseph Peter Szewczyk.....	Chicago, Ill.	Charles Edward Sturtevant.....	Tyndall, S. D.
Louis Heinhold Hemke.....	Bensenville, Ill.	Frank Ulicki.....	Galewood, Ill.
Hiram Oscar Lince.....	Channing, Mich.	William Henry Moon.....	Mobridge, S. D.
Joseph Lega.....	Milwaukee, Wis.	Jeremiah Robert Keyes.....	Madison, Wis.
Henry George Hady.....	Watertown, Wis.	John Vencil Sokol.....	Vining, Ia.
William Isidor Leach.....	Kansas City, Mo.	August Johnson.....	Marion, Ia.
Edward James Owens.....	Tacoma, Wash.	Joseph Ellspermann.....	Terre Haute, Ind.
Curtis Coombs.....	Deer Lodge, Minn.	Thomas Francis Lahiff.....	St. Paul, Minn.
Ernest Fenton Moore.....	Barnard, S. D.	George Edwin Gink.....	Prairie du Chien, Wis.
Edward Lewlyn Howland.....	Milwaukee, Wis.	Nicholas Ott.....	Eau Claire, Wis.
Herman Dathe.....	Milwaukee, Wis.	Frank Brigham Johnson.....	La Crosse, Wis.
Thomas Mork.....	Austin, Minn.	Charles Henry Webber.....	Marion, Ia.
Hans Olson Sundby.....	Stoughton, Wis.	Levi Elmer Kline.....	Preston, Minn.
Herman Elbert Coon.....	Oxford Junction, Ia.	George Clement Ray.....	Sioux City, Ia.
John Curtin.....	Monticello, Ia.	Joseph Carl Stifer.....	Dubuque, Ia.
David Emery Burrington.....	Browntown, Wis.	Hans Peter Petersen.....	Sabula, Ia.
Gilbert Lincoln Ireland.....	Wyoming, Ia.	William Riley Rose.....	Chillicothe, Mo.
James Alexander Cane.....	St. Paul, Minn.	James Henry Moore.....	Hendrick, Ia.
Chas. Herman Hebenstreit.....	Milwaukee, Wis.	George John Harm.....	Freeburg, Minn.
Carl William Krause.....	Milwaukee, Wis.	Louis August Peters.....	Milwaukee, Wis.
Alvin Curtis Pollard.....	Bedford, Ind.	Peter Barthilmi Latranche.....	.....
Louis Charles Fritz.....	Chicago, Ill.	.....	Harper's Ferry, Ia.
Peter Matthew Dooley.....	Milwaukee, Wis.	Josef Moskalik.....	Milwaukee, Wis.
August Rudolph.....	Milwaukee, Wis.	Carl Johan Christian Ladendorf.....	Chicago, Ill.
Irven Elmer Loofbourrow.....	Tacoma, Wash.	Charles Newton Brown.....	Council Bluffs, Ia.
August Thurler.....	Portage, Wis.	Charles August Birr.....	Tomah, Wis.
John Dietz.....	Chicago, Ill.	John Leburn Misenchick.....	Tacoma, Wash.
Theophile Counard.....	Green Bay, Wis.	Andrew Larson.....	Ruthven, Ia.
Herman Carl Rick.....	La Crosse, Wis.	Matt Zinsitz.....	Brookfield, Wis.
Michael Binder.....	Milwaukee, Wis.	Dominic Klingler.....	Milwaukee, Wis.
Elias Martinson.....	Mitchell, S. D.	Frank Moschitz.....	Milwaukee, Wis.
Robert York.....	Readstown, Wis.	Frank Joseph Placek.....	Milwaukee, Wis.
Mike Learning.....	Council Bluffs, Ia.	John Milton Peyton.....	Bedford, Ind.
August Langer.....	Farmington, Minn.	Herman John Neitzel.....	Tomah, Wis.
Gustaf Hokenson.....	Spencer, Ia.	Edward Stephen Manning.....	La Crosse, Wis.
Fred Amos Lee.....	Milwaukee, Wis.	Francis Peltier.....	Deer Lodge, Minn.
Louis Martin Stuedemann.....	Milwaukee, Wis.	Coleman Packer Sayers.....	Terre Haute, Ind.
William Thomas Murphy.....	Mitchell, S. D.	Fred Discher.....	Minneapolis, Minn.
O. Emanuel Landstrom.....	Minneapolis, Minn.	Gustaf Oscar Beckman.....	Red Wing, Minn.
Augustus Jacobs.....	Pukwana, S. D.		

(Continued on Page 11)



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CARPENTER KENDALL, *Editor*

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

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### Honored on His Retirement

On April 29th, conductor Dan J. Marlett, of The Milwaukee Division, retired after nearly fifty-one years of active service with The Milwaukee Road. He has held a passenger run between Chicago and Milwaukee since 1904.



Conductor Marlett Says Good-Bye to Mr. Gillick

To mark the event, the Executive Board of the Veteran Employes association, of which Mr. Marlett is a member, tendered him a luncheon in the dining car of the Chippewa train on which he was making his last run.

Mr. Marlett had been told to report for duty somewhat earlier than usual in order to pose for a picture for The Magazine. When he arrived at the diner he found Mr. J. T. Gillick, president of the Veterans' Association and the rest of the executive committee together with a car full of fellow em-



The Last Highball

ployes with whom he has been long associated, including the members of the train and engine crew of his train: J. J. McGinn, engineer; L. S. Curtis, fireman; P. Havlik and A. Bahr, trainmen. Superintendent J. H. Valentine came down from Milwaukee escorting Mrs. Marlett, who had first learned of the surprise party after her husband had left for Chicago earlier in the morning. Her presence at the party was one of the pleasant surprises of the day for both of them.

Mr. Gillick and other members of the committee spoke briefly, congratulating Mr. Marlett on his past splendid record and wishing him much happiness in the days to come.

### Milwaukee Employes Invited to Visit the River Grove Peony Gardens

ILLINOIS Division engineer A. Murawska again extends his annual invitation to Milwaukee Road employes to visit his wonderful Peony Gardens at River Grove, Illinois. The gardens will be in the height of their glory in early June, and there are many varieties of flowers besides the splendid peonies in which Mr. Murawska specializes. This year he will have a grand showing of Iris, and he makes this generous offer: To all who visit the gardens and can identify themselves as Milwaukee employes, he will give two of his choice Iris roots. Mr. Murawska has all of his flowers named, many of which bear the names of Milwaukee Road officials and employes. Those he is offering to his visitors this

year are very choice, he says, one of them being named for Mr. Gillick, and the other for the editor of this magazine,—Mrs. Carpenter Kendall.

Employes from out of the city will be furnished roots of these two "blooms" on payment of twenty-five cents to cover mailing costs and the necessary identification as bona fide employes of this company.

A visit to this beautiful garden is well worth a Sunday afternoon drive, and is reached from Chicago via Grand Avenue.

### Doctor S. R. Slaymaker

ON May 3rd, at Washington Boulevard Hospital, Chicago, occurred the death of Dr. Samuel R. Slaymaker, its president for the past twelve years.

Dr. Slaymaker received his medical degree from Rush Medical College in 1892 and served on the faculty of the college forty years. Besides serving on the staff of Washington Blvd. Hospital he was an assisting physician at Presbyterian Hospital, Chicago.

He held the rank of major in the army medical corps during the war and was chief of medical service in the government hospital at Rahway, N. J. He was also a lieutenant colonel in the army reserve.

Dr. Slaymaker's friends on the railroad were numbered by all who came in contact with him, and the following tribute by one of these is a testimonial to his worth and the esteem in which he was held: "It is quite impossible for me to give adequate expression to my sorrow in the passing of Doctor Slaymaker. Never have I known a man with a more friendly and winning personality, nor one whose good works, and they were legion, were unmistakably reflected in face and expression. Almost it was a pleasure to be ill, if that meant a visit from Dr. Slaymaker. Hundreds and hundreds of Milwaukee Road people have been helped by him both in mind and body and are saddened today by the news of his passing. Truly, like St. Luke, he was the 'beloved physician.' His memory we will cherish as long as we live."

C. A. Knee, who worked for many years as a machinist helper in the shops at Perry, has recently been appointed chief of the Iowa Highway Patrol. "Clint" was sheriff of Dallas County after leaving the service of the Milwaukee and his work in that capacity has been so outstanding that he was picked for the more important position from a large group of applicants.



Reading His Last Train Orders to the Engine Crew

# Labor and Management Solve an Important Railroad Problem

Gilbert E. Allcott, Passenger Shop Schedule Supervisor, Milwaukee Shops

ONE O'CLOCK! The HIAWATHA glides out of the Chicago Union Station, starting its northward rush to the Twin Cities. The loungers in the smoking rooms commence their usual gossip. "A fine afternoon—a nice day" is quickly followed by "a wonderful train, crowded too—must be a money maker—and no extra fare is charged either." The talk has turned to railroads. Shall we listen? It is possible that we may learn something.

The pivotal speaker in one lounge room is an ordinary citizen puffing a cigar, who is not a railroadman but knows some things about railways, or thinks he does. He speaks:

"The place where I was born used to be a flourishing little railroad town. It isn't any more. While no grass grows in the streets, weeds do. When railway revenues declined, our town suffered also. Some of my friends and neighbors who used to work steadily for the railroad now spend most of their time on the front porch watching the trucks and buses roll by. Oh, yes. Now and then a few of them get called back to work for a couple of days, and, of course, a few work steadily, but it isn't like in the old days. Even small storekeepers suffered. The grocer near my home depended almost solely upon the 'railroad' trade. When this trade declined, his store gradually wilted, then folded up. He left town. No, it isn't a nice picture, yet it is true. And, I am told that even the oldest railroadmen in town are fidgety, wondering what will happen next."

"What can the railroadmen do? Well, they can do one of two things. They can either lie down and take it, or they can stand up on their hind legs and fight. The choice is theirs. It seems to me that red-blooded Americans would stand up and fight for their jobs. It is of vital importance to every railroadman that the railroads be restored to a sound financial position. Therefore, for self-protection, every railroad worker should not only demand fair play for the railways, but should also insist that the railroads become active and aggressive in obtaining new business and meeting competition."

"Here we sit, gentlemen, in a modern car of the Milwaukee Road's HIAWATHA speeding along at nearly 100 miles per hour. I have been told that this train realizes an operating profit of 67 cents on each dollar of revenue. This means that during the first 46 months of its life, this train made a profit, after deducting all expenses including repairs, depreciation and interest on investment, of about three and a half million dollars. You can't sneeze at that, gentlemen, it means something. Again, in January of this year when the morning HIAWATHA replaced the conventional Day Express between Chicago

and Minneapolis, I am told that the revenue increased about \$1.22 per mile. To my mind, the Hiawatha trains are signs indicating that new light-weight equipment which permits the operation of faster trains will attract more business to the railroads, and permit them to operate more economically."

"Certainly I know that new equipment costs money, and many of the railroads are in a poor financial position. However, it seems to me that the railroads are worthy of obtaining loans from the government. I built a home under the FHA plan. Am I a lesser risk than the railroads? Or did my one house give more men work than say building one thousand freight cars would? I believe not."

"Yes, I understand that if the railroad program, as proposed by the Committee of Six, is carried out the railroads can look forward to a substantial car and locomotive building program. This would be a grand thing. The building of new equipment would not only place the railroads in a better position to obtain more business but would also be a real contribution toward relieving unemployment throughout the country. I hope the program is carried out, it may help those home-town folks of mine."

"Now gentlemen, I have a confession to make. I own a railroad of my own. It runs between the two ends of a ping-pong table which I have set in my basement. It is, of course, a miniature, model railroad, scaled about 1/8th inch to the foot. It is my hobby. I might also add, gentlemen, that I have my hair cut regularly, and so far no mad-house attendants have eyed me wistfully."

"Some of the problems I meet on my miniature railroad are not unlike those met with on a real railway. As a WORKER for my railroad I want to help build any new locomotives and cars that the railroad may obtain. As the OWNER of my railroad I must obtain the greatest value for the least money because I am not a wealthy man. I therefore buy a locomotive kit for \$27.50 and a coach kit for \$3.00, and assemble the equipment myself. The manufacturers of these kits will supply me with a fully assembled locomotive,

ready to run, for \$75.00 and a car for \$12.00. However, by purchasing the kits I obtain work for myself, and I save, as you will have noted, a considerable sum of money."

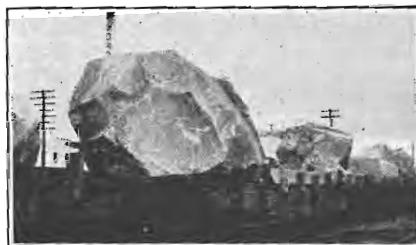
"When I think of my own model railroad and again of my hometown friends who are wearing out their porch chairs and trouser seats, I often wonder why more railroads don't build their own locomotives and cars in their own shops. It would create more work for their own people, and the railroads themselves would save money."

"Yes, this is Milwaukee. Let's go into the diner, perhaps we can get seats. Shortly after we leave the Milwaukee Depot we pass by the Milwaukee Shops. Be sure you see them, gentlemen. The HIAWATHA cars were built at these shops, and I've got some interesting data about the shops which was given to me by a railroadman who seemed to know what he was talking about."

"Yes, that was the Milwaukee Road shops. No, I know you could not see much, this train is fast. Well, as I was going to say, the workmen at the railroad shops we passed a minute ago, recently built passenger coaches that cost about \$39,375 compared with \$60,000 to \$70,000 for coaches acquired by several other roads from contractors. They also built a passenger locomotive that cost about \$130,000 compared with a contractor's quotation of \$151,000, and a proportionate saving was also made on the freight cars they constructed. These examples show that the Milwaukee Road believes in saving money, and helping its employes to obtain more and steadier work. Also, you can readily appreciate the fact that the savings to the road do not end with the lower initial cost of the equipment. The lower interest and depreciation charges for year after year amount to a large sum."

"No, there isn't anything queer about the railroad cost figures I just quoted. For instance, the figures of \$39,375 for the coach covers not only the direct labor and material costs required in building the car, but also covers numerous so-called overhead charges. I'll mention just a few of these overhead items so as to give you some idea of their spread. The cost of engineering and design, supervision, accounting and inspection is included. Salaries and expenses of the Resident Engineer, payments account personal injuries, interest on borrowed funds to carry on the building operation, transportation of material over the railroads, cost of stationery, supplies and small tools, a proportion of the cost of heat, light, power, water, janitor service of the shops, and many more; in short, a multitude of charges are included in the \$39,375 cost figure. Furthermore, this figure includes interest, taxes, depreciation, insurance and maintenance on plant plus the Railroad Retirement and that these latter charges pertaining to Social Security Taxes. I might state

(Continued on Page 13)



One of the Big Boulders on The Rock Extra at Maytown, Wash.

# ACCIDENT PREVENTION

## The Supervisors of Safety

By C. W. Cross, Roadmaster, Chicago Terminals

IT IS NOT amiss to remind you of conditions, less than twenty years ago, prior to the time when Safety began to be preached and practiced. This was an era of countless accidents and loss of many lives, originating through conditions due to unstable constructions, and the negligence of uneducated and improperly trained supervisors. As deplorable as the fact may be, it is nevertheless true that many evils grew out of the intensely rapid development of industry in this country. Our American inventive genius, our ability to organize industry into large units, and the rapid expansion of our country have all presented numberless problems. During this period of industrial development too little thought was given to the human equation. The safety of the individual was held too cheaply.

The late Mr. L. W. Richards who was General Claim Agent of the Northwestern railroad, pioneered the thought that the greatest good of his department should come from the prevention of injuries rather than from his efficiency in adjusting and paying claims. He presented his ideas along about 1910 and soon after that time applied to railroad usage the slogan "Safety First," defined as freedom from danger, injury or damage, of the most importance.

Within a comparatively short time other railroads followed Mr. Richard's lead. Today the necessity for, and the proper guidance in, the safeguarding of all railroad activities is so generally accepted and so well understood as to have become an essential part of railroad practice.

The original demands which later led to the development of the Safety First movement, came from two sources: First, the public; second, the workingman.

The insistence of the public had to do with matters connected with the operation of public utilities, public conveyances, etc. They were not directed toward the welfare of the individual employe of public service corporations but rather toward the practices of such employes which in any way affected the safety of the patrons of such companies.

From a railroad standpoint, outstanding examples of the pressure of such public opinion are: The elevation of tracks in cities, the elimination of dangerous grade crossings, the installation of block signals, the application of automatic train control, etc.

It is of the utmost interest to know that while the original demand for many of the safeguards which the railroads have adopted for the protection of the public came first from the public, conditions today have almost completely changed. At present the railroads of this country are voluntarily spending hundreds of thousands of dollars in the endeavor to educate the public to avoid unsafe practices which the railroads are powerless to prevent—practices which even today are resulting in an uncalled-for toll of human lives taken in grade crossing accidents, through trespassing on railroad property, etc. This is in addition to the millions of dollars which have been spent in safeguarding the public in other ways.

It was stated that the second demand along Safety lines came from the employes. During the years since railroad employes first began building up organizations to represent them, one of the features of the work of these organizations has been insistence on certain broad principles of Safety designed to reduce employment hazards. Among the results of this movement may be listed the legislation requiring the application of automatic couplers to all classes of railroad rolling stock, the legislation requiring the universal application of air brake equipment to freight cars, the laws specifying Safety Appliances for Locomotives, etc.

Railroad management, from the inception of railroad history in this country, has preached Safety in various forms. Rules were made for the safeguarding of employes long before there was any general demand from employes for protection. However, but little progress was made by either side until the inauguration of the Safety First movement as a cooperative activity, with responsibility shared equally by the management and the men. And let it be further stated that the successful continuance of the Safety programs on our American railways can only be assured through the continued interest and cooperation of both groups. This is the keynote of the Safety program.

Executive officers of our American railroads are perhaps the most remarkable class of men in industry. Charged with great responsibility, they function through organizations comprising thousands of men grouped in small units over many thousands of miles of territory. While staff meetings may be held which bring local or departmental groups of

supervising officers together at intervals, it is seldom if ever, that all the supervising officers can be brought together at a meeting with the executives of the company to discuss plans and policies for the future conduct of the business.

On a railroad, service is as essential as Safety. The most important influence in the direction of both is good organization. Maximum earnings and minimum expenses are impossible, and the forming of 100 percent Safety performance is impossible unless the railroad is carefully organized.

The selection of subordinates is a most important matter. If a 100 percent officer selects 100 percent assistants, the result is 100 percent performance.

A railroad is a highly organized body. Competent supervision is required in every part of the organization. An expensive and expert staff might evolve fine plans for economy, but they could not be carried out by a disorganized force. It is important to remember that if a feasible plan cannot be carried out, it is nearly always due to defective organization.

Since it is not practicable for the executive officers personally to instruct all of their supervising officers concerning the fundamentals of supervision, it is important that the selection of subordinates be such that the policies of the management will be rightfully understood by the supervisors and in turn be transmitted to the men under their supervision.

It is to the supervisors that the officers are directing their efforts to effect a successful campaign in Safety. To accomplish this desired attainment, the officers are holding each individual supervisor responsible for the Safety performance of the men under his supervision. Having this responsibility, the supervisor cannot hope to be successful in his campaign unless he receives the fullest cooperation from his superior officer. If a supervisor has proven his capability and active interest, then his actions toward organizing his units should be given serious consideration.

At times the sad mistake is made of severely criticizing a supervisor and holding him entirely responsible for an injury occurring in his department, and allowing the offender to go without censoring. Perhaps, this same supervisor has conscientiously exerted every effort within his power to make his organization Safety-minded, he encounters a unit of his organization which he is powerless to correct, due to certain restrictions over which he has no control. Invariably, this one unit will prove

to be the offender in the case, yet the responsibility is placed on the supervisor. This method is radically wrong from a standpoint of justice and of successful organization. The offender should be brought to task and an investigation held to determine if he was entirely at fault, if proven, then a penalty should be assessed. Only then, and not until then, will our Safety campaign become a proven success. Upholding an employe at fault, tends to insubordination, which in turn robs the supervisor of his authority and lessens his chance for success.

There is just one fundamental rule underlying the successful handling of men, and that is that old rule laid down two thousand years ago by the Son of a Carpenter, "Do unto others as ye would that they should do unto you."

Some men do not respond readily, even to good treatment. A man of good character will not shirk, even under

poor and inefficient supervision. A man of poor character has to be held up to his work, even under good supervision.

It is not enough that a supervisor be competent in the discharge of his own immediate duties. It is his chief duty to see to it that his force is competent—able and willing to do the things that are assigned to them to do, in the best possible manner. Every time there is inefficient supervision anywhere on a railroad, the workers who see such inefficiency on the part of the supervisor resent any criticism of their work.

It follows with supervision pertaining to Safety. It is not enough that the supervisor have a thorough knowledge of the Safety rules and abide by them. It is his chief duty to know that his force is studying the rules, that they understand them thoroughly, and that they are performing their work in accordance with the rules.

(To Be Continued)

## The Retirement List

(Continued from Page 7)

Name	Location
Ernest Beuret McLaird	Toronto, Ia.
Frank Joseph Stohmeyer	Marquette, Ia.
Richard Brew	Prairie du Chien, Wis.
James Edward Cormick	Avoca, Wis.
James Fahey	Farmington, Minn.
Byron Alby Reynolds	Mason City, Ia.
Vincent Mente	Milwaukee, Wis.
John Emery Deuster	Caledonia, Wis.
Edward Coggins	Tacoma, Wash.
Alfred Orendolph Crosby	Aberdeen, S. D.
Bluford Gadberrry	Terre Haute, Ind.
Fred Frank Rusch	Milwaukee, Wis.
Arthur Joy Hillman	Seattle, Wash.
Edwin Waldmann	Minneapolis, Minn.
William Herbert Montgomery	.....
.....	Ryegate, Mont.
Harvey Fifer	Deer Lodge, Minn.
Robert Hopkins Wright	Freeport, Ill.
Willard Harding Dickinson	.....
.....	Minneapolis, Minn.
Cyrus Robert Manion	Milwaukee, Wis.
Rudolph Theodore Haupt	Green Bay, Wis.
John Peter Weber	Dubuque, Ia.
Michael Joseph Borwiak	Milwaukee, Wis.
Oscar John Specht	Milwaukee, Wis.
Frank Stanley Brzycki	Milwaukee, Wis.
Rellie Andrew Foltz	West Clinton, Ind.
Frederick William Buechner	.....
.....	Milwaukee, Wis.
Henry Schneberger	Milwaukee, Wis.
Sven Magnus Peterson	Austin, Minn.
August William Wendorf	Milwaukee, Wis.
George Curtis Smith	Terre Haute, Ind.
Frank Skwierawski	Milwaukee, Wis.
Joseph Pokorny	Milwaukee, Wis.
Peter Peterson	Sherburn, Minn.
James Kellar	Chicago, Ill.
Julius Theodore Hildebrandt	.....
.....	Milwaukee, Wis.
Seborn Jones Evans	Coburg, Mo.
Charles Buker	Minneapolis, Minn.
Charles Edward Berodin	Milwaukee, Wis.
George Washington Rushlow	.....
.....	Aberdeen, S. D.
John Williams	Milwaukee, Wis.
Robert Allen Good	Harlowton, Mont.
Mrs. Frank Lee Olmstead	Ellensburg, Wash.
Albert Wesley Mathews	Puyallup, Wash.
Frank Lawrence Moscinski	Chicago, Ill.
Clayton Musser Groff	Cedar Rapids, Ia.
James McManus	Milwaukee, Wis.
John Patrick Welch	Terre Haute, Ind.
Brian John O'Connor	Chillicothe, Mo.
Elmer E. Brokaw	Marion, Ia.
Ignatius Murphy	Minneapolis, Minn.
William Kassina	Terre Haute, Ind.
Henry Theodore Edwards	Puyallup, Wash.
Alfred Carl Hammer	Minneapolis, Minn.
Ora James Ellsworth	Merrill, Wis.
Howard Martin Guyer	Lewistown, Mont.
Mark Davis	Minneapolis, Minn.
William John Banks	Milwaukee, Wis.
Joseph Adolph Zeabart	Terre Haute, Ind.
Frank Joseph Shaha	Green Bay, Wis.
Michael Shannon	La Crosse, Wis.

Andrew S. Anderson	Minneapolis, Minn.
Patrick Sullivan	Milwaukee, Wis.
Peter Nelson	Minneapolis, Minn.
Michael William Coughlin	Milwaukee, Wis.
Robert Cessford	Marion, Ia.
George Ogden Mason	Tacoma, Wash.
Charles Henry Fred Kellerman	.....
.....	Tacoma, Wash.
George Potter McCoy	Coast Div.
William Joseph Dee	Madison Div.
Martin Mathison	Alden, Minn.
Lewis Edwin Chrisman	Granger, Ia.
John Michel O'Grady	Milwaukee, Wis.
Charles Earl McCleary	Morley, Ia.
John Gelzinski	Chicago, Ill.
Sherman Ransom	Jasonville, Ind.
Henry Edwards Pierpont	Chicago, Ill.
Henry Patrick Butler	Omaha, Neb.
James Morrell Taylor	Mobridge, S. D.
George Wenselaus Weigand	Dubuque, Ia.
Orva Alberto Horton	Arlington, Ia.
Emil Adolf Schroeder	Milwaukee, Wis.
James Luther Sites	Savanna, Ill.
John Peter Rhine	Milwaukee, Wis.
Daniel Webster Darling	Minneapolis, Minn.
Wilhelm Frederick Bulgrien	Portage, Wis.
Mike Deveney	Wessington Springs, S. D.
John Hudson	Wabasha, Minn.
George Reisel	Madison, Wis.
John Joseph Purceil	Wis. Dells, Wis.
William Frederick Pauls	Milwaukee, Wis.
Barton Wallace Flowers	St. Paul, Minn.
Joseph Francis Harrington	.....
.....	Minneapolis, Minn.
Friedrich Johan Scheuchl	.....
.....	Minneapolis, Minn.
Darius Harbin Webb	Chicago, Ill.
Alcide Mayville	Escanaba, Mich.
Charles Edwin Allen	Chicago, Ill.
Peter Roberts	La Crosse, Wis.
John Drain	Chicago, Ill.
Frank Herman Bernhardt	Kansas City, Mo.
John Fred Schmidt	Galewood, Ill.
Maurice Francis McElliott	.....
.....	Bellingham, Wash.
William Frederick Lange	Terre Haute, Ind.
John Riley Layne	Terre Haute, Ind.
Edward Herman Haun	Minneapolis, Minn.
Gilbert Ellingboe Thompson	.....
.....	Milwaukee, Wis.
John Schmit	Milwaukee, Wis.
George Confare	Cedar Rapids, Ia.
Eli Francis	Green Bay Wis.
Dorsey McCan Shook	Minneapolis, Minn.
Walter LeRoy Whitney	Algona, Ia.
Charles Andrew Greener	Preston, Minn.
Fred Olson	Tacoma, Wash.
John Francis Hill	Roxbury, Ill.
Thomas James McLarnon	Freeport, Ill.
Louis Joseph Petit	Butte, Mont.
William Henry Brown	Perry, Ia.
Walter Andros Carpenter	Sioux City, Ia.
George Lawrence Joell	Chicago, Ill.
Henry Ferdinand Schaefer	Milwaukee, Wis.
Frank Emil Daniel Retter	Tomah, Wis.
William Best	Milwaukee, Wis.
Frederick Carl Erdman Lanz	.....
.....	Minneapolis Minn.

Frank Lesnick	Tacoma, Wash.
Peter Frank Demenski	Milwaukee, Wis.
John E. McGinnis	Milwaukee, Wis.
Samuel Dow Meeker	Osgood, Mo.
John Ketcham Storm	Odon, Ind.
George William Beesley	Chicago, Ill.
Carl August Frederick Schliecker	.....
.....	Stoughton, Wis.
Joseph H. Rebstein	Hubbleton, Wis.
Thomas Broderick	I. & D. Div.
John Albert Papke	Milwaukee, Wis.

## Report of Gene Dailey's Death— Like Mark Twain's—"Much Exaggerated"

EUGENE DAILEY, a member of our Purchasing Department at Chicago, now in his 62nd year of rail service, saw an article in the Illinois Central Magazine which mistakenly referred to him as "now deceased."

"I pinched myself a couple of times when I read the article," said Mr. Dailey, "and finally came to the conclusion that the report was very much exaggerated."

Mr. Dailey started his rail career on the Illinois Central in 1878 and left that line in 1911 after 33 years of service. He came to The Milwaukee Road and has been a member of the Purchasing Department for the last 28 years.

## A Day at New York World's Fair

(Continued from Page 5)

thousands of benches located throughout the grounds and watched the steady stream of people and various types of transportation within the grounds pass by. There are many large buses operating within the grounds, and, in addition to these, are the tractor trains of four cars that cruise about with their horns tooting a few bars of "Sweet Rosie O'Grady." Then there are the small taxi chairs and hand-pushed wheel chairs available for hire.

The shadows deepen and night descends and then a flood of multi-colored lights drenches the sky above the Fair at night. Light, fire, water and sound transforms the Mall into a glittering blaze of color. Flame, rockets and water shoot into the air and the effect is staggering.

After viewing the spectacle on the Lagoon of Nations, the crowds swarm to the Amusement Zone. The big attraction is the Aquacade in the Marine Amphitheatre on Fountain Lake. For 40c you see a ballet go through its dance routine, diving champions and beautiful girls to the accompaniment of orchestral music. The stage curtain is a Niagara of water stretching 260 feet and rising 40 feet in height. A wonderful show and one of the "must see" attractions at the Fair.

Out on the midway again and here is centered every type of amusement to suit the taste of all. Concerts, side shows, dancing and thrills, and, in addition to this, is the Children's World, six acres of playland devoted wholly to the amusement and entertainment of children, and, while I have seen but little of this mammoth exposition, I regret to say for me the day is done.

# The Agricultural and Colonization Department

## FUTURE FERTILIZER MARKET Mid-West and Pacific Coast Regions

FARMERS in the middle west are increasingly using more commercial fertilizers. The 12 Milwaukee served states used 351,182 tons in 1934 and 573,274 tons in 1938. And these tons do not include the concentrated superphosphate distributed by the Agricultural Adjustment Administration or the rock phosphate sales in Illinois.

The Fertilizer Review, official publication of the National Fertilizer Association, lists the amounts of commercial fertilizers used in each of the states. According to the Review, Florida leads all states in the Union in use of fertilizers in 1938 making an application of 85 pounds of commercial plant food per acre of available crop land. Fourth among the states in use of fertilizers was Maine and that state, famous for its potato production, used on an average of 45 pounds per available crop acre. Farmers in the United States as a whole used 5.5 pounds per acre. South Dakota used the smallest amount, 150 tons.

In commenting on the possible future market for commercial fertilizers the Review states, "It seems likely that most of the future increase in fertilizer consumption will take place in the Mid-West and Pacific Coast Regions.

"Over a long period of time the most important expansion should take place in the rich farming regions of the Midwest. A recent fertilizer bulletin issued by the Commissioner of Agriculture of Minnesota contained this statement: 'Minnesota as a fertilizer using State is relatively unimportant, but as has been frequently stated here the consumption of this item must of necessity increase with the depletion of the essential plant foods in the soil.' What is true of Minnesota is also true of other states in the region.

"The relative extent of fertilizer use in this area, in view of the nature of the soil, the type of agriculture, and the importance of livestock growing, will not reach nor even approach the level of the Southeast. It is extremely unlikely that any State in the Midwest would use as much as 20 pounds of chemical plant food per acre, a figure reached or exceeded by 12 Eastern States. It is not so unreasonable, however, to assume that eventually some of the States might approach the development in Ohio, which used an average of 8.6 pounds of plant food

per acre in 1938.

"If the farmers in Indiana, Illinois, Michigan, Minnesota, Wisconsin, Iowa and Missouri used on the average as much fertilizer per acre as Ohio farmers did last year, which is not an abnormally high level, they would use a total of 2,538,000 tons a year, against an actual consumption of 531,000 tons in 1938. In addition, States farther west are also likely to continue increasing their use of fertilizer."

That would be 126,900 minimum car loads.

## STABILIZING LIVESTOCK INCOME A State-Wide Program in South Dakota

SOUTH DAKOTA farmers are restocking their farms and arranging a crop production program that will insure feeds sufficient to care for the increased numbers. The average annual income for the state from livestock sources 1924 to 1930 was \$141,327,000. During the years 1934 to 1938 livestock income dropped to an average of \$61,889,000 annually. This drop in income is largely responsible for uniting South Dakotans in conducting a livestock program that has been sufficiently tried to warrant extension to all areas and to most farms.

It is a simple program; a program of feed production, feed crops that yield well in average years permitting farmers to "insure" their livestock operations by providing annual and carry over feed supplies from year to year.

Albert Selland, a Letcher, South Dakota farmer, who annually feeds about 400 head of cattle and the same number of hogs endorses South Dakota's feed production program in these words, "Anyone raising livestock in this country—and that's what most of us are doing—has got to know that he will have feed. Sorghum cane and a little ground corn will do the trick. I guess most all of us farmers have learned something from these dry years and

that's to keep a year's reserve of feed, or even more, and then we won't get caught short."

In 1930 there were 15,000 acres of sorghums grown in the state. It is estimated that in 1939 there will be a 5,000 percent increase in sorghum acreage in the state for farmers intend to plant 1,001,000 acres. The 1939 intentions to plant include an estimated 401,000 acres of grain sorghums and the balance will be sorghums used for forage.

The grain sorghums yield from 15 to 25 or more bushels of good feed grain per acre, which may be substituted for corn for livestock and poultry. Sweet sorghum, or cane, generally yields from two to three tons of excellent rough feed per acre, good for dairy and beef cattle. The sorghums and sudan grass are drouth and grasshopper resistant.

The Dakota stockman is interested in three main types of sorghums because of the uses each can be put to in development of the state's increased livestock program. They are: Sorgo or sweet sorghum, commonly called cane and generally used as a forage substitute for hay; sudan grass or grass sorghum used both for pasturage and hay and grain sorghums the grains of which are carbonaceous and used for fattening livestock.

The production and use of the sorghums is relatively new in the Dakotas. Heretofore they were generally thought to be crops suited to farming areas in the southwestern states. The plant breeder by hybridization and selection has developed varieties that do well in the Dakotas. All agencies interested in South Dakota's welfare are unitedly working to encourage increased production of all the adaptable sorghums.

The Greater South Dakota Association prepared and published an attractive poster illustrating and briefly describing how the sorghums should be grown and used. These "feed crop" posters are on display throughout the state in banks, creameries, elevators, country stores, pool halls and other places where farmers congregate. The railroads helped distribute them.

About 100 papers in South Dakota have given liberal space to special articles and editorials describing sorghums and personal experiences of farmers who have grown and used them. A few of the states' daily papers are making a special feature of articles based upon the personal experience of stockmen who have and are practicing this "feed



Farmers in the State of Washington Find the Use of Commercial Fertilizers Helps Make Potato Production Pay. Digging, Picking, Grading and Crating All in One Operation

crop" program. The state's leading agricultural paper, *The Dakota Farmer*, devoted one whole issue to the sorghums and their relationship to stable livestock production. The State College and agricultural extension service helped develop the recommended program and has thrown its full resources into its furtherance.

Results are being measured in big figures. There are large increases in feed crop acreages and "carry over" supplies of grains and forages. There are 1,025,000 more chickens on the farms in the state than there were in 1938. South Dakota farmers furrowed 34 per cent more brood sows this year than last. They have 151,000 more sheep and lambs than the ten year average. There has been a steady increase in cattle numbers since this feed crop program has gotten under way.

A rancher from the west river country, E. S. Carpenter, Lyman County,

has been practicing the sorghum feed program for the past ten years. Of the crop he recently wrote in the *Dakota Farmer*, "I winter about 600 head of cattle and 30 head of horses and plant from 200 to 400 acres of sorghum for fodder.

"Our sorghum crops have carried our stock through all the dry years without the necessity of buying any additional feed. Without the sorghums it would have been impossible to have maintained the herd."

Based upon hundreds of experiences like those of Messrs. Selland and Carpenter, the farmers of South Dakota "know" they have found a way by which they can and will improve the income of the state.

As one they are all extolling the merits of the sorghums. And well they may, for the sorghums seem to definitely point the way.

it, they're way down east."

"You're right. The building of railroad equipment at the Milwaukee Road Shops certainly was a fine thing. It gave jobs to many laid-off railroadmen, provided work for many non-railroadmen in the material and supply industries, gave the railroad company some fine, new and modern equipment, and saved it some real, hard cash. You can't beat that combination."

"I have been told that all of the new equipment built at Milwaukee Shops, with the exception of the locomotive, was built with borrowed money which was procured by, say life insurance companies receiving notes or so-called trust certificates redeemable over a certain number of years. The companies who advanced the money, I understand, were fussy about the proper accounting and it was necessary to set up an entirely separate organization known as the Builders, with accountants, inspectors and other employees. An outside inspection firm was employed and their chief inspector had to approve all payrolls, purchase of all material, and approve the completed car. In addition, the Interstate Commerce Commission's requirements as to accounting naturally had to be followed. You can readily see, gentlemen, that the railroad was watched both by the money interests and by the Interstate Commerce Commission so that there is no question but what the proper accounting and all costs were charged against the equipment."

"You ask whether the shops made good on the building of new equipment? All I can answer is that I can't imagine the railroad company letting the shops build equipment year after year if they hadn't made good. No intelligent person knowingly places his money on a lost cause."

"I was given to understand that the success of the equipment building work at Milwaukee Shops was largely due to the excellent teamwork between the shop crafts and the railroad management. Each enthusiastically contributed his share toward making each project a success. And each building project was a success for in no case, I understand, did the actual cost of an entire project exceed the bid. That's mighty fine work, if you ask me."

"Well, gentlemen, I leave the HIA-WATHA at the next stop. Maybe I've talked too much. But I do wish you would remember, and tell your railroad friends, that if railroad labor and management on all roads would truly cooperate as they do on the Milwaukee Road, there is no real reason why cars and locomotives should not be built in the railroads' own shops by their own employes. Both the railroads and their employes would benefit. Furthermore, an extensive railroad equipment building program would not only help the railways to obtain more business and be better able to meet competition, but it would also be a large factor in giving many men employment throughout the country."

## Labor and Management Solve Problem

(Continued from Page 9)

the plant and for taxes are not considered part of the cost of the car under the Interstate Commerce Commission rules. I have included them in my cost figure merely to make the cost all inclusive. On the other hand, gentlemen, the cost of the car does not, of course, include any profit on the part of the railroad for building it."

"I appreciate the fact that some people contend that the only reason a railroad can build equipment cheaper than it can buy it is because it omits part of the overhead expense of the building. Well, I'm smiling, gentlemen. It must be remembered that the Interstate Commerce Commission rules specify what items are chargeable to the Investment Account of a railroad. The railroads must follow these rules, and if you study over the details that go toward establishing the cost of a new built car you will find that they add up to give a real investmet value. No! Taxes on the shops is not one of the investment details. Why should it be? Taxes go on whether the shop is idle, in part time operation or going full blast. If you take a two weeks' vacation trip do you charge 2/52nds of the real estate taxes on your home against your vacation? I guess not."

"Overhead is, of course, gentlemen, a legitimate charge. However, overhead charges can be carried to such an extreme that they become an absurdity. Take my model railroad for example. If I buy a \$3.00 kit instead of a \$12.00 finished car, I've saved \$9.00 in hard, cold cash. That's what counts with me. I'm not going to set a value on my idle time and charge it against the car I'm assembling. Neither am I going to calculate that I wore down my shoe soles 1/10,000th of an inch while making the car. No sir, I'm not interested in these theoretical, paper charges. I can only see that \$9.00 cash that I actually

saved. Yes, let's go forward to the tap car and have a drink."

"The statistical railroadman, whom I mentioned before, gave me some more interesting data on the equipment that was built by the Milwaukee Road at its Milwaukee shops by its own shopmen. He said that during the five year period, from 1934 to 1938, they built 216 passenger train cars and 4,004 freight cars at a cost of \$14,310,900, and one passenger locomotive for less than \$130,000. These shops, you understand, are primarily used for repairing engines and cars, and are equipped, of course, with tools and machinery designed for railroad work. When the shops built new equipment, these tools and machines were kept busy, he told me, making various parts for the new cars or locomotives, so that the railroad could pocket the profit that would otherwise have been paid to manufacturers had the parts been purchased. Scotch? You said it. Another interesting statement he made was that during the same period, the shops applied air conditioning equipment to 273 older passenger cars, including 66 Pullman cars that operate on the Milwaukee Road. This air conditioning work cost \$2,126,815 excluding the cost of car repairs. He said if I doubted his figures I could consult the Interstate Commerce Commission files. I also noticed in the newspapers the other day that these shops are going to build 1,000 box cars and 75 cabooses this year at a cost of nearly 2 3/4 million dollars. Yes, let's go back to the beaver tail car."

"Pretty scenery, isn't it? Yes, my friend from the railroad said the equipment building at Milwaukee Shops was done by union labor. The men worked 40 hours per week with penalty for overtime, and the road's prevailing hourly rate of wages was paid. Nobody can kick on that, can they? The building force was recruited in general from laid-off shopmen at Milwaukee and other points on the system. No! None of my home-town folks got in on

# THE MILWAUKEE RAILROAD WOMEN'S CLUB

## The District Meetings

THE first two of the four district meetings scheduled for this year have been held, the first at Hotel Sherman, Chicago; the second at Hotel Hanford, Mason City, Iowa. Both meetings were successful in all respects, in the matter of attendance and interest shown and by the members in attendance.

Mrs. Kendall called the roll, as follows, announcing as she did so that a new chapter had been organized at Wisconsin Rapids, Wis., and introduced Mrs. H. C. Cleveland, its president.

**General Executive Committee Members—**  
Honorary President General—Mrs. H. A. Scandrett, unable to attend.

President General—Mrs. Carpenter Kendall, present.

First Vice President General—Mrs. G. W. Loderhose, present.

Second Vice President General—Mrs. P. H. Nee, present.

Third Vice President General—Mrs. A. C. Kohlhasse, unable to attend.

Treasurer General—Mrs. W. W. K. Sparrow, present.

Secretary General—Miss Etta N. Lindskog, present.

Recording Secretary General—Mrs. W. R. Dolan, present.

General Director (Chicago)—Mrs. J. T. Gillick, present.

General Director (Chicago)—Mrs. O. W. Dynes, present.

General Director (Kansas City)—Mrs. E. R. Morrison, unable to attend.

General Director (Des Moines)—Mrs. Kent M. Hamilton, unable to attend.

General Director (Austin)—Mrs. Harry J. Keck, unable to attend.

General Director (Seattle)—Mrs. Clyde Medley, unable to attend.

General Chairman Constitution—Mrs. Geo. J. Ryan, present.

General Annual Luncheon Chairman—Mrs. E. W. Soergel, present.

General Ways and Means Chairman—Miss Mary Maney, unable to attend.

Twenty-four chapters responded to roll call: Mrs. W. G. McIntyre, Beloit, Wis.; Mrs. Fay Leek, Bensenville, Ill.; Mrs. C. Porterfield, Channing, Mich.; Mrs. Henry Kraebber, Fullerton Ave., Chicago; Mrs. H. A. Wicke, Union Station, Chicago; Mrs. Ed. Lee, Council Bluffs, Ia.; Mrs. Paul Salzer, Davenport, Ia.; Mrs. W. W. Graham, Dubuque, Ia.; Mrs. J. M. Brennan, Green Bay, Wis.; Mrs. A. Ambrosia, Iron Mountain, Mich.; Mrs. F. W. Bennett, Janesville, Wis.; Mrs. G. A. Westman, Kansas City, Mo.; Mrs. M. Welty, Madison, Wis.; Mrs. Lloyd Stark, Marion, Ia.; Mrs. G. J. Kelly, Milwaukee; Mrs. R. E. Zeilsdorf, New Lisbon, Wis.; Mrs. W. I. Wendell, Ottumwa, Ia.; Mrs. J. P. Heinzelman, Perry, Ia.; Mrs. R. Jorus, Portage, Wis.; Mrs. A. J. Lahey, Savanna, Ill.; Mrs. D. Colwell, Terre Haute, Ind.; Mrs. A. C. Harris, Tomah, Wis.; Mrs. Arthur A. Yates, Wausau, Wis.; Mrs. H. C. Cleveland, Wisconsin Rapids, Wis.

After the usual greetings from the president general, reports were heard. Mrs. Sparrow reported the following for the 15 months, January 1, 1938, to March 31, 1939, inclusive: Balance, January 1, 1938, \$14,289.90. Total receipts, January 1, 1938, to March 31, 1939, \$4,972.07. Total disbursements for the same period, \$4,094.99. Balance in Governing Board fund as of April 30, 1939, \$14,997.79.

Miss Lindskog read an interesting report, giving the activities during the past year. She had assisted in forming a chapter at Wisconsin Rapids, Wis., which now has a voting membership of 22 and one contributing member. This gives us now 58 chapters.

She followed with a report of membership, stating that same had been increased

from a total membership of 7,807 as of March 31, to 9,120 on April 30, with incomplete reports; that 22 chapters had already exceeded their 1938 total membership, these chapters being as follows: Avery, Ida.; Beloit, Wis.; Green Bay, Wis.; Harlowton, Mont.; Iron Mountain, Mich.; Janesville, Wis.; Kansas City, Mo.; La Crosse, Wis.; Lewistown, Mont.; Marion, Ia.; Marmarth, N. D.; Marquette, Ia.; Mason City, Ia.; Milbank, S. D.; Minneapolis, Minn.; New Lisbon, Wis.; Ottumwa, Ia.; St. Paul, Minn.; Sanborn, Ia.; Savanna, Ill.; Seattle, Wash., and Spencer, Ia. That prizes, as follows, had been awarded by the General Governing Board to the first chapters in groups named that reached their total membership of December 31, 1938:

Group 1—Marmarth, N. D., and Iron Mountain, Mich., \$25.00 each. Appreciation prizes of \$10.00 each to Avery, Marquette and Spencer Chapters.

Group 2—Milbank, S. D., \$25.00. Appreciation prizes of \$10.00 each to Beloit, Kansas City, and Sanborn Chapters.

Group 3—Janesville, Wis., and Seattle, Wash., \$25.00 each.

Group 4—Green Bay, Wis., and St. Paul, Minn., \$25.00 each.

Group 5—Savanna, Ill., \$25.00.

Group 6—Minneapolis, Minn.

Two hundred and eighty-five dollars in membership prizes having been awarded by the General Governing Board on Offer No. 3, this money having been sent to 15 chapters.

Miss Lindskog reported that during the period January 1 to March 31, 1939, \$1,640.12 was spent by local chapters for welfare work, Aberdeen Chapter having spent the largest amount, viz: \$505.82; Fullerton Avenue Chapter next with an expenditure of \$161.12; that many chapters had spent between \$50.00 and \$75.00; that almost all chapters had found some welfare work to do, there being only a very few chapters which had not; that every chapter had spent something on Good Cheer, the total expenditure being \$485.03, Janesville Chapter having the largest expenditure, viz: \$66.91; that \$1,341.99 had been cleared by chapters on their money making activities and \$513.75 earned by them in club room rentals; that the balance in the General Governing Board and local chapter treasuries on March 31 was \$26,897.18; that 709 welfare calls had been made and 172 families given aid; 5,619 good cheer calls had been made, 1,919 families reached through good cheer, and 3,675 messages of good cheer and sympathy sent; that \$309.42 had been spent on new books for circulating libraries and \$164.70 had been taken in in book rentals.

Mrs. J. T. Gillick offered an interesting report on her work with the sewing group of the two Chicago Chapters, of which Mrs. H. A. Scandrett is chairman. This group meets one day each month to sew, making garments, tying quilts and other similar work necessary in caring for those in need among Milwaukee Road employes in their district.

After transaction of regular business, Mrs. Kendall spoke of the newly organized Service Clubs all over the System and the very excellent cooperation these new clubs have received from the various chapters of the Women's Club. She, however, said it was not desirable for these clubs to hold joint meetings, as had been proposed in some places. Joint social affairs could be carried on, but in so far as the regular monthly meetings of each club, these should be kept separate and individual. She said that serving light refreshments by the Women's Club at the meetings of the Service Club was desirable and there was no objection to taking the cost of this service out of the chapter treasuries.

Newspaper publicity was one of the top-

ics discussed. Mrs. Kendall said it was very desirable to have the club given as much publicity in the newspapers as possible, it being very helpful in the way of stimulating membership, and also because it brought the name of the railroad favorably before the public, always a desirable thing. Mrs. Dynes spoke to this point: She stated that often the papers are criticized for mistakes in names, initials and dates, through no fault of their own, but through the careless way in which people give them the information. She recommended that chapters see to it that their Publicity Chairmen have the items typed or written just as they want them to appear in the papers, with correct spelling of names and places; that this courtesy is due the papers if chapters wish the items to appear correctly. She recommended that chapters do not telephone or give the newspapers notes on pieces of paper and expect them to publish the articles as they desire them.

Chapter presidents all made excellent reports, giving their latest figures on membership, some of their outstanding welfare work, and their different ways and means activities.

These reports were attentively listened to and many new ideas for entertainment and money-raising were offered.

Following the business meeting, luncheon was served in the Louis Sixteenth room at Hotel Sherman, with a total attendance of 187. Following the luncheon, Mr. H. Sengstacken, general passenger agent of the Milwaukee Road, presented a "voca-film" of scenes along the railroad, from Chicago to Gallatin Gateway Inn, thence up the beautiful Gallatin Canyon to Yellowstone Park; some pictures of Dude Ranches along the way in Montana. Showing the pictures was accompanied by a talk by Mr. Dilley of the Passenger Department.

## The Mason City Meeting

This meeting was called to order at 10:30 a. m. at Hotel Hanford. Those present were: Mrs. Kendall, president general; Mrs. Kent Hamilton, general director, Des Moines; Etta N. Lindskog, secretary general, Chicago, and the following chapter representatives: Black Hills, Mrs. Clifford Smith; Des Moines, Mrs. E. Hartshorne; Marquette, Mrs. Schwerr; Mason City, Mrs. John Balfanz; Mitchell, Mrs. D. J. Caldwell; Sanborn, Miss L. M. Smock; Sioux City, Mrs. Jno. Carney; Spencer, Mrs. L. Blanchard.

Following greetings from Mrs. Kendall, Miss Lindskog gave a report of the membership, of the chapters that had qualified for prizes, a summary of the work accomplished by the club as a whole, the figures being the same as stated in the foregoing.

Mrs. Kendall spoke at length on the Service Club movement and the desirability of the chapters cooperating as far as possible without holding joint meetings at the time of the regular sessions of each one.

Miss Lindskog spoke on renting of the club rooms, urging those chapters which were renting their rooms to charge a sufficient rental to cover the expense of heating, light, wear and tear and breakages. She contended there was no reason why chapters should rent their rooms for less than would have to be paid elsewhere, for in so doing they were not only being unfair to themselves and to the railroad, but to persons who were making a business of renting meeting halls.

In closing, Mrs. Kendall urged all chapters to secure all possible newspaper publicity, that being a good way to give favorable advertising for the railroad, as well as to stimulate membership.

Luncheon was served in the beautiful dining room of Hotel Hanford, with one hundred and nineteen guests present. Mrs. R. E. Sizer was chairman of the Arrangement Committee and is deserving of much praise for her efforts and the cordial cooperation of her committee for the very delightful party that followed.

At this meeting the guests were favored by helpful talks on the club and its good work from some of the division officials.

Superintendent Ingraham was called away to attend a business meeting, but sent a message of regret at his inability to be present, and assuring the Women's Club of his continued interest and assistance. Assistant superintendent J. T. Hanson and trainmaster R. E. Sizer spoke briefly on the good work which the chapters accomplished and their interest in the good work. The speaker of the afternoon followed: Mr. Lester Dibble, local attorney for the railroad, who dwelt on women's work in the home, in helping their husbands and in all charitable needs, especially that of the Milwaukee Railroad Women's Club throughout the great railroad system.

A drive about the beautiful little city followed by a tea given by Mason City Chapter in their club rooms concluded the day.

## Milwaukee Chapter

*Mrs. Edward Haese, Historian*

REGULAR meeting of Milwaukee Chapter was held in the club room Monday evening, March 20, at 8 o'clock, and called to order by our president, Mrs. Geo. Kelly. The following reports were given:

Treasurer reported balance last report, \$371.50; receipts during month, \$59.56; disbursements, \$50.99, of which \$30.15 was for welfare work, leaving a balance of \$330.07.

Mrs. H. Robinson reported 113 voting 15 contributing, or a total of 128 members. Mrs. Kelly had no welfare work to report so far this month, but did receive a call the day of this meeting, which would receive immediate attention.

Mrs. J. McConahey reported that \$16.25 was cleared at the card party that was held at the Luick Ice Cream plant March 9 Mrs. Ogar, Mrs. Proule and Mrs. P. Voss were in charge of this party.

Mrs. Kelly presented 2 new members to the club. Mrs. Harvey Koliske's name was drawn for the \$1.00 prize. He was not present, so the prize for April will be increased to \$2.00.

A motion was made and carried to have a penny collection during March, April and May, to be put into the "Foundation Fund" of the "County Federation of Women's Clubs." This fund is used to provide speakers.

Mrs. Kelly presented Dr. John D. Owen, who spoke on "Early stages of Cancer." This talk was very well received by the members, who were invited to ask questions.

Our sunshine collection amounted to \$2.63. Meeting adjourned, and lunch was served to about 70 members.

On Monday evening, April 17, a regular meeting of Milwaukee Chapter was held in the club room. Mrs. Kelly called the meeting to order. Reports were heard from the officers and committee chairmen.

Treasurer reported, balance brought forward \$330.07; receipts during month \$61.26. Disbursements, \$32.06 of which \$18.74 was for welfare; \$5.00 for good cheer, leaving a balance of \$409.27.

Membership; 142 voting, 23 contributing, or a total of 165 members.

Mrs. Kelly gave her welfare report. Four families were called upon, shoes were purchased for 8 children. Coal and groceries provided for 1 family, and groceries for another family. Mrs. Deneen gave a brief sunshine report. Mrs. Kelly presented 3 new members to the club.

Mrs. Floyd Walker's name was drawn for the \$2.00 prize. This will be increased to \$3.00 for the May meeting, because Mrs. Walker was not present. \$2.23 was taken in on the sunshine collection.

Mrs. Blitz, a volunteer worker of the "Women's Field Army of Wisconsin" was presented by Mrs. Kelly. Mrs. Blitz talked on "Facts about Cancer."

"Behind the shadows," "Let my people live," and "On the firing line" were the three films shown to the members by the courtesy of the "Wisconsin Anti-Tuberculosis Association." A general discussion followed.

Meeting adjourned, and coffee and sandwiches were served.

I would like to add to this report a

record of our activities for the year 1938. Good cheer and welfare .....\$769.62  
Estimated value of welfare donations not from funds ..... 20.00  
Number families aided ..... 12  
Number of families reached by good cheer activities ..... 94  
Christmas Baskets ..... 12  
Number of good cheer and welfare calls ..... 272  
Number of good cheer messages sent 76  
Amount cleared on ways and means activities .....\$493.13  
Balance in treasury on Dec. 31, 1938 .....\$380.88

There was a gain of 579 members in 1938 over 1937. There was a total membership of 338 in 1937, at the end of 1938 our membership totaled 915 members besides 2 complimentary members, thereby making the gain. We hope 1939 will be as successful as 1938.

## Wausau Chapter

*Mrs. A. I. Lathrop, Historian*

THE annual May party of Wausau Chapter was held at the clubhouse Tuesday afternoon, May 9. The tables were centered with narcissus and cherry blossoms for the delicious two-course luncheon served by Mmes. J. E. Whaley, J. J. O'Toole, Frank Duvie, C. C. Marchant, Paul Loftus, Arthur Yates, Emily McCarthy and Walter J. Freeburn. The president, Mrs. Arthur Yates, gave an interesting resume of the recent meeting of chapters in Chicago. She announced that Wisconsin Rapids now has a flourishing chapter of 57. Mrs. Emily McCarthy, chairman of welfare work, announced that aid had been given to three families during the past month. Mrs. J. E. Whaley, treasurer, reported a balance of \$262.20 on April 30. Mrs. Leo Ziebell, librarian, reported that the club has received many new books for the circulating library, which now totals 159 volumes. The annual meeting of the chapter at Minocqua will be held on June 13. Many of the members plan to visit the beautiful Island City on that date.

Considerable interest was shown by the Women's club in the Tip or Service club recently organized among railroad employees. Mrs. Walter Freeburn and Mrs. John L. Brown have been appointed as representatives of the Women's club to cooperate with the Tip club in every way possible. It was urged that the women attend the club on the first Tuesday evening of every month at the clubhouse.

At the four tables of bridge, favors were won by Mrs. Emily McCarthy and Mrs. C. H. Conklin and Mrs. Emily McCarthy, and at the three tables of five hundred, prizes were awarded to Mrs. Minnie Staeger and Mrs. Frank Hanousek.

At the March 14 meeting, the hostesses were Mmes. J. A. Jacubec, Ed Gongaware, C. H. Conklin, N. A. Obey and Jay Campbell. On that date, Mrs. Felix Slomski was appointed to have charge of clubhouse rentals.

At the April 11 meeting, the hostesses were Mmes. Warren Essells, William Adamshek, Matt LeSage, Otto Cleveland and D. O. Daniels.

## Savanna Chapter

*Mrs. G. H. Rowley, Historian*

THE Annual May luncheon held by Savanna Chapter, Monday, May 8th, at Young's Tea Room was as usual a gala affair. There were 73 voting members present. The luncheon was most palatable and enjoyed by all.

Following the luncheon a brief business meeting was held. Savanna Chapter decided to donate \$5 to the Savanna Memorial Day Association. The secretary and treasurer's reports were read after which the president, Mrs. Lahey, gave an account of the District meeting and luncheon, held at the Hotel Sherman on May 4th. The delegation from Savanna Chapter consisted of the president, Mrs. Albert Lahey, Mrs. Bert Follett and Mrs. G. H. Rowley.

The luncheon was followed by contract and auction bridge and 500 played in the Lydia T. Byram Clubhouse; prizes given

to Mrs. W. C. Givens in contract, Mrs. Emma Isgrig in auction, and to Mrs. Wacker in 500.

The attendance prize was awarded to Mrs. Emma Isgrig. The following committee was appointed in charge of the June meeting: Mrs. Bernie Schmidt, Mrs. Ollie Schmidt, Mrs. Dorothy Lartz and Mrs. Art Cush.

## St. Paul Chapter

*Mrs. J. S. Walker, Historian*

THE regular monthly meeting of St. Paul Chapter fell on Valentine's Day, February 14th. Forty-six members met in the club rooms for a 6:30 o'clock supper, which preceded the business meeting. Table decorations were carried out in a true Valentine color scheme. Hostesses for the evening were the Mesdames J. G. Stizmore, W. C. Allen, Martin, J. M. Maher, F. M. Washburn, O. D. Wolke, and J. S. Walker.

Mrs. Wolke, president, opened the business meeting. Mrs. E. A. Biechler, welfare chairman, reported \$23.38 spent for relief, four families reached. Mrs. George Brew, sunshine chairman, reported four cards sent and four calls made. Mrs. F. M. Washburn, membership chairman, started right in at the job of renewing old memberships and getting new ones. Mrs. O. H. Lundquist, ways and means chairman, reported \$2.55. One of the means Mrs. Lundquist has taken to increase our treasury is an exchange of magazines. Members are to bring their magazines, not more than a month old, to the club. These will be sold for five cents each.

The books had been audited and, because of the absence of our auditing chairman, the report was presented by Mrs. Washburn. The report from July 1, 1938, to December 1, 1938, was: Welfare, \$148.62; Sunshine, \$17.60.

March 14, our next regular meeting, brought forty-three members to a pot-luck supper. The business meeting followed, with reports from all chairmen. Mrs. J. M. Maher read a letter from Mr. Truax, commissioner of parks and playgrounds, in which he named October 1 as the date available for the club picnic to be held at Highland Park.

The district meeting, to be held in St. Paul June 7 was discussed, and we hope to see a large number of members present from neighboring chapters.

Welfare chairman, Mrs. Biechler, reported \$24.13 spent, three families reached. Mrs. Washburn, membership chairman, reported 128 voting and 171 contributing members. Our safety chairman, Mrs. G. Schultz, reminded us of the danger of allowing magazines to lie on the floor. She had to have twenty-three stitches taken in her arm as the result of a fall caused by stepping on magazines.

A penny march was started at this meeting, proceeds to be added to the sunshine fund. Each member must add fifteen cents when it is her birthday month.

A committee of six members was appointed to call on the sick. A new committee will be appointed every six months.

Our president, Mrs. Wolke, had several poems read to the club members. These poems all contained much meaning. It's a nice way to keep the club's true spirit and meaning before the members at all times.

April 11 was the club's fourth birthday anniversary. We celebrated by serving supper to sixty-six members. We were very happy to have with us a number of the Minneapolis chapter's members.

## Malden Chapter

*Mrs. H. W. Terrien, Historian*

OUR meeting of February 28th was called to order by the president, Mrs. Reavus. Eighteen members responded by repeating the club motto, after which the regular order of business prevailed. The treasurer reported a balance of \$49.34.

Various committees reported as follows: Welfare—\$5 for food, one personal call, one family reached. Good cheer—One personal call, one telephone call, one good cheer card, three families reached. Membership committee reported 45 voting and 38 con-

tributing members. Social committee reported 40 attended the oyster stew and chili supper. Pot of nickels was awarded Mrs. Ferrell. After adjournment a dainty lunch was served by Mrs. Burns and Mrs. Carver.

On March 28th the meeting was called to order with 25 members present. The club motto was repeated in unison. The treasurer reported a balance of \$62.64. Committees reported as follows: Good Cheer—Nine personal calls, two telephone calls, twelve families reached. Membership—46 voting and 38 contributing members. Purchasing committee reported a new boiler had been bought for kitchen use. At the conclusion of the business meeting the members lined up to answer as best they could, the questions of "Professor Quiz," with Mrs. Vassej in charge. Prizes were awarded to those who answered the most questions correctly. Mrs. Poole received pot of nickels. A delicious lunch was served by Mrs. Poole and Mrs. Grant.

The April meeting was held on the 25th with 18 members present repeating the club motto. Usual order of business and reports followed the opening session, with all committees proving active in their several duties. It was planned to serve a noon luncheon in May, consisting of hot beef sandwiches and pie, charging 25c per person.

After the meeting adjourned, each member was called upon to read the poem she had written about her pet peeve, which were many and varied. Mrs. Casebeer won first prize for the poem she submitted. Ice cream and wafers were enjoyed, with Mrs. Hale and Mrs. Ferrell serving.

### La Crosse Chapter

PLACES for 85 were set for the 1939 spring luncheon held May 3rd at the First Methodist Church. Mrs. H. J. Troger, president, presided and Mrs. Victor Hansen was chairman. The program, under the direction of Mrs. Claire Carrier, consisted of readings by Billie Burns and songs by the Logan High School boys' quartet. The hall was beautifully decorated with geraniums and candles.

At the report of membership, 128 voting and 173 contributing members were listed. The district meeting was announced for June 7th, in St. Paul, and twenty volunteered to attend.

Out of town guests were Mrs. M. T. Skewes of Minneapolis, Mrs. Blower of Mankato, and Mrs. Moore of Aberdeen.

The annual Milwaukee Club's picnic will be held at Myrick Park on June 14th.

Mrs. Ed Maloney returned home from the hospital after several months there, but was replaced there by Mrs. Nick McGaughey who underwent an operation last week. Mrs. Dewey Brown and Mrs. J. V. Tuomey are improving after illnesses of several weeks.

The La Crosse Chapter has joined the "Red Door" of New York, a committee fighting cancer by spreading knowledge about the prevention and cure of the disease.

### Perry Chapter

*Mrs. Carl Shannon, Historian*

IT has been some time since Perry Chapter has reported, but nevertheless we are very active. Our March meeting in charge of Mrs. Thos. Connell, Mrs. Pete Slater and Miss Heinzelman was an unusually successful meeting. Opening with a one o'clock luncheon, cards and Chinese checkers followed during the afternoon after the business session. For our April meeting we had a family dinner at 6 p. m. preceding the Easter time. It was very well attended and the committee was Mesdames McDevitt, Birmingham, Beatty, Delaney, Hunt and Thompson. For entertainment, Mr. Frank Keith, an engineer, who with Mrs. Keith had visited in California last winter and taken many pictures, including the floats in the Pasadena New Year's flower parade, showed these pictures to the delight of all present. Our relief committee has been called

upon recently for much needed aid in several families and we are very happy to be able to provide for such emergencies.

The house purchasing committee purchased a new gas stove for our kitchen to supplement the one already in use—large dinners call for more conveniences.

On May 2nd we enjoyed our annual May breakfast served by a Presbyterian church organization. It was a grand spring morning, a nice attendance, delicious food and an excellent program. Various club songs were sung; music provided by Mrs. F. D. Chapman. Milena Jean Wilcox, contralto, sang "Prayer Perfect." Orlean Emerick played a solo on a bass clarinet which was an innovation. Both members were accompanied by Helen Blank on the piano.

Betty Lou Lafferty next entertained us with several readings.

The tables were beautiful with pastel shade decorations, miniature May poles favors being sample bottles of Chamberlain's hand lotion camouflaged as dolls in colors to match the May poles. The dolls were the idea and work of our president, Mrs. Heinzelman.

A short business session was held during which the membership chairman, Mrs. Pat Ryan, reported 212 members so far this year. All joined in singing "God be with you 'till we meet again," and so closed our meetings until September.

### Ottumwa Chapter

About seventy were present on Saturday evening in the Club House to enjoy the 6:30 p. m. cooperative dinner on April 15. A program, two songs by Mrs. J. L. Frost, accompanied by Mrs. M. L. Taylor, and three readings by Mrs. O. P. Trautwein followed the dinner. Mr. and Mrs. C. H. McCrum and daughter Ann of Kansas City were out-of-town guests. A Short Service Club meeting was held, to enable Chairman P. J. Weiland to explain the object of the club and arouse the interest of Milwaukee employees. Plans for the combined Milwaukee Women's Club and Ottumwa Service Club dance were formulated at this meeting and committees appointed to take charge. The dance will be the evening of May 20 in the K. of P. Hall, Ottumwa. Mrs. Erroll White offered the use of her home for a benefit evening bridge party, April 26. There was a nice attendance at this party, as eighteen tables were occupied by bridge players. Mrs. Wm. Fry won the attendance prize awarded the evening of the cooperative dinner. The club members also held a rummage sale in April.

The president, Mrs. Wm. I. Wendell, Mesdames R. C. Dodds, A. O. Thor, L. H. Rabun, H. Cogswell, H. G. Barnard and Mike Reynolds attended the district meeting in Chicago on May 4 and very much enjoyed the trip, the meeting and the banquet; having time to attend a vaudeville show at the Oriental theater before boarding the train homeward bound. Mrs. J. C. Roberts had to abandon her plans to join the group going to Chicago on May 3 and instead made a hurried trip to Chicago on May 5.

### New Lisbon Chapter

*Mrs. George Oakes, Historian*

ON March 28, 1939 the thirty-seventh regular meeting of New Lisbon Chapter Club was called to order by the president, Mrs. R. Zeilsdorf, at the American Legion Hall.

The club motto was given by twenty members. One visitor was present.

Chairmen gave reports as follows: Welfare, donation to Band mothers, \$5.00; ways and means, amount earned, \$1.83; membership, 39 voting and 33 contributing; treasurer, balance, \$104.61; good cheer, flowers for sick, \$.75; gifts other than flowers, \$4.31; personal calls made, 12; telephone calls made, 2; number of families reached, 4.

Recapitulation reports of activities of various chapters were read.

The president reported eleven complete blocks for the quilt had been handed in and urged those members who had not

handed in a block to do so as soon as possible.

Notice of the coming convention at Chicago was announced and the club voted to send the president.

Our president suggested that our chapter appear at the meeting of the Service Club at Tomah.

Sunshine money amounted to forty-five cents.

Miss M. Walters, registered nurse of Juneau County, spoke to us about her work. She explained the T.B. skin test and gave a brief history of public health work in Juneau County.

After the meeting was adjourned luncheon was served by Mesdames W. Smart, L. Kallies, R. Bullis, Wm. Kallies and D. Wescott.

On Tuesday, April 25th, the thirty-eighth regular meeting of this chapter was called to order by our president, Mrs. R. Zeilsdorf, at the home of J. Stoker.

Eighteen members responded to the reading of our club motto.

The secretary and treasurer read their reports.

The good cheer chairman reported \$8.22 spent. Thirteen personal calls made, two telephone calls, nine messages of cheer sent and nineteen families reached.

The membership chairman reported 46 voting members and 41 contributing members.

A card from the Tomah Chapter inviting our chapter to the Service Club meeting was read.

Display of bronze plates bearing name and social security number was made and the sale of it was discussed. Mrs. R. Bullis was appointed to take orders for it.

A display poster of the American flag was shown and the sale of it was discussed. Mrs. D. Wescott was appointed to accept orders for it.

Mrs. E. Smith presented to the club the idea for us to save the "Rap in Roll" wax paper coupons. Mrs. D. Wescott will keep the coupons until a goodly number have been acquired and then send them to the company for cash collections.

Club voted to hold May meeting May 23rd instead of the last Tuesday in May because of Memorial exercises.

Our sunshine march netted sixty-seven cents.

After adjournment luncheon was served by Mesdames J. McKegney, V. Robison, C. Robison, J. Stoker and H. Moran.

### Spencer Chapter

*Mrs. Harry Ferguson, Historian*

THIS Chapter celebrated its first anniversary by holding a dance at the Danish Hall which was much enjoyed. Refreshments were served by the committee: Mesdames W. A. Anderson, J. Dennis and H. Ferguson.

After the regular April meeting a hard time party was held for the Chapter. Prizes were awarded the best costumes. Mrs. A. L. Johnson for the women and Mr. W. A. Anderson for the men. Refreshments were served at the close of the evening.

The regular May meeting was held at the home of Mrs. J. Bayles, Everley, Iowa. We motored from Spencer to Everley. A nice time was enjoyed by all.

Mr. and Mrs. A. L. Johnson (conductor) are leaving for Tacoma, Wash., June 1st. We are sorry to lose them, as Mrs. Johnson has been secretary since the club organized and has been a good worker in the club. Mr. Johnson's health will not permit him to work, so he is retiring. We wish them good luck and happiness in their new home.

The Chapter wants to thank Mason City Those attending the district meeting at Mason City on May 10th from Spencer Chapter were: Mmes. W. L. Anderson, Leo Blanchard, Carl French and Jake Erkes. They reported a very instructive and enjoyable meeting.

The Chapter wants to thank Mason City for the courtesies extended them during their time there.

# ON THE STEEL TRAIL

## THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....	Care Chief Dispatcher, Perry, Iowa	Miss F. A. McCauly.....	Care Local Freight Office, Minneapolis
John T. Raymond.....	Care Superintendent, Marion, Iowa	Lucille Millar.....	Care Store Department, Dubuque, Iowa
Miss E. L. Sacks.....	Care Asst. Superintendent, Dubuque, Iowa	Mrs. Dora M. Anderson.....	Care Local Agent, Moberge, S. D.
Miss C. M. Gohmann.....	Care Superintendent, Ottumwa, Iowa	F. B. Griller.....	Care Ticket Office, Sioux Falls, S. D.
Miss E. Stevens.....	Care Superintendent, Savanna, Ill.	Mrs. Pearl R. Huff.....	Care Superintendent, Miles City, Montana
C. W. Duhaven.....	Care Yardmaster, Mason City, Ia.	Mrs. Nora B. Decco.....	Telegrapher, Three Forks, Montana
Mrs. O. M. Smythe.....	Care Car Department, Minneapolis, Minn.	E. R. Tulele.....	Care Agent, Tacoma
Ira C. Wallace.....	Clerk, Red Wing, Minn.	K. D. Smith.....	Operator, Portage, Wis.
H. J. Swank.....	Care Superintendent, Austin, Minn.	H. J. Montgomery.....	Mechanical Dept., Milwaukee Shops
Mrs. Lillian Atkinson.....	Care Asst. Superintendent, Wausau, Wis.	J. J. Steele.....	Care Davis Yard, Milwaukee, Wis.
E. L. Wopat.....	Care Superintendent, Austin, Minn.	V. C. Williams.....	Care Agent, Council Bluffs, Ia.
J. B. Phillips.....	Care Superintendent, Green Bay, Wis.	C. R. Taylor.....	Care General Agent, Cedar Rapids, Iowa
Miss C. Hammond.....	Care Superintendent, Terre Haute, Ind.	C. D. Wagsness.....	Care Dispatcher, Mitchell, S. D.
		Leonard Jahnke.....	Fullerton Avenue, Chicago

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

Nora B. Decco

PLENTY of rain for a week at least, and are the weeds around this neck of the woods popping out of the ground. Everything is blooming and everywhere crops looking good and yards and gardens lovely . . . lilacs blooming early this year, and if the chief train dispatcher's office ever got the truck load our office force sent over, we have not yet heard about it, and when they read this in our colyum maybe they will come to and say something . . . Otherwise . . . well, just wait until next year and we will send lilacs to all the other offices over there and none to them.

What we ever campaigned for Tommy Fairhurst for Mayor for . . . now all we can read in the papers, after all the years of doing as you please, almost, is . . . Notice . . . YOU CAN'T DO THIS and YOU CAN'T DO THAT . . . and for goodness sake where is my dog . . . no collar on his neck and no tag on the collar and all at once we learn, there must be both and by June first, too; all the poor pups stand around and look sad, wondering who is going to buy theirs. Which is ok, and Tommy has three boys and they have a dog and Tommy will have to buy a tag for that dog and wonder if Tommy gets any rest for trying to get the three boys to believe that he will sure enough get a tag for their dog's collar.

The Milwaukee Service Club at this point will put on a dinner as is one; by the time you read this it will have been talked about by the town as one of the best ever given anywhere. Understand the Commercial Club of the City will be guests, which lets me out, and also that the Milwaukee Women's club will be among those present, which lets me in and just so we all get in, is all we ask.

Mrs. Kilpatrick, wife of cond. Kilpatrick, has gone to St. Louis for a few weeks' visit with relatives. While she is away Mr. Kilpatrick is painting up the garage, house, or anything that gets in the way of his paint brush.

Engr. Hupert is down on the main line from the Northern Montana division, and after taking all the examinations that any one could find to give him, especially regarding the electric motors first trip he drew was a week's work on the GV local, and to make it worse, the engine he drew had just come down from the NM division for the GV. I'll say that is sticking close to the home corral . . .

Traveling engineer Cunningham is grandfather now. Born to Mr. and Mrs. Ted Rule of Butte April 26th a daughter, Marilyn Jeanne. Mrs. Rule is a daughter of Mr. Cunningham, so between examining firemen for promotion, checking questionnaires, watching the motors on the gravel trains and wondering how Marilyn Jeanne is at the moment, he is being kept real busy . . . congratulations.

Mrs. Charles Steel, wife of cond. Steel and Mr. and Mrs. H. H. Jenkins have gone

to Cleveland where they are delegates to the Brotherhood and ladies auxiliary conventions there. Operator H. J. DeChant of "GS" office in Butte has gone to Milwaukee, where he is delegate from this district to the Telegraphers' convention held there this month. W. B. Bradley is working a trick in Butte relay office during his absence.

Agent and Mrs. Ralph Kemberling of Martinsdale have gone to the Fair at San Francisco and to visit friends and relatives at other points for a few weeks. Agent Mattson is relieving at Martinsdale during Ralph's absence.

Operator James Campbell and wife of Three Forks are leaving May 23rd for a trip to Wisconsin to visit home folks and will go on to the New York World's Fair and return via Washington, D. C. Operator Ullery of the Nor Mont division will work third at Three Forks for a few weeks.

Fireman McGrath is back on the Gallatin Valley local after some months on the main line; he watches the sky now, not for the slackness of the trolley but for rain clouds, as he has in a large crop of wheat again this year.

Fireman Herbert Wilcox is assigned to trains 15 and 16 and E. A. Smeltzer also to same trains, while Mr. Bales and Mr. Hamilton are on the engineers' extra board working out of here.

Fireman Sam Rodda is again on the sick list after being so much improved in health he had returned to work after returning home from Mayo Brothers Hospital. We hope soon to see him out again.

Engr. James Butler and Engr. Leslie McCormick of this division have retired on pensions. Mr. and Mrs. Butler have sold their house here and moved to Deer Lodge, where they also own a home.

The death of Eugene Wolf occurred at Deer Lodge April 27th after a short illness. Mr. Wolf was well known on this division where he had worked for many years and will be missed by us all. He was employed in 1906 as a surveyor for the old Jay Bone railroad. When the Milwaukee took that line over he entered the bridge and building department and was retired on pension in 1931; he was 80 years of age and as far as is known had no relatives in this country.

Brakeman Dave Clay who is taking life easy and doing as he pleases on the pension has gone to visit home folks and old friends at Des Moines, Iowa.

Cond. Ted Burow and wife are leaving the last week in May for a trip to New York Fair, returning via Washington, D. C., and other points of interest; stopping off in Wisconsin for a visit with relatives, we understand.

### The New Hub of the I&D

F. B. G.

EMPLOYEES of the Milwaukee Road at Sioux Falls occupied the chairs when the Master Mason degree was conferred upon operator Paul Bridenstine by Trinity lodge No. 2, AF&AM, May 10th, at the Ma-

sonic Temple before a large body of members.

Agent G. V. Kohls of Avon spent two weeks in Chicago attending the O. R. T. meeting and was relieved by George A. Raines.

The Mapleton Area Service Club held its second meeting on May 4th at Mapleton and Messrs. Wolverton and Hoskin attended. Lunch was served by the ladies after the meeting.

The lapel on conductor John A. Reagan's coat is now adorned with a 40-year button from the E. of R. T.

Agents E. L. Taylor, Hawarden; W. L. Goodell, Hudson; H. B. Olson, Fairview; E. J. Full, Canton; H. E. Brann, Baltic; and Eddie Doering, Dell Rapids, all attended the A. A. R. Car Service division meeting held in Sioux Falls.

Mrs. Earl Jefferson, Marion, Iowa, attended the Milwaukee Women's Club meeting in Sioux City on May 1st and also visited at the homes of Mrs. T. G. Snyder, Mrs. Earl Murphy and Mrs. Harvey Hoffman.

John Thomsen, section foreman at Charter Oak, spent several days in Chicago on business and was relieved by Martin Kelm.

Delivery clerk John Horstman at Sioux Falls received a nice writeup in the Sioux Falls paper on May 7 on the miniature church which ornaments the yard at his residence, which he built. The church is complete in every detail with pews, pulpit, electric lights and all. A great many people stop to view this nice piece of work.

It's garden time on the east end, as Greene at Hornick is tilling a large plot and is praying for rain so it won't all blow away. Agent Polzien at Charter Oak is hard at it, and last but not least, operator Harvey at Charter Oak has a garden of his own, but why?

Mrs. Harriett Cox, janitress at Sioux City passenger station, will retire on June 1 to take a much needed rest. Mrs. Cox has served the company faithfully for many years, both in the car department and in station service, and her cheerful personality will be much missed around the depot.

Captain of police Roy Worthington of Sioux City has invested in a new Packard car with all the latest improvements, and has also air-conditioned his office at Sioux City. Gee, it must be great to be a millionaire.

Tom ("Honey Chile") Graves has returned to service after spending the winter at several different Florida winter resorts.

B&B carpenter John Kvidahl and family are planning a trip to the old home in Norway this summer.

Conductor Ray Curry has applied for an annuity under the disability clause of the retirement act.

The installation of the insulation (gad, what poetry!) in the police department's office at Sioux City was a big social event of the season. Those participating were: M. J. Noonan, director of the project, foreman, Harry Anderson, supervising architects, R. J. Worthington, F. L. Costello, J.

W. Bailey, C. A. Foote, R. J. Gorman, E. W. Harkrader, Robt. Schultz, etc., crew, Ingvald Hansen. A good time was had by all (except possibly Ingvald Hansen, who not only had to work but also listen to the advice).

Operator Tom Cavanaugh, Sioux Falls, recently took a week's vacation to visit some of his old stamping grounds in Iowa.

It has been said that the girls on the east end are much better looking than around the Sioux Falls vicinity, which may be a good reason for moving—buying a new "V-8"—having your own garden, etc.

Agent at Gayville reports that twenty-one students boarded special train at his station that was operated along that line for the state music contest held in Aberdeen the first week of May.

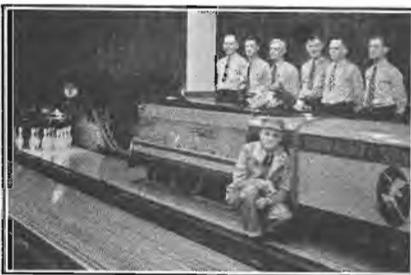
## Drafts From the Drafting Room

"Monty"

THE Milwaukee Road Bowling League Champions—winner of the roll-off of split season champions—the Pioneer Limited—Capt. Walter Marshall, George Kempf, Al Beier, Walter Foesch, Carl Riemann, Ed Walsh. These boys had a very tough battle on their hands against the Store Department boys, the Olympians, but just had a little more left at the finish. The series was decided 2 out of 3 and it went right down to the last roller of each team in the last frame of the deciding game. The deciding game went to the Pioneers by 18 sticks. George Kempf was the mainstay of the Pioneer attack with 608, while Chuck Horlivy kept his Olympians "in there" with 574. "Hail the 1939 Champs," and a worthy bunch of boys they are. Also a tribute to the boys who "almost" won—Don (Capt.) Askew, Chuck



Captain Walter Marshall in front of his Model Hiawatha



Milwaukee Shops League Champion Bowlers—Pioneers and Olympians

Horlivy, Alphonse Epp, Ed Grisius, Jerry Meyer, and James Kozourek.

The league closed its 1939 season with a banquet at the Westmoor Country Club. (Classy, eh?) 'Twas a fitting ending to a very good season of bowling. A king's spread was set before the bowlers, and all had a chance to say things and "get things off their chests." Moco Wellnitz, magician of past, came back (?) to put on a few acts for the boys and still has them talking and scratching their heads. The needle and thread trick "wowwed" 'em. He also got out of a straight jacket a la Houdini. Walter Marshall led his victorious team in about 15 grand marches (a la lock step). H. C. Johnson—prexy, McAbee—Secretary and Treasurer, Bill Cary—vice-prexy, all were unanimously re-elected for next year's 16 team league at the new Bensinger's addition—16 new alleys on second floor—27th

and Kilbourn. Cards, bridge, schaafskopf and bunco were the entertaining games after the swell feed. All were satisfied 'twas the bestest banquet ever.

The Milwaukee Road Golf league has started its 1939 schedule. Charley Phannerstill is on top after the second time out with 29 pts. Bob Engelke and Wilson are tied for second with 28 pts. Engelke and Burch are the low average golfers, however, with 43's. The drafting room golfers are Bob Engelke, "Jay" Fedler, Art Schultz, and none other than Vernon (Iggie) Green.

Jack Armstrong is now devoting his time to managing and "developing young ball players." All "boys" are over 30 years and are called the "graybeards." Some of the boys under his wing are Bob Noot, Bob Engelke, Art Schultz, Paul Isberner, Hartner. Gene Forster is our traveling umpire.

A softball team is being organized by Jackie to enter into the Milwaukee Road Softball Easy Pitching league. Team to be picked from these boys: Peltzer, Melzer, Clayton, Al Groth, J. Rosar, W. Schroeder, Ralph (Lombardi) Haslam, Engelke, Watts, Mueller, and Borowski. Oh yes, Steve Filut also will center around the bases. H. Klatte will play in capacity of "water boy."

Felix Schwalbach and Art Steltz are again in the Test Department fold. Welcome back, fellers. Felix doesn't look the same. Juicy steaks are now his favorite dish. Remember that soup menu?

Deepest sympathy is expressed to relatives of William Horan, son of the late Soda Ash Johnnie Horan, who passed away May 11th. "Bill" had been an employe up until two years ago, when he went out on pension. His service record with the Road is very close to 50 years. He, like his dad, will be sadly missed by the many who knew him.

L. A. Cochrane has stepped up and purchased one of the two open franchises to the 1939-40 bowling league of the Road. Perry has acquired, thus far, for his new team—Young J. Walsh, Jay Fedler and Jack Armstrong. Two good sockers are still being sought—180 average bowlers take note.

## Iowa Middle and West Division

Ruby Eckman

ENGINEER L. F. JOHNSTON was quite seriously sick at his home in Perry during May. Mr. Johnston retired a number of years ago account advanced age.

Mrs. C. C. Marchant came down from Wausau the fore part of May on account of the sickness of her daughter, who accompanied her back to Wausau to recuperate from her illness.

Engineer Archie Lafferty's eldest daughter Glatha was married at sunrise on Easter morning at Lakeland, Florida, to Richard S Stewart of Lakeland. Glatha has been employed in Florida since completing her course at the State University at Iowa City.

The approaching marriage of Miss Wilma Krasche, daughter of agent H. C. Krasche and wife was announced on April 29th. Miss Krasche will marry Charles Kercheval at the close of the school year.

A wedding of double interest in railroad circles took place in Des Moines May 4th when Miss Wilda Springer who has made her home with her uncle, boilermaker Charles Bradley and wife, became the bride of Richard Kinney, who works for the Milwaukee at Beloit, Wis. The wedding dinner was given at the Bradley home after which the young people went on to their new home in Beloit.

Edward Brady, agent for the Milwaukee at Aspinwall, was very sick during April and May and was taken to the hospital at Iowa City, Iowa, for treatment. Don Atkins had charge of Aspinwall station during his absence.

Engr. Frank Keith and wife were among the World's Fair visitors at New York on the opening day.

Charles Williams, who has made his home in Perry for some time, moved this spring to Chicago as he has been appointed signal maintainer in Chicago Terminals.

Mr. Williams was located in Perry while on the extra list.

Assistant superintendent W. J. Hotchkiss was a busy man making personal appearances with the slide-sound film "This Railroad Business." The film was shown to many employes and others on the Iowa division and was an interesting feature.

The new "stream lined" time tables made quite a hit with the Iowa division employes who have to use them. They are much more convenient than the old time cards and speaking from the viewpoint of a party who has handled the distribution of a good many thousand time cards in thirty years' work in a train dispatcher's office, they sure are fine. We hope they continue to use the present style and size.

Retired engineer S. A. Trine and wife made a trip to Tucson, Arizona, in April to visit their daughter, Mrs. LeRoy Perkins. Mr. and Mrs. Perkins have a ranch near Tucson and are erecting a group of 23 bungalows modern in every respect for winter tourist travel. Engineer Trine who has always been a great walker explored a lot of the territory near the ranch.

James Elder, who worked for many years in track department on the Iowa Division, died at his home in Perry during April. He was 84 years of age, and his illness which forced him to retire had extended over a long period of time.

Mrs. George Orbin, whose husband worked for many years at the roundhouse before his retirement, died at her home in Perry in April following an extended illness.

Mrs. George Tomer, wife of one of the Iowa Division engineers, died at her home in Perry on April 24th following an illness which had extended over a period of several weeks.

Engineer Seymour Brown and wife had a nice western trip during April when they went to San Francisco to the Western Area Convention of the B of L E. They met Jack Quinn and Otto Christensen, a couple old time Iowa division engineers, at the convention. Both men had gone west when the extension was built and now live in Seattle. Engineer Carl McLuen and wife who had been in the west for several weeks, returned to Iowa after the convention.

Mrs. James Nunn, whose husband was for many years a road master on the Des Moines division, has been in a Clinton hospital for several weeks following a stroke of paralysis. She was visiting a son in Clinton when stricken.

Robert Lee, young son of car inspector Ray Lee, who is a student at the school for the blind at Vinton, Iowa, had the misfortune to fall from one of the slides on the playground at the school during April. He suffered a skull fracture and his condition was quite serious for a few days but he later recovered nicely.

Leonard Hulbert, one of the retired engineers, died at his home in Perry April 18th following a few weeks' illness. Mr. Hulbert was 77 years of age and had worked for the Milwaukee more than half a century before his retirement a couple years ago. He is survived by his wife and four children. Funeral services which were held in Perry were largely attended.

Conductor William Hunt had a bit of misfortune during the latter part of April. He was doing some carpenter work on a porch at his home when he fell from the ladder and broke his leg. The accident happened just when work was picking up so that he would have had steady work as a brakeman during all the weeks he was forced to be off duty as the work trains were in service.

## I. & S. M. Division, East

H. J. S.

THE following appointments have been made during the past month:

E. L. Wopat, agent—Wirock, Minn.  
E. H. Wood, agent—Hatfield, Minn.  
L. H. Okre, station helper—Jackson, Minn.

James Hanscom, clerk—Northfield, Minn. In order to allay the rumors which have

been floating around, permit me to state that the group of children who were seen following officer Ellits down the station platform were members of a school class from the Lincoln School who were getting some first hand information about locomotives by visiting the Austin Shops.

Mr. and Mrs. R. F. Hogan and son, Billy, left May 20th for a visit with Mrs. Hogan's parents at Sedalia, Missouri.

L. L. McGovern and wife motored to Des Moines, May 20th, to visit their daughter Jeanne.

Traveling engineer T. McFarlane has made application for pension effective June 1, 1939. Tom will be greatly missed by his fellow employes on the I&S&M Division.

Now that Brad has recovered his keys, all's quiet on the western front.

Our sincere sympathy is extended to condr. F. J. Harmacey account the death of his mother which occurred early in May.

V. L. Beatty spent April 21st and 22nd in Omaha visiting her sister.

Did you notice the taped thumbs around divn. HQ Bldg.? That's what comes of bowling from seven to ten consecutive games.

We are glad to see condr. Bill Massino back on the job again after a long absence account illness.

Was that a cigarette we saw FMV smoking the other day? What about that New Year's resolution, Fred?

By the time this goes to press, I hope I will have the first fish story of the season to relate—and not about the one that got away either.

Over 1400 attended the banquet following the 10th annual convention of the Minnesota Credit Union League held in St. Paul on April 29th. The dinner, entertainment and speeches were first-class, and a good time was had by all. The Milwaukee Credit Union at Austin has a small surplus of money on hand, and this would be an ideal time to consolidate and clean up the bills which have accumulated thru the winter months.

Arthur Peterson was appointed permanent sec. foreman at Egan, S. D. Lynn Skjeveland will take Art's place as first man on section at Albert Lea.

Our sincere sympathies are extended to trucker Clarence Swenson and whse. foreman Art Swenson, Albert Lea, whose father passed away Apr. 27th. Mr. Swenson was 91 years of age at time of his death.

## Northern Montana

Max

**A**N early spring wedding of much interest occurred on Thursday afternoon, April 20, at 3 o'clock, when Miss Betty Montana Goldbrand, youngest daughter of Mr. and Mrs. W. R. Goldbrand, became the bride of Mr. Floyd Carson.

The bride was given in marriage by her father, Rev. Traweek of the Methodist church officiating.

Following the ring ceremony, a bounteous southern style luncheon was served to the assembled guests.

Following the luncheon, the bride and groom, together with their father, Mr. Carson, Sr., departed for Los Angeles, Calif., where they plan to establish their new home.

Leonard Mattson, who has been acting as relief agent at Gallatin Gateway, has returned to his home in Lewistown.

Henry Bennett, who sprained his ankle some three weeks ago, is getting along nicely and will soon be on his run between Harlowton and Great Falls on 115 and 116.

There has been a very unusual movement of wheat from the Northern Montana territory, account of the farmers, who had government loans, disposing of their holdings.

The live stock industry is picking up wonderfully in Fergus county. A number of ranchers have shipped in cattle and sheep from Oregon and Washington points.

George W. Smith of Lewistown has been doing relief work at Harlowton passenger station for the past three weeks.

D. L. McVay, who was on the sick list,

has returned to his duties on the Winnett run.

Charles Koch, retired, is running closer to schedule than he did when employed in the accounting department at Lewistown. He retires on the departure of No. 116 and gets up when he hears No. 115 whistling into town.

Mr. and Mrs. W. J. Retallick have returned from visiting their married daughters at Seattle and Longview, Wash.

C. M. Brown of Great Falls spent several days in Lewistown on business. He was accompanied home by his father-in-law and wife, Mr. and Mrs. W. J. Retallick.

James O'Dore and O. Haanes attended a staff meeting at Butte, where the shipping and improvements for the coming season were gone over with superintendent Sorensen.

Mr. and Mrs. J. P. Smeltzer have returned from San Francisco, where they went to be present at the wedding of their daughter.

Mr. and Mrs. W. E. Dougless, who spent a week with their daughter and grandchild at Los Angeles and saw the Golden Gate Fair at San Francisco, have returned to Lewistown.

W. R. Goldbrand left May 5 for Cleveland, Ohio, where he will be in attendance at the Brotherhood of Railway Trainmen's convention as a delegate from this division.

We expect to see Mr. and Mrs. E. C. Short "hitting the road" with the fine large trailer which Earl has about completed after working on it for over a year.

Mr. and Mrs. Geo. L. Wood left Saturday, May 13, for Baraboo, Wis., where they will spend some time with Mr. Wood's mother and proceed to Milwaukee to visit their son, George, Jr., who is employed in the mechanical department of our line.

## Wisconsin Valley Division

Lillian

**M**RS. ARTHUR YATES, president of our Milwaukee Railroad Women's Club, Miss Lucille Yates, Mrs. Walter Freebern, Mrs. Charles Conklin and Mrs. Felix Slomske attended the district meeting of the organization held in the Sherman Hotel in Chicago Thursday, May 4. Nearly 300 women, representing chapters in Illinois, Indiana, Michigan, Iowa, Missouri and Wisconsin, were present. The annual reports as presented showed that in its benevolent work last year it expended \$14,000 and made nearly 24,000 calls in connection with its welfare activities.

Daniel O. Daniels, age 71, conductor on the Valley Division for many years and an employe of the Milwaukee Road for 44 years, passed away at a local hospital Friday evening, April 28, after a brief illness. He was a patient at the hospital for four days. He retired from active service in December, 1936. Funeral services were held on May 1 with burial following in Pine Grove cemetery. The Valley Division employes extend sympathy to Mrs. Daniels and a daughter, Mrs. Clarence Durkee.

Mrs. C. H. Conklin, accompanied by her daughter, Miss Mildred Conklin, and Mrs. Joseph Shira and daughter, Joyce, were in Milwaukee during the week-end of April 15 visiting at the home of Mr. and Mrs. Patrick Sullivan.

Fred Paulus, 81, passed away at his home on April 13 after a week's illness. Funeral services were held April 15. Mr. Paulus was the father of Mrs. William McEwen, Herman, Albert and Rudolph Paulus. Sympathy is extended to relatives by the Milwaukee employes.

Conductor A. F. McDonell, who has been receiving medical attention at the General Hospital in Chicago, has returned and is again attending to his regular duties.

Mrs. A. I. Lathrop returned April 14 from the Mississippi Gulf coast, where she spent several weeks enjoying the sunny southern climate. Making her headquarters at Biloxi, Miss., she studied the historical background of that second oldest city of the south, founded in 1699 by Pierre LeMoyne D'Iberville, under the reign of King Louis XIV. She left home Feb. 18,

going directly to New Orleans, where she attended the Mardi Gras, the most interesting and spectacular pageant of the United States. She was accompanied by Mrs. Mabel Nelson, who spent a few days at Biloxi after the Mardi Gras.

Mrs. D. O. Daniels and sister, Mrs. Lydia Piper, of Milwaukee, spent Sunday, May 14, at Tomahawk.

## "Council Bluffs Terminal"

V. C. Williams

**S**TARTING the annual vacation trend, Mr. and Mrs. W. J. Black, second trick "OP" journeyed to Granger and Des Moines visiting relatives.

Henry Jensen, car inspector helper, to show his loyalty and patriotism, went to Blair, Neb., April 20, and witnessed the tree-planting festivities of the Crown Prince Frederick and Princess Ingrid of Denmark at Dana College. Attending the luncheon given in honor of the royal couple, he was fortunate enough to be seated next to a banker from out Nebraska way. In way of starting a conversation, our friend Hank inquired if he did any live stock marketing or shipping, and was surprised to learn this particular banker did quite a bit of it, and mostly by the railroad. Whereupon Hank, with the old Tip Card spirit prevailing, proceeded to delve down in his inner pocket and produce literature and cards to the final effect of promises from said banker to give our road some important business. After the luncheon, pictures were taken of the Prince and his party, but Mrs. Jensen was not as thrilled as some may believe, as she has seen him and the Princess quite often on the streets of Copenhagen. And not so long ago, either, as she is still an October bride, coming here from her native Denmark.

When Jake Olson was questioned if he had any aspirations to be a famous juror (as he served on the "twelve good men and true" docket late in April) he answered, "Nah. No excitement. No scandalous divorce cases." Jake! At your age!!

Signs of the Times: Laying new steel on the east yard curve. It's been a long, long time.

For a lesson in Safety First, Nels (SLIM SAYS) Jensen, graveyard car toad, related a harrowing experience that makes an old timer shudder. To wit: One dark, stormy night not so long ago, our hero heard the baby stir in his bedroom in the wee hours when crying babies decide to want—well, anything a baby may want downstairs. Stealthily creeping into his offspring's room, he carefully wrapped him in a double layer of blankets and proceeded to carefully tip-toe down the stairs when his big toe suddenly got mixed up with a corner of the blanket and started tumbling down the stairway, with "SLIM" and the baby immediately following. But did any serious consequences occur? Not on your life. The old Milwaukee Spirit came to the fore at that critical moment, and with trained and co-ordinated thought harmonizing, he immediately doubled under, hugged the blanket and the contents, and landed feet first clear down at the bottom of the landing. That's keeping the record clean, Nels.

Seems as if the telegraph operators have an option on the vacation schedules, Floyd Lacy and the Mrs. going to Des Moines for a short stay with his sisters, and visiting a small city near by, the name of same which has escaped me, the place of his birth.

Fred Bucknam, chief clerk, is back to work after his long and serious illness. Glad to report it, Freddy, and watch the old bread basket now.

On May 2nd the first general meeting was held of the Service Club preceded by a pot luck supper, with an interesting play-let being given by Mrs. Frank Colburn, Mrs. T. P. Schmidt and Carl Schonberg, an interesting talk by Ray Dempsey and all together a real good turnout, I guess the spirit has clamped on our go-getters and plans for a banquet and a dance for May 23rd is in the offing. Vas you dere, Cy?

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Another retraction. There was a Golden Spike beard grown after all, and none other than Windy Anderson, our special agent, did the honors.

Here's one for the book. While on the subject of safety first it might be well to warn L. E. Underwood to not be so enthused the next time he waves good-bye to his children. A dislocated shoulder was the result, putting him on the shelf for a couple of weeks.

Merle Hollingsworth, switchman, left for Cleveland, Washington, and points east on his vacation May 6th, planning to stay at least a month, and also giving the New York Fair a once over, and to attend the annual convention of the officers of the B. of R. T. at Cleveland.

Orbie Kensinger, the local jumping-jack, trained it to Detroit, Mich., May 8th, with the Mrs. to bring back—you tell us, Orbie. "Dutch" Brugenhempe reported off sick with a sprained shoulder. He and Eric the Red must have been out together, but he states truthfully he did the damage driving post-holes for his new fence.

Missing the last issue, want to report on one of our "OPs" at least in Omaha, Winnie Swenning taking in the San Fran Exposition last month.

The Cherry Specials from the west coast have begun to move, we being the first road to receive one, getting nine cars May 13th.

## West End TM Div.

P. R. H.

DR. AND MRS. W. P. COLLINS of Colman, S. D., visited conductor and Mrs. H. M. Stangland for several days the fore part of April. Dr. Collins is associated with the CCC camp in the Black Hills as contract physician.

Mrs. C. A. Nummerdor and son Charles departed April 19 for a visit with relatives at Woodland, Wis.

Stanley Narey and wife were called to St. Paul May 4 because of the death of Mr. Narey's father. We extend our condolence to this family in their loss.

Mrs. John Gray, formerly of Miles City and now located in Mt. Clair, Ill., visited the later part of April with her parents, Mr. and Mrs. Wm. Dornay, and Mr. Gray's parents, Mr. and Mrs. John Gray of Miles City.

Wm. Eaton, retired switchman of Miles City, recently had his new trailer house in town for inspection. The car is handmade by Mr. Eaton and he plans to make it his "travel home" for years to come. He expected to make a trip the fore part of May in it to Fairfield, Mont., for a visit with his son and family.

Mrs. Rod Janes departed May 4 for Minneapolis to visit her daughters, Mrs. Melvin Huff and Mrs. James Eldridge.

Miss Betty Lou McCoy of Miles City, now a student in Drake University at Des Moines, Ia., attended the Methodist Uniting Conference in Kansas City, May 6th, as a delegate from Grace Church in Des Moines.

Division Engineer E. H. Johnson has just completed the annual bridge inspection on this division.

Mrs. Richard Jensen, wife of superintendent's stenographer, Miles City, spent several days in Helena the early part of May attending an Episcopal Church meeting, to which she was a delegate from the local church.

Stan. Nelson and Bud Running represented Custer County High School of Miles City in the track meet at Missoula, May 10th, 11th, and 12th.

Effective May 1st, R. A. Middleton was appointed assistant trainmaster on the Trans-Missouri Division. "Bob" worked on the division several months last summer and we are glad to welcome him back again.

Miss Phyllis Gilmore, daughter of Mr. and Mrs. McKinley Gilmore, and Richard Gluyas, son of Mr. and Mrs. R. J. Gluyas, of Miles City, are Valedictorian and Salutatorian respectively of Custer County High School graduation class of 1939. We congratulate these young people on attaining these high scholastic honors.

Mrs. L. F. Pohl, wife of assist. division engineer, Miles City, recently returned home after spending a month visiting relatives in Minnesota.

Mrs. V. N. Pyle, wife of instrumentman in division engr.'s office at Miles City, is leaving this month for a vacation trip to points in Missouri.

Mrs. C. A. Rehn of Miles City went to Cedar Falls, Ia., May 8th to visit her daughter who is a student in college at Cedar Falls.

Mrs. W. G. Gilchrist, wife of stationary engineer, Miles City Shops, was called to Fargo, N. D., May 4th, by the death of her sister.

## News From the West I&D

C. D. W.

THE extra tie gang working on the west I&D are making very good progress and are now stationed at Lennox. Understand new ties will be laid out as far as Rapid City and this should make quite an improvement in the road.

There is also an extra tie plate gang working on the H&D Div. and they are now camped in the north yards of Mitchell.

This division mourns the loss of Mr. Harry Clough, who was recently employed as foreman on the bridge crew. Mr. Clough was in apparent good health and after performing his day's duties while at Rapid City became ill and died very suddenly, death being due to heart failure. Mr. O. McGrew has taken over Mr. Clough's duties and Estil Nichols has taken over McGrew's duties.

Kenneth Benedict has taken over the duties as coal house foreman at Canton.

D. O. Burke of Canton visited with his parents at Presho for several days and was relieved by H. M. Davis of the Dubuque division.

The fish at Lake Mitchell have been biting at a fair clip since the season opened and we expect to hear of some big fish tales seeing dispatcher Fay Higgins has remodeled his boat and christened it the "Owego."

Engineer Kirsch has been off duty for the past month account illness and we are glad to report that he is feeling fairly well again and will soon resume his duties.

John M. Smith, retired station agent, passed away at a local hospital April 28th, after several weeks' illness. Mr. Smith had been in service for this road for nearly fifty years and was a pioneer of South Dakota, coming here from Scotland at the age of eight years. In 1901 Mr. Smith took over the station at Dolton and was stationed there until 1936, when he retired. He was a faithful Milwaukee employe and we all mourn his departure from our midst.

The local freight house is getting a new floor and other improvements this week and will make a nice improvement in the building.

Cond. Geo. Foote was called to Pittsburgh, Pa., account the serious illness of his sister.

This community is suffering from the drought again this year, having received but a very little rainfall all spring. We trust that a wet cycle is in store for us and that a general rain will be received before it is too late.

## I&D Division

C. W. D.

WELL, folks, the trout season opened here April 1st, but so far we have not seen any trout. Our champion trout fisherman, yardmaster F. H. Dickhoff, says the roads are too muddy. Whoever heard of catching a trout in the road? This fishing business sure has some funny angles, or perhaps anglers. Anyway, we are still eating salmon and sardines.

Lost, strayed or stolen: 1 good dishpan from my caboose. If found, please return to H. B. Larson, conductor, I&D Division, for reward.

William Gross of Milwaukee roundhouse, also 2nd lieut. to chief lieut. Monte Kemp of Milwaukee Police, caught a brass thief in the roundhouse and turned him over to

the local police. Good work, Willie. Keep it up and you will be a G-man some day, little boy.

Miss Lillian Ong of Pasadena, Calif., former employe in the division master mechanic's office, called on us while on her vacation. Miss Ruby Potter, chief clerk to the master mechanic, and Mrs. Stasia Harding, stenographer in the same office, held a party in her honor while she was here.

We are glad to report that Mrs. Oscar Larson, wife of car foreman Oscar Larson, is getting along fine after an operation. We all hope she will soon be well again.

W. A. Malthouse, retired passenger conductor, died at the home of his daughter in Minneapolis, April 22nd, after several weeks' illness. Mr. Malthouse had been in service on the I&D Division for 56 years before he retired. The body was brought to Mason City for burial. We extend our sympathy to the family in their bereavement.

Sidney Ingraham, trainmaster's clerk, has resigned to accept a position with the U.R.T. Line of Milwaukee, Wis. Good

R. H. Perry is our good-looking train-U.R.T. cars from now on.

R. H. Perry is our good-looking trainmaster's clerk now, taking the position formerly held by Sidney Ingraham.

Col. C. S. Pack, dispatcher at Mason City, must be out for some political position as we see him out driving and he always has the Governor along in his car these days.

The Milwaukee Women's Club convention held at Mason City, Ia., the week of May 8th, was attended by a large number of out-of-town members and guests. A banquet at the Hanford and a sight-seeing trip around the town was enjoyed by everyone.

The C. L. Swanson family are enjoying a trip to the west coast, also taking in the Frisco fair.

Mr. and Mrs. Geo. Nelson have returned from a trip to Greenview, Ill., where they visited Mrs. Nelson's folks.

Business around Mason City is picking up these days. Quite a lot of cement and sand moving now, as a couple of paving jobs have started, and this makes us quite a lot of business.

Mrs. D. C. Bolton's mother, Mrs. Ella Bottorf, of Albia, Ia., is visiting the Bolton home. Don says now that his mother-in-law is here, he has to be in early, nights.

Mr. and Mrs. Monte Kemp and Mr. and Mrs. A. K. Foote attended the Golden Spike Jubilee at Omaha and got to see all the famous movie stars while there.

Miss Gertrude Deeny is in Mercy Hospital, having had an operation. We are informed she is getting along fine, and expects to be home in a few days. Miss Thelma Swartz is working at the freight office while Miss Deeny is off duty.

Mrs. Nellie Ulrick had the good fortune to win Bank Night at a local theatre. The prize amounted to \$1,075.00.

Miss Grace Moran of the DF&PA office won third place in the contest sponsored by the Phoenix Hosiery Co. With this encouragement she intends to be in the neighborhood of the Cecil or Palace theatres on bank night.

### Terre Haute Division

C. H.

QUITE a delegation of ladies from the Terre Haute Chapter of the Milwaukee Women's Club attended the annual convention held in Chicago the early part of May.

Following the convention, Mrs. David Colwell, president of the Terre Haute Club, continued her journey to Aberdeen, So. Dak., to visit her sister.

Mrs. W. J. Whalen, Mary and Billie, recently spent a few days visiting friends and relatives at Des Moines and Perry, Ia.

Mr. G. Tornes called at the office a few days ago and made a trip over the division accompanied by division engineer Lakoski and chief carpenter Galvin.

Mr. F. G. Pearce, chief clerk to superintendent, and Mr. A. H. Austin, chief

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clerk to general car foreman, were in Chicago last week on business. We hope they had a good time.

The picture, "This Railroad Business," is now being shown at various chambers of commerce, civic organizations and high schools on the division.

Mrs. William A. Sheetz of Braytontown, Fla., daughter-in-law of lineman Ora Sheetz, spent several days during the first of the month visiting the Sheetz family.

Mrs. E. C. Turner of Linton, Ind., and Mrs. A. C. Mitchell of Golden, Colorado, have been visiting their sister, Mrs. Paul D. Scott, wife of operator Scott, at West Clinton.

Sympathy is extended to operator T. M. Mitchell on account of the death of his mother, which occurred at Odon on May 9th, and to operator Scott of West Clinton due to the death of his father on May 3rd at Odon, Ind.

The unsettled mine situation is having a serious effect on the normal trend of business on this division. However, we now have advice that the mines will start operation on Monday, May 15th, which is good news to all of the employes on the Terre Haute Division.

### D&I Division

E. S.

LOCAL chairman of the B. of R. T., W. E. and Mrs. Smith, and condr. Geo. Andrews and wife, of Savanna, also local chairman F. Fisher of Elgin, attended the trainmen's convention held in Cleveland, Ohio. Mr. and Mrs. Smith and condr. Andrews and wife stopped over in New York on their return home to take in the World's Fair.

Condr. O. T. Welch, who submitted to a major surgery in Washington Boulevard Hospital, Chicago, May 8, is resting as well as can be expected.

The Milwaukee Women's Club Annual May luncheon was served in the second-

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floor dining room of Young's Cafe, at Savanna, on Monday, May 8, at 1:00 p. m., and was attended by 73 voting members. A brief business session was held after the luncheon, followed by cards in the Lydia T. Byram Community House. High score honors in contract went to Mrs. W. C. Givens, in auction to Mrs. Emma Isgrig and in Five Hundred to Mrs. Otto Wacker. Mrs. Lloyd Hinsch, Mrs. W. C. Givens and

Mrs. T. T. Nielsen were the general committee in charge and provided a delightful afternoon for the members of Savanna Chapter.

The marriage of LaVerne Goss, son of Iowa Divn. engr. Leo Goss, Savanna, and Miss Marian Johnson, daughter of E. H. Johnson, divn. engr., Miles City, Mont., was solemnized in Miles City May 9. They were attended by Miss Shirley Johnson and Robert Johnson, sister and brother of the bride. Mr. and Mrs. Goss are enjoying a trip to the Black Hills and Bad Lands in South Dakota, and will reside in Kansas City, Mo., where Mr. Goss is employed as water inspector on the Rock Island Railroad. Leo Goss and daughter, Miss Mary, of Savanna, attended the wedding. Congratulations and best wishes are extended.

Clarence J. Latham, retired engineer on the Ill. Divn., passed away at his home in Chicago, Monday, May 15. Mr. Latham entered the service of the Milwaukee Road as a fireman Aug. 1, 1880, was promoted to engineer on March 15, 1888, and served in that capacity until his retirement on Nov. 29, 1938. He was a familiar figure around Savanna Terminal as he visited his son Boyd and wife at Savanna quite frequently since his retirement. Funeral services were held in Chicago, May 18, the remains being brought to Savanna on No. 107 and interment made in the cemetery in Savanna. Sympathy is extended.

We regret to report the passing of retired-conductor L. L. Goble. Condr. Goble entered the service of the Milwaukee Road on Jan. 14, 1906, as a brakeman and was promoted to a conductor on Jan. 25, 1910, retiring on Dec. 15, 1937, account ill health. Death occurred in the family home in Bensenville on April 27 and the body was taken to Fulton, Ill., for burial. Sympathy is extended to Mrs. Goble and children, as well as the Vesley family.

On Monday, May 3, occurred the marriage of Joseph Zubaty, son of Frank Zubaty, Savanna, and Miss Eleanor Manning, of Clinton, in Clinton, Ia. They were attended by Miss Florence Zubaty, sister of the bridegroom, and Edw. Manning, brother of the bride. Following the ceremony a reception and dinner was given in the home of the bride's parents, Mr. and Mrs. B. J. Manning. The young couple will reside in Savanna, Mr. Zubaty being employed in the Milwaukee roundhouse at this point. Congratulations and best wishes are extended.

We understand there will be a Milwaukee Road Team in the baseball league again this summer and we hope to see them head the list of "top-notch" players in this vicinity.

H. H. Nicodemus, well-known conductor on Nos. 103 and 104 on the Illinois Division, has availed himself of the Retirement Act, and retired as of May 1, 1939. We haven't learned his plans just yet but are sure that he will enjoy his well-earned rest.

## Northern District Car Dept.

O. M. S.

THE May 2nd meeting of Northwest Carmen's Association, held at Midway club rooms, St. Paul, Minn., was attended by a large crowd. K. F. Nystrom, mech. asst. to ch. opr. officer, presented a paper on Light Weight Passenger Cars, with screen illustrations of construction of trucks, etc., which was very instructive and interesting. Messrs. J. A. Depppe, J. E. Mehan and F. A. Shoulty from Milwaukee also attended meeting with F. J. Swanson. About 100 Milwaukee Road members of the association in the Twin Cities attended.

Geo. Kempf, air brake inspector from Milwaukee, assisted lead airman, P. A. Garvey, with air brake shop preparations for visit of air brake club to Minneapolis Shops on May 1st, and conditions were in A-1 shape for the visitors.

Car foreman F. J. Tschohl, St. Paul New Yard, purchased a new Ford sedan. Foreman J. C. Weatherell selected a new Plymouth sedan.

Marvin Bennedum plans on seeing friends and relatives in Milwaukee and Chicago soon.

Charles Sokol, car cleaner, Mpls. Coach Yard, has returned home following a major operation at hospital.

April 23rd was a noted day at Mpls. Coach Yard. The Danish Royal party traveled on the Hiawatha from Minneapolis. The train was 100 per cent in appearance and everyone was well pleased.

Anton J. Demmers from Aberdeen repair track has been appointed equipment maintainer, Rapid City, So. Dak., April 16th, vice J. C. Fallbeck, who retired due to ill health.



### SEATTLE BOWLING LEAGUE BANQUET

Seated, Left to Right: Harry Sievers, Morris Mumford, John O'Meara, Leonard Macklem, Phil Cellyham, Wm. J. MacMahan, Vick Garvey; Standing, Harry Morgan, Lee Ward, Henry Williams, Mable Ellis, Jack Chapman, Louie Wiegand, Rusty Anderson, Ed Erwin. Seated, Left to Right: Leo Kord, Bill Brundage, Clyde Medley, R. A. Anderson, R. W. Janes, Frank Wittenberg and Chet MacLennan

## Seattle Terminals

### Car Department and Local Freight Office

THE Seattle Milwaukee Road Bowling League closed the season Monday, April 24th, with a banquet at the Elks Club. Twenty-four members were in attendance. After the usual round of eats, etc., a group picture was taken which is printed herewith. The season was divided into two sections with the local freight office winning both halves. Final standings were:

	Won	Lost	Av.
Local .....	32	13	809
General .....	24	21	785
Yard .....	19	26	746
Engineers .....	15	30	754

High average—Villata, 176.  
High single game—Chapman, 255.  
High team game—Yard, 956.  
High 3 game—Wittenberg, 608.  
High 3 game team—Local, 2625.

Dick Parrot, roundhouse helper, has returned to work after an absence of several months due to a broken heel. We are all glad to see you back on the job, Dick.

Seattle's general yard master, Chauncy M. Campbell, took a leave of absence April 21st and left soon after on a vacation trip to Texas. We understand that while Chauncy is in the Lone Star State he expects to break in his regular number of bronchos and then continue on to the World's Fair at Frisco. We are looking forward to a good report from Chauncy on his return.

It is with sorrow that we report the passing of the wife of Mr. Joe Barrett, car foreman at Othello. The funeral was held at Ellensburg on Monday, May 8th, at 3 p. m.

Mr. Barrett's many friends at Seattle all extend him their deepest sympathy.

Mr. W. H. Campbell, freight agent, Seattle, with Mrs. Campbell left on the Olympian Friday, May 5th, for Chicago, where Mr. Campbell will attend the annual session of the freight station section of the Association of American Railroads, held at the Stevens Hotel, May 9th, 10th, and 11th. Mr. Campbell is a member of the standing committee of station and terminal operations. Mr. Campbell will take his vacation while in the East and they will visit friends and relatives in Illinois, Iowa, New York World's Fair, Missouri and Colorado before returning home.

The correspondent of this column wishes to announce the arrival in his home of

seven and one-half pounds of boy who will hereafter be known as Gary Garrison. All's well, thank you.

Seattle's roundhouse foreman, R. W. Janes, and wife, accompanied with former roundhouse foreman Barney Zilley and wife, motored over to the Grand Coulee Dam, May 4th, and returned May 5th in Mr. Janes's new car. They reported an enjoyable trip.

Roy Anderson journeyed to Tacoma Sunday, May 7th, to see his dad who is very ill there. Good luck to your dad, Roy.

Miss Willa Lindsey, our popular comptometer operator at the local freight office, has returned to her post in the bill room after several weeks off. We are all glad to see you back, Willa.

Harry Jones leads our car department educational forum most every day now. The topics for discussion usually include chrysanthemum growing, pensions, juries, and the Constitution of the United States. These are Harry's best ones. The poorest being babies and their care, and this is where Harry sure falls down.

Seattle friends of Russel Wilson, asst. car foreman, Tacoma, wish to express their sympathy in the passing of his wife, Clara, late in April.

James Frazzini, official car department weed killer and utility man, is well on his way with his spring weed killing. The formulas Jimmy has used have proven to be deadly potions to most of his weeds, however, at the present time Jimmy is stupefied and exasperated because of a weed that is causing him great trouble and is appealing for the aid of a botanical biologist expert or something.

## La Crosse River Division—First District

By Scoop

THE passing of our veteran agent at Portage, Mr. Frank J. Bolting who had reached the age of 81, and had 57 years of service with our railroad, was not wholly unexpected as he had been in poor health for some time and had been confined to his home due to complication setting in.

Frank was one of our veteran agents who worked as clerk, then as agent in the freight house here, succeeding John Boyle. His familiar figure will be missed around Portage where he could be seen walking briskly on his daily rounds among the business houses. He was noted for his brisk pace which he could keep up for long stretches and he always disdained to ride as he said he needed the exercise.

The sympathy of our division is with his bereaved ones.

The passing of Mrs. Koepke, wife of Erwin Koepke, roundhouse worker at Portage, was a great shock to her many friends. She suffered a heart attack early in the morning and passed away shortly after Erwin had gone out in the garden to do some work and when he came back in the house she had passed away. The sympathy of the division is with her bereaved family.

Fireman George Pomeranz is on the sick list.

Fireman Cleve Topham has recovered from a siege of sickness and is back on the job.

Agent Charlie Spoor of Elm Grove, who has been off for some time, is back with us again. He sends those long geared train lists like a young feller so he must have had a good rest on his vacation.

Alex Rae, second trick operator at Camp

Douglas, deserted us for a short battle with the flu in which he won out and is now ready to take on the soldier specials this summer.

Agent A. D. Finegan of Wisconsin Dells, who has been at the Telegraphers' convention at Milwaukee was the host of some five hundred and more telegraphers and train dispatchers at his home town where he showed them the Dells at their best, which is in the spring when the arbutus is out and the river is at its best with the flowers and shrubs beginning to blossom out along its banks. The excursion was a big success, particularly as many of the foreigners from Canada were somewhat skeptical and could not believe the time we made with the Hiawatha engine and thirteen cars with engineer Prohl and conductor O. J. Carey. Mr. Finegan is our local chairman of the telegraphers and had everything lined up and things went smoothly as do all the excursions handled through the Dells territory.

The military camp at McCoy is open for the summer and the thunder of the big calibre cannons will soon be heard there. Agent J. W. "sidetable" Hilliker is the agent for the summer months' encampment.

Who is that tall, black haired train dispatcher on the swing job on the River division? None other than John "Blackie" Jungwirth, who drew the job on a recent bulletin. And Jim Meyer gets his place distributing cars from LaCrosse. Incidentally, Jim is also a train dispatcher now. Looks like we will need them with all the work trains and extra gangs coming out. Well, now that the fishing season is open, you might miss some news because I will be out after the big ones.

### "Serials From Cereal Center"

C. R. T.

P. F. I. Tho's. Manton spent the week end of April 16, in Carroll, Iowa, visiting with his sister, Sr. M. Ramona, who was recently transferred from La Crosse, Wis., where she had been head of the Children's Hospital, to a like position at St. Anthony's Hospital at Carroll.

Roundhouse foreman W. E. Cooper went to Schenectady, N. Y., April 18, in connection with the purchase and installation of the new Diesel engines, which have recently been put in service in the yards at Cedar Rapids.

Special officers Wayne Anderson of Council Bluffs, Ia., and Albert Nicholson, of Perry, Ia., were in Cedar Rapids on business May 1. We understand from things we have heard that they enjoyed a visit to the Amana Colonies, for dinner that evening.

Miss Catherine Gohman of the superintendent's office at Ottumwa, Ia., visited with relatives and friends in Cedar Rapids over the week end of April 30.

Mr. Roy Daugherty was in Cedar Rapids on April 17, taking care of matters in connection with his position as to Claim Prevention and Refrigerator Service.

Mrs. George Hennessy, wife of foreman George Hennessy, was a patient at Mercy Hospital in Cedar Rapids, early in May. While we have had no recent reports, we understand that she is getting along fine, a fact that her many friends will be glad to hear.

General agent F. W. Houston attended the meeting held at the Stevens Hotel, in Chicago, May 10, 11, in connection with the American Railway Association. He reports a most interesting and instructive program.

James Gordon is the name given to a nine pound son born May 12 to Mr. and Mrs. Clyde W. Williams. All concerned are getting along nicely, including the father.

Of course we wouldn't want to mention any names, but we are sure that one in our midst will not be very apt to nonchalantly open the mail received at his residence from now on. It seems that said party opened a letter that was supposed to have had a bill of common denomination enclosed in it. However, there was no bill enclosed, and he has had quite a time set-

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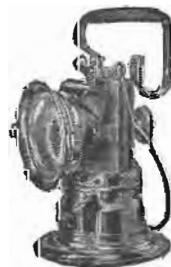
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ting the matter to the satisfaction of all concerned. Eh! "Tony."

Mr. Louis MacLean, who has been working out of the division engineer's office at Ottumwa, Ia., has recently been transferred to the Iowa division and will work out of the Marion office. We are glad to welcome him to our division.

George Crabb, our genial ticket agent at Cedar Rapids, has been enjoying all the discomforts afforded by a tonsilectomy. Although we have been unable to get any first-hand information, we understand that he will soon be back on the job with us.

The following item appeared in the Cedar Rapids Gazette Sport Section, on April 20, and the Star referred to is the son of fireman Joe Reilly:

### Viewing the Field By Leo Lucas

"Reilly Stars in Jay Finale," was a heading in the Omaha World-Herald last Wednesday. The finale referred to is the last spring practice of the Creighton University football squad, and the Reilly is none other than John, formerly all-city quarterback when a member of the Roosevelt team. The Bluejays wound up with a brisk scrimmage and, according to the account, Reilly started the Reds (who won, 33-0) to their first touchdown with a 15-yard dash through tackle and a lateral that sent a teammate 55 yards to score. Reilly scored the second touchdown himself with a cut through tackle, reversing his field to sprint 48 yards. With two seasons of competition ahead, the Cedar Rapids lad should be heard from in the Missouri Valley conference."

### Milwaukee Terminals

G. W. E.

**M**R. MARIE OWENS, wife of engineer Edward C. Owens, died March 19th at her home, 524 North 20th St., after a short illness. She is survived by her husband and three sons. Funeral services March 22nd. Interment Highland Memorial Park.

Yardman Wm. F. Murray returned home from California April 19th. He has traveled all over California and visited the Fair at San Francisco. He is looking and feeling just fine, thank you.

Conductor Dennis J. Manning died at Los Angeles, California, April 18th, after passing the winter there. He is survived by two sons and a daughter. Funeral April 24th, Milwaukee. Interment Holy Cross cemetery.

Yardman E. A. Brown entered Milwaukee hospital April 10th and had operation April 28th. At last reports he was doing just fine.

Engineer and Mrs. T. F. Cummisford returned home from California April 15th after their winter vacation in the sunshine. They are both in the best of health

and glad to get back to good old Wisconsin.

Engineer August C. Hinz returned to his home April 27th after passing two weeks in St. Mary's hospital. He is getting along fine.

Engineer Guy W. Rhoda had operation at Wisconsin General hospital, Madison, Wisconsin, April 7th. He is now with relatives at Oconomowoc, where he expects to recuperate for another month.

Chief dispatcher Arthur A. Engel returned to his home from St. Joseph's hospital April 17th after passing a month there with illness.

Dispatcher Albert Shanke awarded a fine lawn mower at a bingo game recently. It is operated by electricity with an extension cord from the porch. Albert expects to cut the grass on the neighbors' lawns this summer.

Fireman Robert H. Voss had operation at Milwaukee hospital April 17th and returned to his home May 5th. He is doing fine and hopes to be on the job in a couple of weeks.

Carman and Mrs. John Berry are on a visit at Seattle and Everett, Washington, and expect to visit the Fair at San Francisco before they return to Milwaukee.

Chief timekeeper at Milwaukee Shops Frank L. Budzjon retired April 30th after 47 faithful years with the Milwaukee Road.

Assistant general foreman G. G. (Gallop) Reinold attended the Diesel Instruction School at Chicago April 26th to May 6th. Was he lonesome in Chicago and glad to get home?

Engineer Wm. H. Kay entered the Milwaukee hospital for operation April 20th. We are glad to tell you that he has nearly recovered.



Left: Maurice Hennessey, 60-Year Veteran  
Right: Nicholas E. Murphy, 50-Year Veteran

At 7:00 p. m., April 21st, about twenty members of the Veteran Employees Association met at the home of N. E. Murphy, 7027 West Blue Mound Rd., Wauwatosa. It had been arranged to have C. A. Tennant and F. H. Doelger pick up Veteran Maurice Hennessey at his home, 544 North 34th St., and take him to the home of Veteran Murphy, where the veterans gave them a real surprise. When Peter B. Gilmore entered the door he sang "THE GANG IS ALL HERE," and they were. A. J. Hammerer requested F. H. Doelger to act as toastmaster which he did by reading letters from several of the veterans who were unable to attend, also letter from Mrs. Grant Williams, secretary and treasurer, who with the nine thousand other veterans wished these two veterans health and happiness for many years to come. Toastmaster Doelger then presented Veteran Hennessey with a SIXTY year button and Veteran Murphy with a fifty-five year button, from the Veteran Employees Association. A few tears from Hennessey and Murphy followed. D. J. McAuliffe was requested to and recited the following (and Dan can do it): "I stood on the bridge at midnight, as drunk as a son-of-a-gun, two moons rose over the city, where there ought to have been but one. I could see their bright reflections, in the water under me, and I experienced a

feeling of wonder and curiosity. If only one had been there, I would not have been in doubt, but what two moons were doing I could not well make out. The tide was slowly ebbing, I heard the waters roll, as I stood in the wavering shadows to hide from the night patrol. How often, oh! how often in the days of lang syne I have tried to cross at midnight, and got left every time. But tonight I was hot and restless, and my mind was full of care, and the walk that lay before me was more than I could bear. I had no latch key with me and locked would be the door, and I would have to sit in the doorway in agony and fear, till a voice said from the window, "Did the lodge hold late my dear"? So tonight I stood there dreaming and watching the restless tide, till a cop came with a wagon and invited me to ride."

After the applause Mrs. Murphy served light wine and cake followed by cigars. Then followed stories of the link and pin couplers, double cuts and flying switches. Before saying good night, we heard Dahlke, Doelger, Howard and Tennant sing "TILL WE MEET AGAIN," and one of the finest parties ever held in Wauwatosa adjourned.

Yardman and Mrs. T. H. Richards have passed the winter in Florida. At last reports they were on their way to Key West and then home.

Yardman Fred (GALLOPER) Borden is now at home to his friends at Concordia Home for aged and invalids, 3281 North 15th St. Visiting hours 2 to 4 and 6 to 7:30 p. m. He would be glad to visit with some of his old friends.

It was with regret that the Milwaukee Road employees read in the papers of the retirement of conductor Daniel J. Marlett April 30th. Dan was born a gentleman and always retained the habit.

Mrs. Katherine M. Ross, wife of Edward E. Ross, agent at Chestnut St. Station, died April 27th at her home. Funeral services under auspices Byron Kilbourn Chapter No. 195, O. E. S. Entombment Fairview mausoleum.

Assistant roadmaster H. K. Krohn entered Deaconess hospital April 21st for operation and was able to go home May 5th. He has now nearly recovered and is back on the job.

The model of the CHIPPEWA was the finest thing at the third annual show of the Model Railroad Club of Milwaukee April 27th to May 5th.

Assistant general foreman G. G. (GALLOPER) Reinold, boilermaker foreman, E. S. Peters and roundhouse foreman Joseph Fieba were in Chicago May 10th attending SAFETY FIRST meeting. On the return from Chicago they visited the poultry show at Racine.

### Splinters From the Wooden Shoe

J. B. Phillips

**T**HERE still seems to be a scarcity of news on the Superior Division. Do not get any news from the outside points. Evidently there is nothing happening, and if there is nobody is saying anything about it.

In last month's magazine we reported that conductor Frank O'Malley was in the hospital, and are now sorry to report that he passed away on April 17th. Our sympathy goes to his relatives. Machinist Joseph Baier, who was on pension, also passed away on the same date. Charles Bouchard, retired mechanical department employee, died April 22nd. Our sympathy goes to the families and relatives of these men.

Engineer Thomas Brady just returned from a trip through the west and he reports a wonderful trip. However, from the story he tells he must have put a scare into one man from the west. Tom was standing on the rear platform of a train at Montevideo talking to a flagman while the crew was making an engine change. Tom was telling the flagman that he was from Green Bay where upon the flagman remarked that he worked for the Milwaukee Road as a fireman at Green Bay about forty years ago. Well, Tom says, I worked there 47 years so must have been there at the time. The flagman asked about

Henry Dorn. Tom said he is dead. He then asked about William and Tom Dorn, and Tom said they are dead. He then asked about Pig Iron Mike (Mike Dwyer) and Tom said he is dead. The flagman reached down and picked up his grip and walked off without making known his identity, and Tom is now wondering whether he could have scared him.

Switchman Clarence Holt bought himself a nice new red Dodge automobile. He says if he could get a siren for it and a helmet he could probably go out and help Mac win the loving cup account going through the year without any fires.

Dick Isaacson took a trip to Excelsior Springs. He reports a good time and sent engineer Redline a postal showing the size of the fish they catch there. Ed will probably be making this his next place to go for a visit.

With the bus connections we now have between Iron Mountain and Marquette, Mich.; between Marinette and Coleman, Wis., and between Green Bay and Sturgeon Bay, we expect a tremendous tourist business for the Chippewa this summer.

Have an A-1 extra gang camp located at Elkhardt Lake, one of the best on the system, and by employing men from towns on the division are receiving considerable comment on this undertaking.

## Spokane and Inland Empire

*By Jay Kay*

C. F. ALLEN, roadmaster, who moved his family to Spokane from Milwaukee last year, is now nicely settled in his new home at 215 East 19th. Mr. Allen is formerly from the C&M division.

J. C. Paige, TF&PA, Spokane, made a business trip to Chicago last month.

George Dolan dropped down from Post Falls recently to say hello to his roundhouse friends in Spokane.

Any employe contemplating a trip or vacation, better first get in touch with W. W. Cutler, agent, Spokane. Bill prides himself as being somewhat of a weather forecaster. There is no fee for the service (also no guarantee).

E. C. Killips, storekeeper at Avery, Idaho, was seen in a St. Maries Eagles bowling uniform during their recent tournament in Spokane.

Henry Vogle, retired section foreman, St. Maries, who is now living in Seattle, recently visited relatives in St. Maries and Avery.

Engr. Jas. Marre has moved to Tacoma from the East Coast division.

Lawrence Johnson, freight house stover, Spokane, has reported back to work, after an extended lay-off.

Walter Swartley, section foreman at Plummer Jct., and his boy, were confined to St. Luke's hospital in Spokane with near pneumonia. We are pleased to report that both have recovered, and have returned to their home.

George Fallis, retired section foreman, Spokane and Spirit Lake, was a caller in May. George now has a place on Lake Pend O'Reille.

It is with deep regret that we announce the death on May 5th of the wife of car foreman Geo. Barrett of Othello, Wash. Burial was in Ellensburg, Wash.

Tommy Barnes, Jr., machinist Othello roundhouse, was a caller at Spokane recently. Tommy gave us all the latest news about developments in and around Othello.

Operator G. W. Myeus of St. Maries was off for a week in March, he and his family attending the funeral of his brother-in-law, M. Boenke, who died at Moscow, Idaho.

Eric Matson of Tobacco, Mont., was recently in St. Maries doing relief work on the first trick. Mrs. Matson accompanied him, this being her first trip to the county seat of Benewah county.

Billy Beal, clerk CT office, visited relatives in Lemmon, S. D., in April. Billy tells some strange stories about the sand dunes in the back yard.

Miss Olive Morgan, steno DF&PA office, Spokane, spent several days in the hospital during April. We are glad to see her back in the same old corner again.

Agent H. C. LaMarche, Clarkia, Idaho,

is back on the job, after a few weeks off on account of eye trouble.

C. F. Allen, roadmaster, was called to Racine, Wisc., in April, owing to the death of a son there.

Mrs. Neis Stromberg, wife of roundhouse foreman at St. Maries, was in a Spokane hospital in April for general observation.

E. J. Detling, sect. foreman, St. Joe, was in the hospital in Spokane for observation during April.

The boys are all wondering why it takes "Eddie" McShane so long to eat lunch in the restaurant across the street, especially when the management recently changed hands.

John Bassey, agent Malden, attended the agents' convention in Milwaukee in May.

H. R. Stevens, agent at Spirit Lake, Ida., took a lay-off during May account of the illness of his wife.

## Chicago Terminals

*Sparky*

THOMAS CONNICK, retired former member of the Milwaukee R. R. police force, passed away April 12th, after a long illness. Before retiring Mr. Connick was located at the Western Ave. Yards, where he was well known and liked by everyone. Sympathy is extended to his relatives.

George A. Keller, a C.T. engineer for many years, and sec. of George Godding Lodge 188, B. of L.F.&E., died April 14th after a lingering sickness that kept him home for several months. His fellow employes extend their sympathy to Mrs. Keller.

On April 26th at Gorin, Mo., Mrs. Clothilda Imbler, mother of swm. James Imbler, passed away at the age of seventy-one years. We extend our sympathy to Jimmy, his brother, and to his father. Mr. Imbler, Sr., is a retired railroader and plans to visit with Jimmy and family at River Grove for awhile.

Swm. Geo. Smith, who has been in poor health for several months, is reported on the road to recovery. Jack McGrann, who was injured last winter, is now walking around with the aid of a cane.

George McCoy, swm. (not of the Kentucky McCoys), and family visited with friends and relatives in Iowa during the last week in April.

Mrs. A. Casino, wife of swm. Art Casino, visited her brother in Little Rock, Ark., during April and also stopped at Hot Springs, Ark. Art amused himself by polishing up cab 915. He got it so clean Ike Hedges quit chewing tobacco until Art's wife came home.

Carl A. Jensen purchased a home at Itasca and has moved there with his family. Carl also purchased several packages of seeds, and sixty tomato plants, just in case anybody drops in from the city.

The Austin Ave. tunnel went along fine last month, under the able supervision of Edw. Van Zandt and Louie Hibbard, who were piloting cranes up there. In fact the tunnel is progressing so good that Van was able to transfer his talents down to the east end of Galewood. The Bensenville depot is all dolled up with new train shelters and looks pretty doggy.

James Crimmons, who retired about two years ago, died suddenly at Minneapolis, where he had been making his home. Mr. Crimmons served as a yardmaster at Milwaukee and also worked for many years as a C.T. switchman. Jim was always a colorful character, and his many friends will regret his sudden passing.

Wm. F. Strang, a retired C.T. engineer, passed away during May in Arizona, where he had been living for the past few years, trying to regain his health. His body was brought back to Chicago, where many of his old friends paid their last respects, and then taken to Lanark, Ill., to his final resting place. His many friends and former fellow workers extend their sympathy to his relatives.

Mr. Harvey Hall, prominent citizen of Bartlett and pilot of the deluxe trains, is spending his vacation at Huron, S. Dak., accompanied by Mrs. Hall.

Sgt. Edw. Tunning is polishing up the hardware (medals to the laymen) in prep-



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aration for the Memorial Day parade. The old sgt. never misses putting his firing squad through their paces on that day.

The spring weather brought out a lot of the boys who are on the pension rolls. Many of them were visiting in the different yards during the past month. Frank Reed, former train director, was one. Ed. Kinsella and Tom Woods were others. They all looked fine and showed evidence of enjoying life. Geo. Cowan, also retired, was a clerk at his community election in April.

Ralph P. Hayes had some trouble with his gall bladder which confined him to his bed for several days. He is now O.K. Larry England relieved Ralph while he was off duty.

We have heard of stuffed olives, but whoever heard of stuffed salted peanuts? Engr. Rankin of the Ill. Div. will testify on oath, in fact with a lot of oaths, that the salted peanuts at the Bensenville R.H. were stuffed with soap.

Mrs. Leslie Jones spent part of April visiting with her sister in Connecticut. Her husband, Les, is doing the day-relief yardie work at Galwood.

Eric Erickson, swm. and well known entertainer in these parts, was off sick for a couple of weeks. Paul Franz was also on the sick list again.

The boys at the Boulevard R.H. will be tickled pink to know that Bill Jepson is planting a large garden.

John Lawler, asst. foreman at the Galwood Rip Track, will march down the aisle on June 3rd and say, quote, "I DO" (unquote). John and his bride will then make a honeymoon trip to Seattle, Wash., and to San Francisco, where they plan to take in the fair. We all wish John and his bride a smooth and happy life from there on. John is a son of R. H. Lawler, foreman at the West Ave. R.H.

### Fullerton Avenue Building, Chicago

WE REGRET to mention the great number of deaths which have occurred in families connected with employes in our general office.

Mrs. McLean of the computing bureau; ticket auditor's employes Dick Benash and Herman Simonsen, and Leah Aaron of the central typing bureau lost their mothers recently. Emily Doherty of expenditures office, Cele Koob of the abstract bureau and Art Heine of station accounts have suffered the loss of their fathers during the past month.

A surprise to all of us who knew him was the sudden death of Leon Lew, genial clerk in the auditor of overcharge claims office. He died at Hines Hospital after a short illness.

The employes of the building extend their heartfelt sympathy to all these people and to the family of Mr. Lew.

To assume a more cheerful mood, we have a few weddings to report: Ruth Sele of the freight auditor's office; Louise Schack of car accountant's office and Edna Schmidt of the computing bureau took the vows, tied the knot and in general did the marriage ceremony up according to the best traditions. Lots of luck.

We have been requested to ask the fellows in the freight auditor's office to please park their cars in the yard in such a manner as to make it possible for the employes of the other offices to get their autos out without being blocked until five minutes after five.

A. E. Peterson has had a few honors this month. First, landing on top with the highest average in the bowling league (a sweet 185), and then being appointed chief clerk in the freight auditor's office, succeeding Mr. Thorsen, deceased.

Social event coming up is the big annual picnic for Milwaukee employes, given by Pioneer Post at Elm Tree Grove, 6500 Irving Park road on June 4. Races, ball games, dancing and all the trimmings make for a gala afternoon and evening.

A swell party was thrown at the Skyline Club downtown for the employes and their friends. Al Dinoffria's son, who is quite an adept dancer, acted as M. C. while the show was being put on. The dances at the Aragon and the Trianon ballrooms given by the Chicago booster clubs of all railroads were very fine affairs also. Then, too, we can't forget the Hiawatha birthday party at the Lions Club. With all these affairs there is bound to be plenty of social life for all who care to partake.

First sporting item of interest was the married men versus the single men ball game. For the third consecutive year the married men have walked off as victors. This time the score was 13-5. The all-

Scandinavian outfield of Lundgren, Jensen and Cacioppo for the single men was very instrumental in allowing the married men to score due to their W. C. Fields juggling act with fly balls.

The tennis club has over thirty-five members and is starting to swing into action with challenge matches and the usual good-natured rivalry between players.

Well, the bowling season is finally over, with the Arrows emerging on top for the second straight year. They not only had the most victories but also pulled down the largest chunk of prize money. The Fast Mail team took down high game with 1,016, and the Arrows high series with 2,864. Peterson, Becker and Tobin were the men with the highest averages and George Malysynski had a 258 for the highest individual game. Peterson also took high individual series with 699.

The softball team is entered in the Hamlin Park Industrial League this year and opened play May 19 against the Chicago Pump Company. The girls' softball team is looking for a coach—so anyone who would enjoy teaching the gals the game can get in touch with us and we will swing the deal.

Golfers are getting into shape since the warm weather and some pretty good and a few bad scores have been reported so far. It's early in the season, of course, and some of the boys can't even make eighteen holes yet.

### H&D Division—"Where the Olympians Meet"

*Freda T. Lessler*

MACHINIST Frank Robinson, Aberdeen roundhouse, who recently underwent a major operation, is now recuperating and has gone to the lake to fish and rest. We all hope to see him back on the job soon.

Two new families have joined our midst the past week: Mr. and Mrs. Howard Kelley of Columbia, Mo., and Mr. and Mrs. W. C. Whitham. Mr. Kelley will replace Lawrence Rowen, who recently resigned from the civil engineering dept. at Aberdeen to accept a position in Chicago, Ill. Mr. W. C. Whitham will fill the position recently vacated by E. F. Boettcher. We hope that the Kelleys and Whithams will like Aberdeen and that the Milwaukee ladies will help them to get acquainted here.

W. F. (Bill) Kramer and family are spending a week's vacation at Des Moines, Iowa. Take it easy, Bill—we want you to be in shape for work when you get back on the job.

The many friends of E. F. Boettcher, who has been an instrument man in the civil engr. office at Aberdeen for several years, are happy to learn of his appointment as roadmaster, succeeding the recently deceased A. J. Anderson.

Mr. and Mrs. Harry Gibson returned from LaCrosse, Wis., a few days ago, where they spent a very pleasant vacation and Mrs. Gibson received medical attention.

We all extend deepest sympathy to Frank Labisky and children, whose beloved wife and mother passed away on May 1.

Wedding bells rang out on April 21 for Philip Mundy, son of special officer Patrick Mundy, and Miss Clara Wake. The newly married couple spent their honeymoon in Minneapolis and are now at home in Aberdeen. Philip is employed by Ward Owsley and Clara is in the employ of Griggs Cooper. Congratulations and best wishes for a long and happily married life.

West H&D Divn. engr. James B. McGovern is still confined to University hospital at Iowa City, Iowa, but hopes to be released shortly. Best wishes are extended to him for a very speedy recovery.

A very snazzy light ivory Oldsmobile coupe has been causing much commotion among the girls in Aberdeen. After observing the dreamy-eyed babes walking around in somewhat of a daze and singing "Our Merry Oldsmobile," I became inquisitive and began to investigate. The car is a beauty and, incidentally, the driver isn't so bad, eh Bud.

Wm. Heydt, our night boilermaker, is seen only on pay day. He says his eyes

are not used to the daylight. Come often, Bill; always glad to see you, and you needn't wait for pay day to come down. (Respectfully submitted.)

Engr. Frank Webster of the East H&D and wife are planning on an extended trip through the east and will, of course, take in the New York Fair, or perhaps the Fair will take them in. At any rate, here's hoping you have a grand time.

The week of May 8 was an exciting one for the city of Chicago. In the first place the fire department was called to rescue a couple of goofs who walked off a fire escape door (while gawking at the ritzy babes) and were dangling by their suspenders from a tenth-story window. Next the police force was summoned to search for the same two fellows, whom detectives identified as E. L. Feddern and E. J. Richardson in Chicago, to attend a convention of A.R.A. After several hours' search they were found down on Halsted street picking up some pointers for the Milwaukee. Incidentally, how was the meeting?

Engr. Roy B. Sprague and wife, East H&D Divn., will also visit the New York Fair and other interesting points in the East, some time this spring or summer.

Mrs. A. E. Birdseye, wife of locomotive engr., West H&D Divn., is leaving for Indianapolis in a few days to visit her daughter.

Engr. Merle Hammell of the East H&D Divn. and wife are leaving for the New York Fair via Baltimore in the near future.

Mrs. Emmett Burke will leave the latter part of May for the New York Fair, where she will spend a couple of weeks.

Mrs. R. A. Burns returned from St. Paul on May 15, where she spent Mother's Day with her son Gene, and also visiting relatives and friends.

We are glad to report that Ruth McCarthy is back to work after an absence of around ten days, due to flu.

Mr. H. L. McLaughlin, GNWFA, Minneapolis, spent two days in Aberdeen the latter part of April. We were pleased to have Mr. McLaughlin visit us and hope he will come again soon.

Machinist Wm. Irving, wife and daughter will soon leave for the west coast and the San Francisco Fair. Good luck, Bill—and have a nice time.

Engr. D. M. Perkins of the West H&D Divn., wife and son will also visit the Fair at San Francisco and will spend a few days at Los Angeles.

Sorry, indeed, to report that Mt. Murphy is no more. Some one put through an order to load cinders from our stock pile and our good friend, Chas. McDonald, the crane operator, went to work and completely demolished it. We will look forward to next fall again with the hopes of building a more grand and glorious "Mt. Murphy."

Mrs. L. D. Phelan spent Mother's Day in Minneapolis with her son James, who is attending the university there.

### Good Old Dubuque Shops

*Lucille Millar*

TO the families of the following our sympathy is extended—

George Wiegand, locomotive engineer, who retired from active service June 1st, 1936, having entered the service in 1888. Mr. Wiegand passed away at his home in Dubuque after a lingering illness April 29th.

Iowa Division conductor William Brown passed away at his home in Dubuque after completing his trip on May 13th—his sudden death was a great shock to his many friends on this division.

Roundhouse foreman P. H. McGough and wife were pleasantly surprised on May 11th when their son Martin, wife and children from the Dakotas, arrived in Dubuque for a short visit, enroute to Memphis, Tenn.

We are glad to learn that a number of our veteran shop employes are now receiving their annuities. To those who are still on the waiting list we are told that their patience will be rewarded. The sentiment expressed among those veterans is that they are glad they worked for a grand rail-

road like the Milwaukee for they know what consideration was given their applications by our officials. The fine film "This Railroad Business," which was shown in Dubuque recently was a real success. Arrangements were made for its showing at several of the public and parochial schools as well as at the clubrooms of the Milwaukee R. R. Women's Club. An estimate of 6,000 witnessed this film in Dubuque.

A special train was run from Guttenberg to visit the Royal party at Decorah on Sunday, May 7th.

Other division notes are to the effect that agent E. Hurley, LaCrescent; conductors R. H. Kearney and J. M. Cassidy, also baggageman R. Schrader, returned from Excelsior Springs, Mo., where they spent about ten days. Agent G. W. Lowe relieved agent Hurley in his absence and V. K. Clark and C. H. McCauley relieved conductors Kearney and Cassidy.

Mrs. Kenneth Yeager, wife of the son of agent at Bellevue, was in Dubuque hospital for several weeks where she submitted to an operation. We are glad to report that she has now recovered sufficiently to return to her home in Bellevue.

### Kansas City Division

K. M. G.

A SUDDEN death among Milwaukee employes was that of Melvin Stocker, B & B department employe, whose death occurred in Kansas City on April 9, as the crew was at that time working at that point. Funeral services were conducted on the following Wednesday afternoon. Mr. Stocker had been an employe of the company for over thirty years. He is survived by his wife and one son of Ottumwa.

Retired engineer David Watson passed away on April 28 in Kansas City. Funeral services were held the following Monday morning and his remains taken to Chilli-cothe on train No. 8 that date for burial. He entered the service as a fireman in January, 1884. promoted to engineer November 12, 1888. His original service with the Milwaukee began on October 16, 1883, working as an engine wiper in the mechanical department.

Dispatcher J. G. Upp was operated on for appendicitis on April 12 at the St. Joseph hospital, returned to his duties on May 4. During the same time Mrs. Upp was confined to her home with a streptococcal throat infection, but is now recovering.

Chief dispatcher L. H. Wilson entered the St. Joseph hospital on May 6, ill with pneumonia. He returned to the office on May 15.

Dispatcher M. L. Fromm was in the same hospital for several days during the early part of May.

Superintendent R. C. Dodds; asst. supt. R. A. Woodworth; division engineer R. A. Whiteford; roadmasters F. M. Barnoske and C. L. Boland, and captain of police F. E. Schultz attended the Natl. Safety Meeting in Chicago at the Sherman Hotel on May 10.

The Milwaukee Men's Bowling team won some of the honors during the season just closed at the Red Crown Recreation alleys in Ottumwa, as the team finished in second place. Dispatcher M. L. Fromm won the cash award for having the highest individual average for the season; Bill Wilson, machinist, coming in as a close second. Other members of the team—Captain Dave Luman, J. Seal and L. Oots. Mr. and Mrs. J. Seal entertained the members of the team at a six o'clock dinner in their home in Ottumwa on May 8, including their wives.

Mrs. D. L. Carbaugh had her tonsils removed in April and was confined to her home for several days. She has been in ill health for many months and it is hoped the last operation will bring her improved health.

Traveling engineer E. J. Kervin has a new Hudson sedan. Several weeks ago his Terraplane car was badly damaged when the brakes refused to hold the car, which was parked on top of one of the steep hills of Ottumwa.



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When it comes — YOUR  
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CRANK PINS

PISTON RODS

HAIR FELT INSULATION

After spending about three months on the K. C. Division, Louis K. McLean departed on May 11, train No. 108, for Marion, Iowa, where he will be connected with the engineering department on the Iowa division. On May 10 who served the birthday candy to the office force, having had a birthday on May 7? Howard Stevens of Evanston, Ill., is a new member of the engineering department on the K. C. division, coming to Ottumwa on May 1.

We are advised that Mrs. A. P. Moritz, wife of engineer, is recovering from a recent illness of three months. Hope she will soon be entirely well.

Dist. No. 23 School of Instructions held at Seymour by the O. E. S. on May 4 was attended by Nell Bowen of Ottumwa, who is employed in the office of the superintendent. Mrs. Bowen was selected to act as one of the escorts to the Worthy Grand Matron.

A week was spent in the early part of May by C. Johns, wife, mother and sister of Milwaukee, with a brother in Fordland, Mo., and various trips through the Ozark Mts. Mrs. Johns left for Milwaukee on May 10 to visit her daughter Helen.

The official meeting of supreme officers of Beauscant held in Des Moines on April 22 was attended by Mrs. J. C. Roberts of Ottumwa.

On Saturday, April 22, occurred the death of Mrs. H. J. Schlutz, mother of Mrs. Fred Lapham, at the home of another daughter, Mrs. W. T. Monohan, Omaha. Funeral services and burial the following Tuesday morning in Plattsmouth, Neb. She was preceded in death by her husband last November 7.

T. P. McGraw and family have moved to a nine acre farm on the outskirts of Ottumwa.

R. J. Coker and wife were in Louisville, Ky., for a visit with their daughter in April, making a visit to Mammoth Cave accompanied by Pauline Coker, and a visit to Frankfort.

Mrs. I. A. Summers of Cone made a short visit to Cedar Rapids on April 24 and visited in the home of her brother and wife in Marion, Iowa.

Second trick operator F. C. Johnson and wife, Cone, enjoyed a reunion with their entire family at their home on April 2.

Thomas B. Summers, a medical student at the State University of Iowa, spent the Easter vacation at the home of his parents, agent L. A. and Mrs. Summers, Ardon, Ia.

Section foreman Peter Baskell, Mrs. Baskell and their grandson Eugene Dickinson spent Easter Sunday at Mystic, Iowa.

## Notes From the Local Office, Tacoma, and the Coast Division, West

R. R. T.

IT is with sincere grief that we chronicle the death of Harry Levi Butler, who died suddenly, due to heart failure, on the streets in Tacoma on April 1, at the age of 63. He had entered the service in 1920 and at the time of his death was employed as brakeman on the logger; in fact he had worked on the day before his death. He left a wife and two sons, to whom our heartfelt sorrow is extended. The funeral services took place on April 4th.

We regret very much that we have no more than the mere record of the passing away of Mrs. Russell Wilson, wife of car foreman Wilson at Tacoma, and of Mrs. Grover Hensley, wife of car inspector Hensley, also of Tacoma, during the month of April but we tender our sincerest sorrow to the survivors.

We regret to report that Mr. F. J. Welch, formerly chief carpenter of this division, is again an involuntary guest at St. Joseph's Hospital of Tacoma and we beg to offer our best wishes for his early recovery.

Conductor H. J. (Spike) Neff is home from the hospital now and recovering from the serious injury he received two months ago. We are much pleased to hear of his recovery and hope he will soon be back at work again.

Roadmaster H. C. Davis of the branch

lines came back to work March 13th but we failed to hear of it at that time. We are very glad to see him back at work again, looking better than ever.

We have a new assistant trainmaster on the division, Mr. N. V. Engman, but as he is out on the line at this writing we are unable to give his wherefrom. We extend a cordial welcome to the division.

H. E. Salzer, the traveling auditor, was here in April and gave cashier Fay Clover the once over. Needless to say, everything was in apple-pie order. We are sorry to have missed Mr. Salzer, as he is a prince of good fellows.

A wreck at Bucoda on the joint line caused the detouring of two Union Pacific passenger trains from Western Junction, near Chehalis, to Tacoma; conductors Fay and Joe McCammon did the honors as pilots.

It gives us great pleasure to report Mr. Alvin Gothlin, laborer at the shops, was married about the middle of April, and acquitted himself nobly as a bridegroom should.

F. B. Trout, clerk at the district accountant's office, and wife have just returned from a two weeks' visit to California, during which they inspected the Fair at San Francisco and enjoyed it very much.

E. P. Allen, signal supervisor at Tacoma, left with Mrs. Allen early in May for Detroit where he took delivery of a beautiful new Chrysler automobile. On the return trip they intend to visit at Joliet, Illinois, and Mr. Allen's former home in Colorado. We wish them a safe return.

William Cusick, representative from the office of A. E. Lodge in Chicago, who has been doing special work in the office of the district accountant here, for several months past, has now returned to Chicago.

O. C. Cardle, ticket agent at the passenger station on the morning trick, has taken delivery of a brand new Hupmobile car, and has even bought a new spring suit and hat to go with it. And yet he said there were absolutely no news in his department when we inquired—said it with a bland and childlike innocence that completely threw us off. Wait till we see him again!

Tom Dolle, comptometer operator at the local office, has also become the proud owner of a new Ford—that is, it isn't quite new any more but still ranks high. We hope he may drive it for some years.

We tender our sincere congratulations to Sergeant James of the 146th Field Artillery Regiment, W. N. G., who was recently commissioned as a lieutenant; in private life he is clerk in the car department. The question now arises of precedence over the chief clerk in that department, whose name is Sergeant, but there will probably be no squabbles over a little thing like that.

The Milwaukee Bowling League came to a finish for this spring with a grand and glorious tournament on April 28th. It is tough luck, but the fact is that, owing to a system of handicaps, some—well, let us call them mediocre—bowlers, like Jennings, Kimose, Fletcher and Hartwick, came in for the money, while the "slickers," like Matt Kline and C. C. Collins, were left holding the bag. It will now be September before bowling starts again; at that time it is hoped that a Northern Pacific bowling team from the district accountant's office of that line will measure up against the accountants of this line.

Ray Gove and wife, tool room attendant at the Shops, are making a grand swing around the circle; they are visiting the San Francisco Fair, then relatives at various points in Texas, returning via St. Louis and Chicago.

The first part of April snow conditions at Hyak were so favorable that the two operators on second and third trick were taken off. Mrs. Leah Carroll, who worked the second trick, took her regular assignment on the third trick at Cle Elum, and Mrs. Hazel Smith from the third trick took her regular appointment as agent at Beverly. Mr. Wadsworth, who had been at Beverly, is now relieving operator Lovejoy on third trick at Tacoma Junction while

Lovejoy is attending the National Convention of the Telegraphers, but will then go to the extra list; Mr. Hanson, who was at Cle Elum, is already on the extra list.

Mrs. Carroll took leave of her job at Hyak in these feeling words:

Now, what you gonna do  
When a slide gets on the track?  
And you wanta give a line-up  
To get the linemen back?  
And you're gonna need the section-men  
When rocks come rolling down,  
And when the wires go on the bum  
You'll really "go to town."  
The operator at the sub  
Forgets to set the 'larm  
And hollers for the 'operat'  
To save him from all harm.  
And then, a sudden storm comes up,  
Uproots the trees and such;  
That's when you're gonna miss me  
And miss me very much.

For poignancy of diction, and expressive feeling this farewell poem certainly ranks with the world's masterpieces and we shall anxiously await Mrs. Carroll's outburst when the wind begins to blow at Beverly.

Miss Marie Benson bid in the job as comptometer operator at the district accountant's office, relieving Miss Gunhild Versland who resigned.

We are pleased to report that Clinton Montague drew the job as warehouseman at Raymond; we understand things are humming down there just now.

Clinton P. Miles returned April 24th from Bellingham, where he relieved chief dispatcher A. C. Bowen, while on his annual vacation; he had barely returned to his regular trick at the yard when he relieved chief dispatcher Rothman at Port Angeles, while Mr. and Mrs. Rothman make their annual pilgrimage to Wisconsin. Operator Hawley from Seattle relieved Clint in the meanwhile.

Tubby Gleb, of the local freight house, at last realized on the policy he has carried on his Essex, lo, these many years. His mother was driving it the other day, when the car caught fire somehow and was singed considerably. However, the insurance company came across handsomely.

## Tacoma Bowling League Tournament

### SEASON RECORDS

High Individual Game:	A. Rickett .....	276
High Individual Average:	G. Montgomery .....	205
High Team Game:	Boilermakers .....	978
High Individual 3 Games:	G. Montgomery .....	677
High Team 3 Games:	Pipe Shop .....	2,725
1. Boilermakers .....	36	24
2. Pipe Shop .....	36	24
3. Machinists .....	35	25
4. Supervisors .....	33	27
5. Extra Gang .....	30	30
6. Tin Shop .....	24	36
7. Accountants .....	23	37
8. Roundhouse .....	23	37

### SINGLES EVENT

Name	Total
1st Prize W. Jennings .....	670
2nd Prize L. Higgins .....	665
3rd Prize F. Schuetze .....	659
4th Prize E. Hartwick .....	632
5th Prize H. Rosenberg .....	627
R. Tidd .....	614

### DOUBLES EVENTS

Name	Place
J. Kimose	
R. Fletcher .....	1336 1st Place
F. Bryan	
M. Cline .....	1245 2nd Place
F. Schuetze	
R. Vetersnek .....	1244 3rd Place
C. Stumme	
R. Kinzner .....	1163 4th Place
S. Dunbar	
R. Bame .....	1160 5th Place

## Milwaukee R. R. Women's Club

(Continued from Page —)

### Minneapolis Chapter

Mrs. A. Kurzeka, Historian

POT-LUCK supper preceded the April meeting of Minneapolis Chapter. The members enjoyed the delicious meal. Mrs. Ben Benson served as chairman.

Our president, Mrs. O. Berg, called the meeting to order. The following reports were given: Welfare expenditures, \$22.06, aiding four families; Good Cheer contacted seven families; Membership reported 103 voting and 614 contributing members.

Over 100 members were present at the pot-luck supper of the May meeting. Mrs. D. T. Bagnall and her committee were in charge.

The regular business meeting was conducted by Mrs. Berg. The various committees gave their reports. Welfare spent \$19.45, aiding five families. Good Cheer reported an expenditure of \$7.10 for messages of good cheer and flowers. Membership reported a total of 922 members, and the Minneapolis Chapter takes this opportunity to congratulate Mrs. H. M. Hauser and her committee for the splendid work they did on the membership drive. They qualified for all the prizes awarded for membership, thus receiving \$55.00.

Mrs. C. Hammer gave the treasurer's report, the balance for April 30 being \$350.92.

We were sorry to learn that Mrs. B. M. Smith was resigning from her office of recording secretary. Mr. Smith was transferred to Aberdeen, which necessitated the resignation. Mrs. Smith was faithful to her post and we only wish she could be with us longer.

After the business session there was dancing, card playing and a drawing.

The drawing consisted of six prizes of \$1.00 each. Only paid members were eligible. The lucky contributing members were: A. Anderson, Geo. Smith and Flo. Martin. The lucky voting members were: Mrs. Ryan, Mrs. Ann Faucett and Mrs. R. A. Bryant. "It pays to be a paid-up member of Minneapolis Chapter."

### Terre Haute Chapter

Mrs. A. L. Burt, Historian

ON March 16th another meeting and pot luck supper was held in the club rooms. It proved to be a sauer kraut spread as huge platters of the delicacy graced the tables.

After the dinner about 25 members joined in repeating the club motto. A very neat sum of money was reported made on the benefit card party held in the club rooms on March 10th.

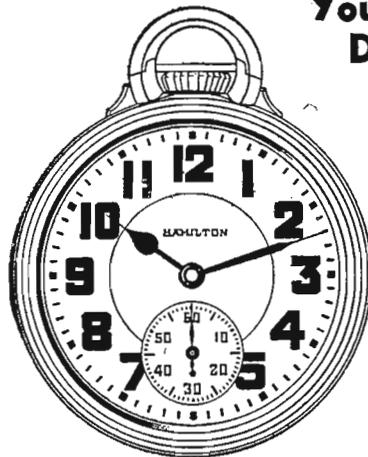
Also two drawings were held. One prize was a beautiful quilt which was won by Mr. O. E. Shoptaugh. The other was a Heinz donation.

The ways and means committee are to be congratulated for adding over \$100 to our relief fund during the months of February and March.

After the penny march the club meeting closed with song and then adjourned to a long table where penny bingo games were enjoyed.

On April 20 another pot luck supper ushered in the regular meeting. The tables were heaped with appetizing food. The attendance was 35 members who met with the newly organized service club of about 35 members before holding their own meeting. The service club voted to meet regularly at the club rooms on the third Thursday of each month. It was decided that since the month of May is usually dedicated to mothers, the men would serve the supper at the next meeting.

The women then conducted their meeting in an adjoining room. Reports were read and about fifteen members indicated their intention of attending the district meeting and banquet to be held in Chicago at the Sherman Hotel on May 4th. After all had signed the register and had participated in the penny march, the club adjourned.



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Three-year-old Nancy's father had installed a new radio. Nancy listened with rapt attention to everything—music, speeches, and station announcements.

That night she knelt to say her "Now I lay me." At the end she paused a moment, and then said:

"Tomorrow night at this time there will be another prayer."

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

**FOR SALE**—Natural stone seats, made from Indiana Limestone are beautiful, enduring, useful, ornament for the cemetery, park, lawn or porch, splendid gifts, fine school class memorials; prices \$7.50 to \$20.00 and up. Send for illustrations. Ralph Holley, Bedford, Ind.

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For information write or phone (evenings only) H. Smith, 2306 N. Lawndale Avenue, Chicago. Phone Bel. 4135.

**BOARDER WANTED**—Just south of Bensenville, Room, Board, Washing, Garage. Private Family—Reasonable. Address—Frank J. Schmidt, George St. near York, Bensenville, Ill.

**FOR SALE**: Remington Model 9 portable typewriter. Practically new. Very reasonable. F. L. Costello, % Asst. Supts. Office, Sioux City, Ia.

**IF YOU** have any stamps or United States coins to sell or exchange, get in touch with H. L. Lawrence, % Asst. Supt. Terminals, Bensenville, Ill.

**FOR SALE**: Omco 7 column non-registering adding machine. Good condition. \$10.00. D. Rundberg, Retired Agent, Yale, Iowa.

**FOR SALE**: Safety Adjustable Leg Bands. A newly perfected safety article. Made especially for railroad men of all classes and other workers. It has been approved from a safety standpoint and endorsed by Mr. L. J. Benson, Assistant to the Chief Operating Officer of The Milwaukee Road. Manufactured and sold now at 25c a pair, or \$2.50 per dozen. For further information, write Gust Bonde, 1023 Spruce St., Marinette, Wisconsin.

**CHICKENS FOR SALE**: Pure blood Partridge Cochins, Cockerels, and eggs for hatching. Just the thing for the city man. Large and heavy and will stay in pen. Frank D. Florer, 1408 Locust Street, West Des Moines, Ia.

**ANTIQUES WANTED**: Colored glassware and furniture. Describe articles fully, will also trade. Write A. D. Ceurvorst, 110 1/2 West 6th street, Davenport, Iowa.

**FOR SALE**: Pomeranian puppies, pedigree stock, three (3) months old. Price \$15. For information write or phone Henry F. Koretke, 1711 W. Belle Plaine Ave., Chicago. Diversey 2062.

**FOR SALE**: 10 watt amplifier complete, tubes, speakers and microphone. Standard job, \$45. Henderson F. Baker, 5915 Calumet Ave., Chicago. Phone Wentworth 6555.

**TELEGRAPH OPERATORS**: Again enjoy that firm grip. Improve your sending either key or "bug" 100 per cent with a wrist exerciser, the only thing that will exercise and bring into play the muscles used in sending. Correct balance and weight. Names satisfied users can be furnished. Price \$1.00. H. E. Wichmann, Stoughton, Wis.

**GLADIOLUS BULBS**: Can supply any recent introduction (of proven worth) in limited quantities. Wholesale, retail list, yours on request. Mixed colors—large bulbs, \$1.25; medium size, 90c; blooming size at 60c per 100 prepaid. Honey as advertised previous issues this magazine, will still be available for a short time. H. L. Wood, Twin Bluffs, Wisconsin.

**FOR SALE OR TRADE**: Second hand Victor adding machine, \$25.00. E. W. Voss, retired agent, Mazomanie, Wis.

**TO SELL OR TRADE**: Kodak Retina miniature camera; has an excellent, fast lens (f.3.5); Compur Rapid shutter, with speeds ranging from 1 second to 1/500 second. Also a fine tan leather case, portrait attachment and green filter. Original cost when purchased 18 months ago was \$70.00. Will sell at a great sacrifice. Telephone MULberry 2054 in Chicago, after 6 p. m.

**25c BUYS** a 1939 premium coin catalog of U. S. coins. Fully illustrated. L. A. Youngblood, Prairie du Chien, Wis.

**FOR SALE OR TRADE**: A double barreled shotgun, sixteen gauge, American Arms make, for a camera. Write and describe camera. Richard C. Stark, 6930 Medill Ave., Chicago, Ill.

**FOR SALE**: Furniture, beds, rugs, stoves, radio, davenport and chair, dining room suite, bed clothing, dishes, silver ware. This furniture is less than six years old; forced to sell account sickness in family. T. F. Hyson, Sect. Foreman, Doyleston, Wis.

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# CONTENTS

Gallatin Gateway Inn.....	Front Cover
About Traffic Tips.....	H. A. Scandrett 3
A Day at New York World's Fair.....	A Milwaukee Employee 3
The Milwaukee Moves a Mountain to the Sea.....	E. H. Bowers 5
The Service Clubs.....	6
The Retirement List.....	7
Honored on His Retirement.....	8
The River Grove Peony Gardens.....	8
Doctor S. R. Slaymaker—Obituary.....	8
Labor and Management Solve a Problem.....	Gilbert E. Allcott 9
Accident Prevention.....	10
The Agricultural and Colonization Department.....	11
The Milwaukee R. R. Women's Club.....	14
On the Steel Trail.....	17

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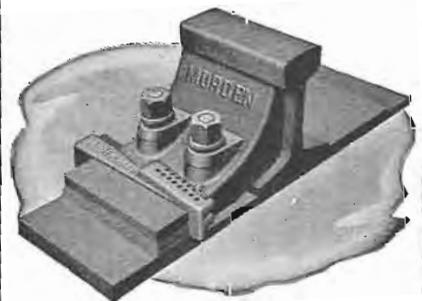
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# Can you pick the one that "pays its way"?



**H**ERE are three "ways" of transportation — three routes by which freight may move.

And it may interest you to know that only one "*pays its way*"—meets all its own costs.

That one is the railroads.

The railroads built their own roadways in the beginning.

They pay out of their own pockets the entire cost of maintaining them.

Beyond that, they *pay taxes* on them—taxes for support of schools, public health, the courts and other government activities for the general welfare.

Of course, highway carriers pay taxes, too, but almost all of what they pay

is spent on the highways they use. What's more, the total amount they pay is far less than their fair share of the costs of building and maintaining these roads.

You may have been told that inland waterways are provided by nature, free of charge and ready to use. But the fact is, almost without exception, that navigation on these waterways is possible only because of improvements and maintenance, paid for by taxpayers. And these subsidies amount to as much as or more than the *total cost of moving by rail the same freight* which now moves on these inland waterways.

We bring this up for a simple reason!

The American railroads are regulated and restricted on the outworn theory that they are a "monopoly"—and at the same time they must compete with these other favored forms of transportation.

The railroads' average revenue for hauling a ton of freight one mile is only about one cent—and nearly one-third of that goes to meet the cost of providing and maintaining their roadways.

The skill, enterprise and efficiency which make possible such a record are unsurpassed by any other form of transportation.

All that railroads need, as far as government transportation policies are concerned, is a square deal with no favors either for themselves or their competitors.

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