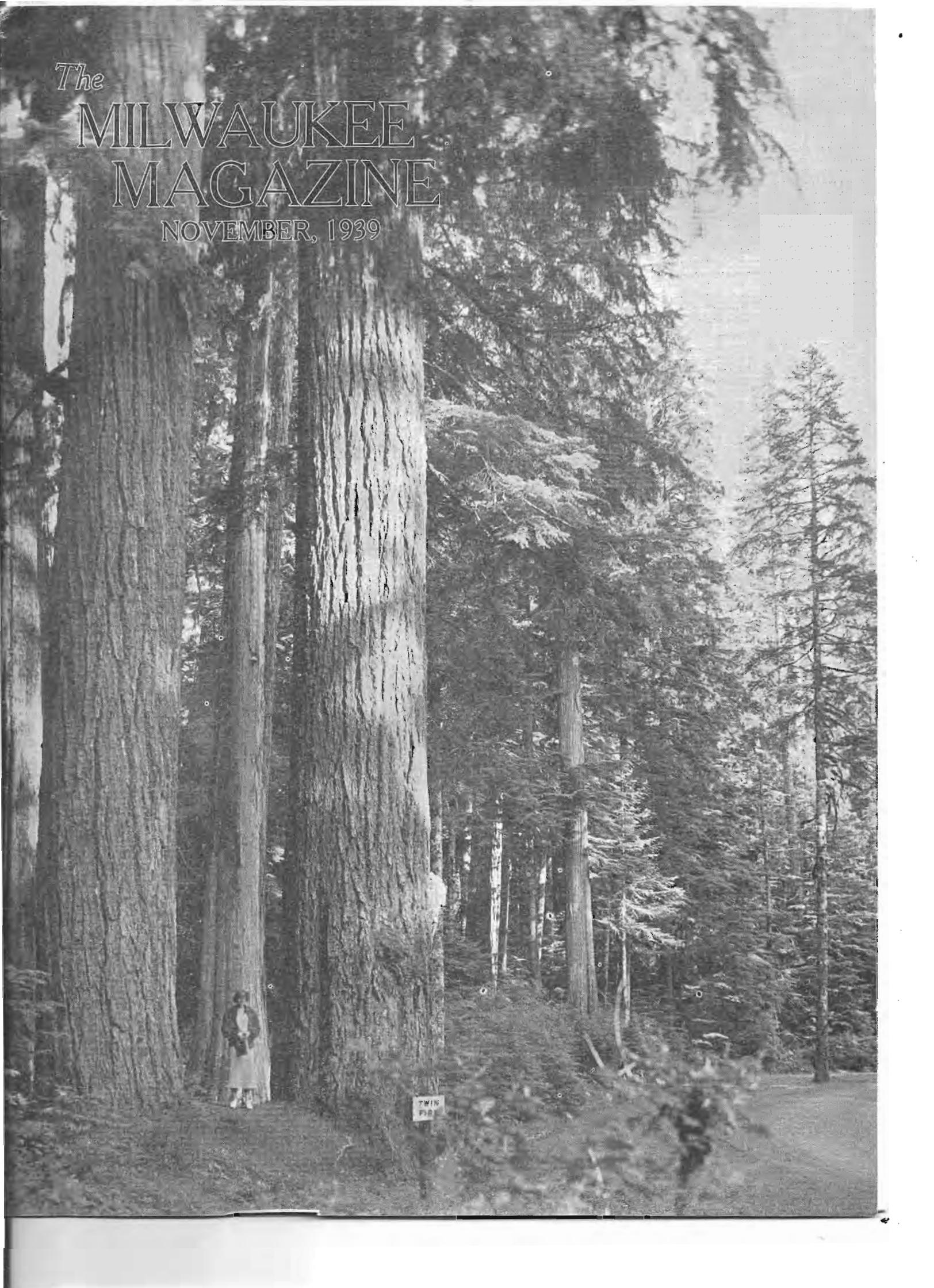


*The*

# MILWAUKEE MAGAZINE

NOVEMBER, 1939

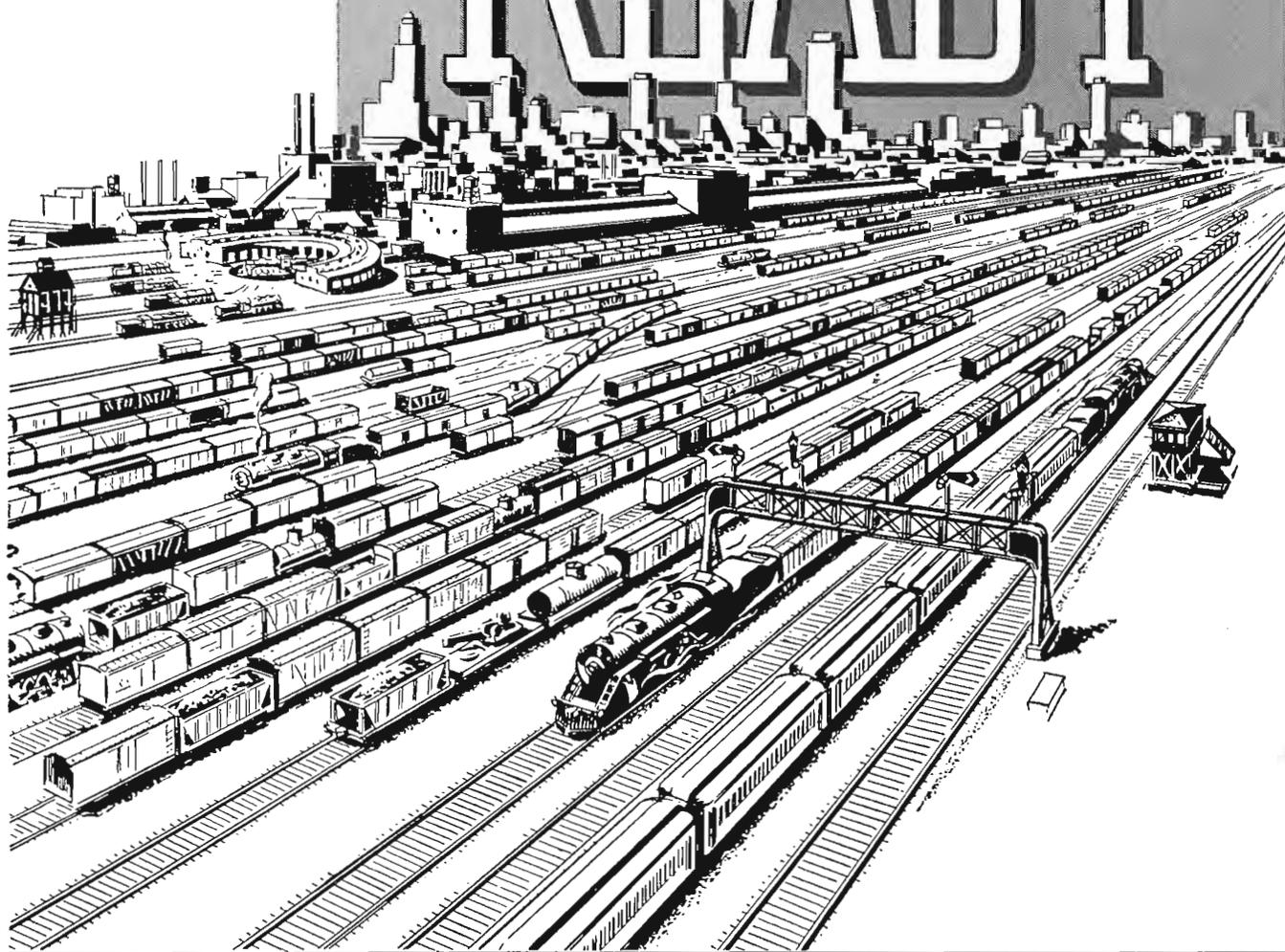


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**RAILROADS ARE**



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for modern mass transportation.**

**ASSOCIATION OF AMERICAN RAILROADS**

## ABOUT TRAFFIC TIPS

**T**HE number of Traffic Tips sent in by Tippers during September was less than in September a year ago. In fact, it was less than in any month since the Tip Plan was started except October last year. Passenger tips fell from 1,503 in August to 976 in September; freight tips from 679 to 644; the total from 2,182 to 1,620. The lowest total was 1,564 in October, 1938. In March this year the total was 2,804.

After almost a year and a half of Traffic Tip work, in which more than 7,800 Milwaukee Road people have taken part, twice as many tips as were obtained in September might reasonably have been expected.

As there was a falling off in tips in September and October last year, it may be that those months do not offer as favorable opportunities for tips as do other months in the year, but, if so, this situation should have been more than offset by the fact that this road has almost twice as many Tippers as it had a year ago.

In the tabulation below five groups show an increase over August in number of tips per 100 employes, the Terre Haute Division having increased from 4.1 to 8.0.

The fine work that has been done by the active Tippers, particularly those who have found it possible to send in tips from month to month since the beginning of the plan, is acknowledged, and is fully appreciated. I urge the much larger number of Milwaukee Road people who have not taken part to join those who are willing to do what they can to help the road that employs them.

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

Division:	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employes	Division:	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employes
Dubuque & Illinois . . . . .	77	126	14.6	Coast Division . . . . .	71	9	5.2
Seattle Gen. Office . . . . .	33	14	14.2	Rocky Mountain Div. . . . .	33	10	5.0
Madison Division . . . . .	57	16	10.8	Kansas City Div. . . . .	12	23	4.4
Iowa and Dakota Div. . . . .	124	29	10.1	Chicago Terminals . . . . .	25	85	3.7
Superior Division . . . . .	18	52	9.8	Twin City Terminals . . . . .	53	14	3.7
Chicago General Office . . . . .	86	63	8.8	Milwaukee Terminals . . . . .	92	40	3.3
Hastings and Dakota . . . . .	70	24	8.3	Trans-Missouri Div. . . . .	23	7	3.2
Terre Haute Div. . . . .	18	47	8.0	Iowa Division . . . . .	30	15	2.9
Milwaukee Division . . . . .	35	33	6.2	Miscellaneous . . . . .	3	3	1.0
Iowa & S. Minn. Div. . . . .	28	18	5.8				
La Crosse and River . . . . .	88	16	5.4	Totals . . . . .	976	644	6.04



### New Glarus, Wisconsin

#### First Home of the Swiss Cheese Industry of Green County

Robert K. Burns

**I**T is not true that they put the holes in Swiss cheese by peppering it with buckshot. Neither is it true that the holes are there for air-conditioning. If anyone says they put the holes in to make the cheese weigh less, it's a lie. A slab of Swiss weighs plenty (holes or no holes) and nobody exactly looks forward to being hit on top of the head with one. It is also not true that the mouse tribe likes Swiss better than any other kind of cheese. A self-respecting mouse likes any kind of cheese he can get, and his feelings get awfully hurt when he discovers that a luscious smell has lured him out of his hole only to get him into a trap. Mice, being rational animals, never blame their troubles on the cheese, but only on the mean dispositions of the creatures who could think up such a dirty trick. The way they figure it, is that since everybody knows cheese is so good, they ought to be willing to pass it around without attaching a mouse-trap to it.

That way, everybody would be happy and there would never be any overproduction in cheese.

The more you think of it, the more you begin to realize they've got something there.

All this, of course, is only by way of introduction to the story of New Glarus Swiss Cheese in Green County, Wisconsin; the small and uncertain beginnings over 75 years ago; the slow and steady growth; and the emergence into the present day of one of the big industries of the state of Wisconsin; and in fact, of the country. Some recent statistics prepared by the Wisconsin Secretary of State indicate that the state produces yearly about 27,700,000 pounds of Swiss, 5,300,000 pounds of limburger, 243,000,000 pounds of American, 32,500,000 pounds of brick and munster, 9,000,000 pounds of cream and 6,000,000 pounds of Italian. Of this gigantic industry, which is over 50% of the national production, the Swiss

cheese industry is now mainly centered in Green County, and its county seat, Monroe, which is known as the "Swiss Cheese Capital of the U. S. A." Swiss cheese-making, however, did not begin at Monroe, but in the vicinity of New Glarus, the old Swiss settlement 18 miles to the northeast.

#### The Settlement of New Glarus

The founders of the settlement of New Glarus in 1845 were Swiss immigrants from Canton Glarus. Hard times and over-population faced them with the alternative of either starving together gracefully at home, or emigrating to the new world where there was much rich and undeveloped country in which they could earn a living. Their training had not primarily been agricultural. In fact, most of them were artisans, skilled workers, but with that sturdy, common-sense outlook on life that distinguishes the Swiss citizen. A willingness and ability to turn their hand to anything. They stopped first in the Mohawk valley of New York, where cheese-making was then part of the farming occupation. From there they moved west into Wisconsin, and engaged first in wheat farming. These

Swiss were not the first comers to Green County, but their colonization project at New Glarus changed the course of Green County history from a purely agricultural course, to one of highly specialized dairying and industry. This was not done intentionally, but came about through dire necessity.

After several successive years of raising wheat, around the time of the civil war the land began to be exhausted. Erosion, land depletion, chinch bugs, caused repeated crop failures. Prices fell throughout the country following the close of the civil war. In 1846 the first cows had been purchased by the settlers of New Glarus, but for many years the milk and meat had been used exclusively for home consumption. Now in desperation the farmers turned their hands to industrial dairying and cheese-making. The land was sowed to clover and grass and the size of herds increased. The colonists had always made cheese for their own use, but now they began to make it for the round-about markets.

The first farmer-cheese-factory, as distinguished from the purely individual home-grown attempts, was a limburger factory in New Glarus township opened by Nick Gerber in 1868 on the farm of Albert Babler. The next year Mr. Gerber started the first Swiss cheese factory, which was located on the Dietrich Freitag farm in Washington township. Mr. Gerber, who had had experience with the operation of the factory system in New York and Ohio, persuaded the settlers to deliver their milk to the factory for outright purchase. In 1876 Mr. Gerber is said to have had three factories in Washington and New Glarus townships, producing 227,000 pounds of Swiss cheese yearly.

According to Emery Odell, publisher of the Monroe Evening Times and author of a history of the Cheese industry in Green County, development of the factory system came comparatively rapidly, although the farmers at first did not respond very favorably to that system of making cheese. The peculiar process of making Swiss cheese, which had not varied for centuries, made them believe it was impracticable to work up the milk in large volume. Experiments proved that these opinions were wrong and that cheese of better quality and greater uniformity could be made by the factory system. Closely following Nick Gerber in the early cheese factory development were three other men who soon became leading factors in the industry—Jacob Karlen, John Boss and Jacob Regez. These men began the attempts that have continued ever since to expand the market beyond its local limits, standardize quality and prices, and put the business on a year-round basis.

#### Monroe Assumes Leadership

As a result of the extensive dairying industry growing up in Green County, various condensed milk companies began to locate at various points in the

county, and their requirements for milk naturally competed with the requirements of the cheese factories. The competition for milk from the farmers' cows and the increase in prices that followed brought success in some instances to the cheese factories, and in other localities the milk condenseries won out. For some years the city of Monroe had gradually become the financial, manufacturing and distributing center of a good percentage of the cheese produced in Green County. It was here that cheese held its own. In other centers, such as New Glarus, the milk canning companies, were favored with the contracts for the farmers' milk. These milk companies by buying only quality milk, and by introducing requirements that the milk supplied them must come from well-lighted

friendly spirit of the citizens of Monroe, very much in evidence all year round, is intensified, if possible, in the annual celebration in honor of its great industry.

#### "William Tell" Brings Fame to New Glarus

For many years the thriving prosperity and individual character of the Swiss settlement around New Glarus had been well known in the state of Wisconsin, but in the summer of 1938 the citizens of this village decided to advertise more widely the Swiss character of the community by presenting the play "William Tell," which is well known to all students of literature and drama, and tells the story of the struggle of the Swiss people for independence in the 14th century.

Elaborate plans were made for the production—everybody entered wholeheartedly into the arrangements. Costumes were sewed, casts trained hard for several months, and when the production was finally launched it won the critical acclaim of the nation. The success of the production, in fact, was so great that plans were made to make the presentation of "William Tell" an annual event.

This year the second annual presentation took place on September 3rd and 4th, and met with success even greater than the first year. Just as in the former presentation, all parts were taken by villagers and residents of the surrounding area. Costumes were sewed by the women of the community and a community guild formed to handle the details of the production. The outdoor setting for the drama was carefully chosen. The difficult part of "William Tell" was played by Gilbert Ott the first night and Ed Vollenweider the second. Each of these men had alternated in the role the year before. William Tell's son, who has the apple shot off his head, was played by Richard Rettig, Jr., and Isle Strickler, alternating in the role. More than a thousand reservations were made from the cities of Milwaukee, Chicago, Madison and other middle western centers. Patrons included Mrs. Franklin D. Roosevelt and Governor and Mrs. Julius P. Heil of Wisconsin.

That this village has succeeded in advertising itself to the nation through the medium of this play was indicated by the fact that the town was invited to present the play at the New York World's Fair, but had to turn down the

(Continued on page 13)



Green County Court House, Monroe, Wis.



Store Room of a Cheese Factory

barns where cattle are separated from other livestock; and producers must have isolated and sanitary milk houses, have raised the level of dairying of the whole industry, and all branches of the business have mutually profited by it.

Internationally known cheese manufacturers and distributors now conducting their operations in Monroe produce such a volume of Swiss cheese that that town can rightfully style itself "The Swiss Cheese Capital of the U. S. A."

Each year during the month of October for the past 25 years (with the exception of the war period) the city of Monroe has held a "Cheese Day" with a lavish celebration and parade, all with the idea of advertising the pre-eminence of the city in the Swiss cheese industry. Sandwiches made of cheese with fresh milk and foaming beakers are lavished upon all comers. The



# Council Bluffs Leads the Nation "Back to the Rails"

One hot night last summer the steps of the Council Bluffs Railroad Y. M. C. A. served as the birthplace of an idea. The little idea grew with such rapidity that by October 8th it had become a colossus which held the city in its hand. And its parents named it "Back to the Rails."

HERE were 1,000 railroaders and railroad boosters who donned their engineers' caps and bandannas on the evening of October 12th and banqueted together as a fitting highlight to "Railroad Appreciation Week," the seven-day, non-stop celebration staged by the civic organizations of Council Bluffs, Iowa. This surge of public recognition and appreciation of the immeasurable service rendered the city by the Milwaukee Road and the seven other railroads which converge in Council Bluffs is, as far as any one knows, a unique movement in this country. It came into being as something of a "bolt from the blue."

It was extremely hot in Council Bluffs this summer, and on one of the hottest evenings some of the members of the Central Labor Union had fled to the steps of the Railroad Y. M. C. A. to find relief from the heat. And as they cooled they talked; and as they talked some one suggested that the railroads in Council Bluffs might be able to get back some of the business lost to other modes of transportation if they were to join forces and make a mass "putsch" for what was rightfully their share of the traffic.

They were not too hot to see that they had generated a good idea. And where could such an idea be progressed to better advantage than right there in Council Bluffs? It was, after all, the rendezvous of the Milwaukee Road, the Union Pacific, the Great Western, the Northwestern, the Wabash, the Illinois Central, the Rock Island and the Burlington.

It was no time at all before the idea had been taken up by the railroad leaders themselves and before you could say "Casey Jones," men from all eight of the railroads had joined forces, over 1,500 strong, and organized the "Back To The Rails Club No. 1." They have incorporated and the "No. 1" is included in the official name because it is already evident that many rail centers are going to follow suit and the Council Bluffs



Milwaukee Employees In the Parade

aggregation, being duly proud of the distinction of being first in the field, intends to retain that distinction.

Organized for the purpose of getting back old business and creating new, the club wasted no time in letting its existence be known to the business men of the city. The response received was surprising even to the rail workers. It seems that the *Council Bluffs Nonpareil* (the local daily paper), the Chamber of Commerce and many other civic bodies had long been aware that the very existence of the city was attributable to the railroads; all they had needed was a starter.

And therein lies the story of how Council Bluffs, Iowa, set itself back on to the steel rails: It was the townspeople and the far-sighted merchants of the city who inaugurated "Railroad Appreciation Week" and planned the week-long festivities. Naturally, the "Back To The Rails Club" then pitched in and helped, surprised at the magnitude of the thing they had so unobtrusively created.

It was decided that the week from October 8th to the 14th should be the period for giving credit where credit

was due, and the following is an outline of the program which resulted:

## Sunday, Oct. 8th

Special edition of the *Council Bluffs Nonpareil*. It is difficult to imagine a more comprehensive coverage of the myriad fascinating aspects of the railroad in-

dustry than was to be found in this enormous issue. In addition to the regular sections, the paper included three 16-page departments, the first entitled "Passenger," the second "Freight" and the third "Maintenance." There were pictures by the dozens, color was used freely, and over the type on the front page was superimposed a head-on sketch

of a locomotive done in a sort of Milwaukee Road yellow.

## Monday, Oct. 9th

Every one was expected to appear on the streets in the honor costume of the week beginning this day. It was surprising to see how few people showed themselves on the street without the famous cap and bandana.

A Kiwanis Railroad luncheon was held, and in

the evening there was a community sing in Bayliss Park, led by the Union Pacific Choral Group.

## Tuesday, Oct. 10th

A free barbecue was staged by the Chamber of Commerce for the railroad men and their families. It was attended by every one interested in either the railroads or food and it was reported that the Centennial Grounds where the snatch-as-snatch-can was held witnessed its record throng.

## Wednesday, Oct. 11th

There were concerts, speeches and the like, but the enormous parade completely overshadowed all other events of the day. More about the parade later.

## Thursday, Oct. 12th

The banquet which took place in the evening was graced by the presence of Mr. H. A. Scandrett, as well as the chief executives of the seven other roads and scores of officials, both great and small, from here, there and everywhere. The Hon. George A. Wilson, Governor of the State of Iowa was present, too, as well as representatives of the Association of American Railroads and the Western Association of Railway Executives. The eating guests were there by the hundreds and there were an even hundred

(Continued on page 13)



Milwaukee Float In the Parade



Left: W. E. Beck, Pub. Relations Rep., and T. P. Schmidt, Car Foreman, Council Bluffs

# Railroads and Reforestation

Edwin H. Bowers, Brakeman, Coast Division

**T**HERE was a time in the memory of men still working on the Tacoma & Eastern subdivision when virgin forests began at our yard board at Hillsdale, a suburb of Tacoma, and extended in an almost solid mass of sky-towering trees back across the hills into regions which no man had as yet penetrated. They will tell you of the busy little mills at Frederickson, and Kapowsin, where the switch runs tied up; and at Elbe, Eatonville, and Reliance. With the exception of Eatonville, where the Eatonville Lumber Company's mill is still being operated, most of these places are now no more than blind sidings or ghost towns. Now we are hauling the logs—in trains often 75 cars long, sometimes two and three a day during the height of the logging season—from Morton, 62 miles away, to the yards at Tacoma, from where they are distributed to Tacoma's famous mills. Here they are manufactured into the lumber that is hauled over the Cascades in 3,500 ton trains, 65 cars long, by our giant electric locomotives, speeding to market in some far distant eastern city.

Sixty-five per cent of the revenue freight originating in the Northwest is forest products. \$250,000,000 is the annual freight bill.

It was a timber cruiser at Vail, headquarters for one of the Weyerhaeuser Timber Company's large operations, who first pointed out to me the part the railroads had played in changing lumbering from many small, individually owned enterprises, supplying only a local market, to a few great companies with far-flung operations and supplying markets all over the world. We were watching a cut of 35 or 40 cars loaded with massive logs, some of which were 6 feet and more in diameter, being put away in the yard.

"How much longer," I asked him, "do you suppose we'll be seeing logs like those?"

"Those are old growth," he answered. "There isn't much of it left."

"What will we do, you and I and the thousands like us whose jobs depend upon the lumbering industry, when it's all gone?"

"If things work out the way we plan; that is, if fires don't destroy our work, it won't ever be gone."

It was when I asked him to explain that, that he told me how the railroads had made lumbering a major industry.

"In the old days," he said, "before the railroads built into the West and provided a fast, economical way of getting our forest products to the east-

ern markets, each little mill was located on some stream which provided both transportation and power. They manufactured only what they could sell in the local market, and they cut only the timber close by, because hauling the logs out of the forest was slow and expensive. As soon as they used up the timber close by, they moved the mill back to the new cutting. It was a nomadic industry, and could offer nothing in the way of permanency or stability to encourage the building of permanent towns. And, while it's true that the forests might never have been used up by those slow methods, still they were wasteful, and inadequate to supply the demands of a rapidly growing country.

"The coming of the railroads changed all that, almost over-night. Besides opening up the markets of the east, they provided a rapid, economical, and dependable means of hauling the logs long distances from the cutting operations to the mills. That made it possible for the mills to establish permanent sites, and worth while for the mills to invest in new highpower machinery with a tremendous output. The small mills came out of the woods, centralized their operations, and expanded into large mills capable of turning out lumber on a mass production basis. Towns grew up around these permanent mills, and became cities.

"Unfortunately, during the first period of rapid expansion, the only improvement was in the high speed meth-

ods of harvesting the timber to feed the greedy saws that howled day and night to fill the demands of the clamoring markets. The forests were still regarded as inexhaustible mines. How could we expect these pioneers who had hacked their way into the great forests with axe and crosscut saw, hauled their logs with ox teams, and manufactured their lumber with water power mills, to appreciate the tremendous capacity of high power machinery and methods? After long years of toil and privation, the railroads had brought opportunities for undreamed of wealth. Those were boom times. People don't think about things like conservation during boom times."

Timber cruisers get up early. This one decided it was time to go to bed, leaving my question still unanswered.

But these aren't boom times any more, and today we are thinking about things like conservation, so, as one of those thousands whose future depends upon the perpetuation of the lumber industry, I dropped into the Reforestation and Land Department of the Weyerhaeuser Timber Company to find out what was being done about it.

"Everything possible," Mr. Michael Grogan, the assistant chief forester, told me.

From him I learned that the National Government has set aside National Forests to be permanent places of recreation and joy for those who love the cool and silent depths of the forests, and for refuges for our wild life. A Department of Forestry has been established in Washington, D. C., to administer these National Forests, and to study forest management and timber utilization. The State of Washington has a State Department of Forestry that carries on a similar work in State Forests. Some of the large timber owning companies are organized to cooperate with state and federal governments along these lines, and all three combine forces to fight the common enemy—fire.

The largest stands of timber in the northwest are privately owned, and the work that the Weyerhaeuser Timber Co. is doing along the lines of forest protection and conservation is illustrative of the best methods being employed by private concerns. Their policy, according to Mr. Grogan, is "to operate the properties entrusted to their management in such a way as to provide a permanent and profitable investment for capital; to bring about continuous, profitable and enjoyable employment for men, and to furnish society with uninterrupted supplies of forest products."

That sounded very nice indeed to one who hoped to be



Second Growth Timber of Reforestation Project



Seedling Firs, Reforestation Project

"continuously, profitably, and enjoyably employed" in a business that hauled this "uninterrupted supply of forest products to society," so I asked Mr. Grogan to be specific, and he was—with pictures, pamphlets, graphs, and tables of statistics. Mr. John Q. Public, who thinks of the "Timber Barons" as "rapacious robbers" should meet Mr. Grogan, who doesn't fit the description at all.

He told me about the work being carried on in the seven experimental areas set aside by the Weyerhaeuser Timber Co. Things they learn there about the best methods of reforestation under various conditions are put into practice in their actual logging operations. In connection with their Snoqualmie Falls operation they have a nursery where they grow seedlings that are planted to supplement natural reforestation where necessary. But, most important of all, they co-operate with the National and State Forestry

and second, to put out quickly and cheaply the fires that do start. The first—fire prevention—means the long and difficult task of making the American people realize that fires are a too expensive luxury. Less than 10 per cent of the fires are caused by logging operations, and natural causes, such as lightning and spontaneous combustion. The rest are caused by a careless public.

So that makes us, the public, which, in a manner of speaking, includes railroad people, the most important element in all this careful and expensive program of reforestation, for certainly it is worse than futile to spend years reforesting an area, only to have it destroyed in a night by a fire started by a carelessly thrown cigarette. We, the public, whose stability of livelihood is so dependent on the perpetuation of the timberlands, who love the cool, serene beauty of the forest depths, and the wild life that dwells there, have the greatest responsibility of all.

Departments in maintaining lookouts, patrols, fire trails, and fire fighting equipment to prevent the ravaging of the forests by its most devastating enemy—fire.

As Mr. Grogan put it, "More than axe or saw, probably more than insects and disease, fire has been the implacable enemy of the forest. Fire presents a dual problem — first to prevent them from starting,

come out again on the 30th. But what of the transient advocate of the early date, say you?

Let him have the dark meat Thomas casts upon the wall!

## Police Chiefs Take Milwaukee Special to the Coast

Accompanied by L. J. Benson of Chicago, head of the Milwaukee Road's police department, officials of police departments from eastern and southern cities assembled in Chicago on October 3rd and took a special train for Seattle, en route to the annual congress of the International Association of Chiefs of Police, which was held in San Francisco from October 9th to 12th, inclusive.

The special train, which was arranged for by Mr. Benson, apparently struck the fancy of the chiefs in charge of transporting the aggregation. The special was modern in every respect, including a bar and dance car, beautiful dining cars and an open-air observation car for the mountainous portion of the trip. The route lay through Seattle (with optional boat trip to Victoria at no extra cost) and Portland.



Finals in the tennis tournament sponsored by the Milwaukee Road Booster club produced two champions, who are pictured. They received their awards from Mr. H. A. Scandrett, Miss Irma Lang is employed in the road's freight traffic department in the Union Station, and Hugh Fulton (right) is a draftsman in the engineering department, Union Station.

### GOOD POINT

The house agent decided that he had better be quite frank with his latest clients "Of course," he began, "this house has one or two drawbacks which I feel I must mention. It is bounded on the north by the gasworks, on the south by an india-rubber works, on the east by a vinegar factory, and in the west there is a glue-boiling establishment."

"Good heavens!" gasped the husband. "What a neighborhood!"

"Quite so," replied the agent. "But there are advantages. The rent is cheap, and you can always tell which way the wind is blowing."

### LESSON ONE

New Circus Actress: "You know, sir, this is my first job in a circus. You'd better tell me what to do to keep from making mistakes."

Manager: "Well, don't ever undress in front of the bearded lady."

### RESENTED

Hotel Clerk (to guest from the country): "Of course, you'll want running water in your room?"

Guest: "Why? Do I look like a trout?"

## When Does One Gobble the Gobbler?

**T**HOMAS Turkey, the much prayed over and preyed upon fowl of the succulent sections, is scheduled to make a double appearance this season, testing first, on November 23rd, the gastric prowess of those worms who want the early bird, and on November 30th doing a return engagement on the boards of the sticklers for tradition.

Those of us in the Chicago general offices, being subject to Governor Horner's proclamation, will join the former category and put our elbows on the first Thanksgiving table. At any rate, we who fall to the floor in the throes of furious digestion after the masticatory mayhem of November will have to observe Thanksgiving on the 23rd, because that is the day it won't be necessary to return to work.

The approach of the day for giving thanks finds Milwaukee Road officials thankful for the increased car loadings

of recent weeks but decidedly in a quandary, because out of the 12 states traversed by the road there are 7 which have adopted the early feast day and the other 5 are sticking by the date set by our forefathers.

The upshot of it all is that things are as scrambled as giblet dressing. In Milwaukee the conflict between city and state decrees bids fair to give the local employes a double holiday, with the annual bird finding that he is expected to give more than one life for his country.

The officials may be having their troubles, but consider the chefs on Olympian diners, trying to prepare a Thanksgiving spread while the train is passing through states with differing dates of observance.

We would suggest the chefs solve the problem by letting a turkey out into the dining car on the 23rd and if he sees his shadow, he can go back and

# THE MILWAUKEE MAGAZINE

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## Frank J. Diefenbach

**T**HE many railroad employes and patrons who knew and admired Frank J. Diefenbach, depot passenger agent for the Milwaukee Road in the Chicago Union Station, will be greatly grieved to learn of his death on October 11th. Mr. Diefenbach, who had given efficient and loyal service to the company for 19 years, died from a heart attack while vacationing in Kensett, Iowa.

Born in Peru, Indiana, June 20, 1880, he is survived by his widow, Mrs. Josephine Kneip Diefenbach. He resided at 4537 N. Paulina avenue in Chicago.

From 1900 to 1912 Mr. Diefenbach was ticket agent for the Goodrich Transit Company in Chicago, and from 1912 to 1920 was agent for the Parmelee Transportation Company. He had been in the service of the Milwaukee Road since March, 1920.

## Milwaukee Requests New Equipment

*Just in Case*

**I**N order to be able to handle any increase in the volume of traffic, The Milwaukee Road has proposed requesting authority for the purchase of 2,000 new box cars and 10 new locomotives.

The box cars, which are to be all-steel and of 50-ton capacity, will be built in the Road's shops in Milwaukee. The locomotives, of like design to a fleet of 30 acquired in 1937, will be of the 4-8-4 type, for use in freight train service. They will be built by the Baldwin Locomotive Works.

Contracts will also be placed shortly for 30,000 tons of rail and necessary track fastenings for the railroad's 1940 trackage needs, the entire program to aggregate about \$10,000,000.

Work on the new box cars will be started upon completion of 1,000 50-ton box cars now being built in the Milwaukee Shops.

## Assets in Selling Rail Service

**T**HE public is impressed with pleasant surroundings when transacting business with the railroad.

We on the Milwaukee can do much to create a cordial attitude toward our service and in a measure counteract the influence of competitive methods of transportation by keeping our buildings and offices, to which the public has access, in a clean, neat and orderly condition.

Courtesy reflects a pleasing personality and when combined with inviting

surroundings will do much to make the public "Milwaukee conscious" when thinking of transportation.

(Contributed by Mr. E. A. Cornell, Agent, Gascoyne, N. D.)

## Appointments

Effective October 1, 1939:

J. E. Marshall, formerly City Freight Agent in Minneapolis, was appointed Traveling Freight Agent, with headquarters at St. Louis, Mo. He succeeds C. E. Minderman, deceased.

Edwin R. Eckersall, of Chicago, was appointed Assistant General Attorney and Larry H. Dugan, of Perry, Iowa, was appointed Chief Clerk of the Law Department, with headquarters in Chicago. The appointments were occasioned by retirements and promotions in the department.

Effective October 15, 1939:

Mr. L. F. Donald was appointed General Superintendent of the Middle District, headquarters at Milwaukee, Wisconsin, vice A. J. Elder, promoted.

W. C. Givens was appointed Superintendent of the LaCrosse-River Division, headquarters at LaCrosse, Wisconsin, vice L. F. Donald, promoted.

H. C. Munson was appointed Superintendent of the Dubuque & Illinois Division, headquarters at Savanna, Illinois, vice W. C. Givens, transferred.

W. J. Hotchkiss was appointed Superintendent of the Iowa & Southern Minnesota

Division, headquarters at Austin, Minnesota, vice H. C. Munson, transferred.

L. W. Palmquist was appointed Assistant Superintendent of the Iowa Division, headquarters at Perry, Iowa, vice W. J. Hotchkiss, promoted.

J. D. Shea was appointed Trainmaster of the Hastings and Dakota Division, headquarters at Aberdeen, South Dakota, vice L. W. Palmquist, promoted.

M. P. Ayars was appointed Trainmaster of the Madison Division, headquarters at Madison, Wisconsin, vice J. D. Shea, transferred.

J. P. Weiland was appointed Trainmaster of the Iowa and Southern Minnesota Division, headquarters at Austin, Minnesota, vice M. P. Ayars, transferred.

Effective October 16, 1939:

Stewart P. Elmslie was appointed Traveling Freight Agent, with headquarters at Detroit, Michigan, succeeding William A. Schneider, deceased.

## Flash

**A**NTI-aircraft batteries in Europe couldn't hold a candle to the Daniel Boone of the Engineering Department who invaded Southern Minnesota last week with a heavy supply of 12-gauge ammunition and blew holes in the sky with bird shot. It was reported confidentially from a reliable source that Sergeant Boone intended to use a new type hand grenade on the expedition but apparently it wasn't successful as we have heard nothing about it.

## LOOKING BACK THROUGH THE MAGAZINE

### Twenty-Five Years Ago:

The Lewistown-Great Falls Line has been completed and turned over to the Operating Department as the Northern Montana Division, with Mr. Charles L. Whiting, superintendent. The line is 137 miles long and runs through a country interesting from engineering, scenic, traffic and operating viewpoints. . . . Mr. A. G. Baker was division engineer in charge of construction.

### Twenty Years Ago:

The King and Queen and Crown Prince of Belgium, with their suite, their body guards, and a cordon of Milwaukee officials passed over the Illinois and Iowa Divisions, October 7th and 8th from Franklin Park to Omaha on their way west. The train consisting of ten cars, their Majesties occupying Pullman private car "Boston" was delivered to The Milwaukee at Franklin Park at 9:22 p. m., on the 7th. . . . The special was met by General Manager J. T. Gillick with the car "Walworth" and Messrs. G. A. Cobb, traveling passenger agent, chief special agent Scholl and his assistants, Benson and Leighton; superintendent Lollis and official stenographer Roy Dougherty. Superintendent Marshall accompanied the party from Marion to Omaha. . . . At Omaha General Manager Gillick and Mr. Cobb were presented to their

Majesties and received their thanks and congratulations upon the splendid service rendered.

### Fifteen Years Ago:

World Flyers Come East on The Olympian.\* Perspective will continue to enhance the glory and magnitude of the achievement of the six intrepid bird men who blazed an air trail around the world. A great deed was accomplished on an uncharted route. . . . "The Magellans of the Air" they have been called and true discoverers they have been. . . . After their safe arrival at Seattle they started eastward to Dayton, Ohio, occupying a special car on The Olympian. At Spokane The Olympian was held thirty minutes in order that a reception might be tendered by the citizens. . . . At Butte they were met by a band and a delegation from the Chamber of Commerce. At Miles City the old stage coach of early days that now enjoys its rest on the Milwaukee's depot grounds was hauled out and the representatives of the most modern thought in transportation were treated to a ride in the battered relic of pioneer transportation. In Chicago, crowds awaited them at Union Station and cheered them on the way to Dayton.

\* The flyers were: Lieuts. Arnold, Ogden, Wade, Smith, Nelson, and Harding, of the U. S. Air Force.

## Service Club News

### With a Capital "L"

IF this were a more reverend publication, we might feel justified in referring right here and now to our text for the month—indeed, for the year and for many a year to come.

We have reference to "Loyalty," the kind one spells with a capital "L," the sort O. B. Tripp, Agent at Hettinger, N. D., was talking about last September 11th when he arose in a meeting of the Nosokota Service Club at Hettinger, looked his railroad friends in the eye and told them a few things about themselves.

A section of the paper which Mr. Tripp read is quoted here:

"During my 44 years of service for The Milwaukee Road, I have witnessed great changes in business and industry. Public demands for better service at lower rates, unregulated forms of competitive transportation, the general depression of recent years, unfavorable legislation, high taxes and many other items added to the cost of operation have placed the railroad system in such an uncertain position that it is struggling along to try and make both ends meet, although for the first six months of the current year first class railroads show red figures to the tune of about fifty millions.

"The remedy for this, of course, is more business, and we as a group of Service Members are setting out to do our best to secure this additional business and at the same time practice every means of economy in doing so. To that end, let me ask if you are loyal to your employer in the greatest degree and at all times during your daily work.

"There was never a time in history when jobs were at such a premium, and when employes should put their whole hearts into their jobs and show their utmost appreciation of their paychecks. I wonder how many have thought about this. Do you get the keynote of these remarks? It is "LOYALTY"—Loyalty to your Government in helping to avert all kinds of unpatriotic disturbances in ways which might be detrimental to National Defense, and to your railroad as one of the greatest industrial needs of the century.

"I conclude with appropriate quotations from Theodore Roosevelt:

"The old pioneer days are gone, with their roughness and their hardships, their incredible toil and their half-savage romance. But the need for the pioneer virtues remains the same as ever.

"We are a vigorous, masterful people, and the man who is to do good work in our country must not only be a good man, but also emphatically a MAN. We must have the qualities of courage, of hardihood, of power to hold one's own in the hurly-burly of actual life. We must have the manhood that shows on fought-fields and that shows

in the work of the business world and in the struggles of civic life. We must have manliness, courage, strength, resolution, joined to decency and morality, or we shall make but poor work of it. We must insist upon the strong virile virtues, and we must insist no less upon the virtues of self-restraint, self-mastery, regard for the rights of others. The peculiar frontier conditions have vanished, but the manliness and stalwart hardihood of the frontiersmen can be given even freer scope under the conditions surrounding the complex industrialism of the present day."

### District Service Clubs Convene

*"The child is father of the man."*

THE Milwaukee Road Service Clubs and William Wordsworth have very little in common but the above quotation does apply with remarkable aptness to the circumstances under which the district service clubs have come into being.

The smaller clubs saw the light of day first, and then as their value became more and more apparent—the need for district conventions of club representatives grew until now the offspring of the local clubs has attained parental status. The second and third such clubs have recently met—at Aberdeen, S. D., on September 17th and at Madison, Wisconsin, on September 24th.

The Aberdeen meeting drew energetic delegates from these groups:

Fargo Line Club; Middle H&D Division Club; Gillick Milwaukee Road Club; Edgeley Line Club; West H&D Division Club; James River Valley Club; Aberdeen Club.



Top: District Meeting, Madison, Wisc. Below: District Get Together, Aberdeen, S. D.



It was deemed necessary that district affiliation be thus established as a permanent part of this great employe movement for improved public relations and additional business.

S. A. Beck, agent at Bowdle, S. D., was elected to the chairmanship of the district organization.

The representatives attending the meeting in Madison, Wisconsin, must have had a wonderful time, singing, talking, planning for the future of their home clubs, and being well entertained and fed as well.

A parent club was permanently established here, too, consisting of these groups:

Portage Triangle Club; Wisconsin Rapids Club; Wisconsin Valley Club; North Valley Club; Watertown Goose Club; Old Line Club; Southwestern Club; Ripon Area Club; Four Lakes Club; Bower City Club; Blackhawk Club; Lower Wisconsin Valley Club; Brodhead Area Club; Pecatonica River Club; Racine Area Club.

Entertainment was provided by the Four Lakes Service Club orchestra, Elaine Brown and Orfa Walker (tap dancers and singers) and Charles Lull (accordionist), all of the Lower Wisconsin Valley Club.

H. R. Jones, of Madison, was elected chairman of the new district club, with C. E. Neumann, Middleton, as vice-chairman and W. J. Kline, Madison, as secretary.

### Club Notes

#### Dubuque Does Double Duty

IT may never happen again within our time that a traffic tip supervisor will find it advisable to encourage a gentler pace in business getting. Therefore, please note that when the A. J. Elder—Dubuque Milwaukee Road club met in Dubuque on September 28th, it was suggested to the retired railroaders that they put the brakes onto the loyal momentum generated during their years of active service and be content to submit their tip cards and not wear themselves out trying to sell our service Johnny-on-the-spot.

In the Dubuque club the ex-railroaders are not the

sole possessors of energy in the matter of garnering profitable tips, however. All 38 members present at the meeting pitched into the discussion of how to seek out the sometimes elusive tip, W. F. Keefe stating that he had mailed a circular letter to local business men regarding the effort being made by the Milwaukee Road to keep on hand a supply of different sized freight cars sufficient to meet any and all demands of new business.

It was also announced that arrangements had been made for showing four reels of the film "The Trail of The Olympian" at the annual harvest festival which was to be given by the Summit Congregational Church on October 11th and 12th. The public was invited.

W. E. Swingle called attention to the sizeable increases in ticket earnings during the months of July, August and September, stating that the up swing was largely due to travel to Sioux City, Omaha and beyond, resulting from the Illinois Central's discontinuance of service.

Having completed its first year of service, the club held an election. The following are the new officers:

H. A. Unmacht—Chairman  
W. J. Rellihan—Vice-Chairman  
F. E. Eckstein—Treasurer  
W. A. Stafford—Secretary

They ate, too, thanks to the culinary willingness of the Milwaukee Road Women's Club.

#### Savanna and the "Question Box"

There were 110 members of the Mississippi-Palisades club in attendance at Savanna, Illinois, September 20th when Chairman J. H. Fisher announced that the club was going to start a question box.

It was Mr. Fisher's belief that many of the people who had failed to become tipplers might be more active if they were better informed, so the question box is to receive queries apropos train service, routine of submitting tips and the like. Then, at the meetings the interrogation cache will be opened and every one who feels he would like to enlighten his brother, or be enlightened, is expected to be on hand for the ensuing discussion.

It sounds like an excellent idea, and may the traffic in questions and answers develop into a more tangible kind of traffic.

The speaker of the evening was Mr. Phebus, District Storekeeper of Savanna, whose highly instructive talk regarding the job of the storekeeper was well accepted. Notable among Mr. Phebus' many interesting statements was his mention of the fact that the price of steel has risen, creating the necessity for conservation of materials.

A luncheon was served after the meeting.

#### Sioux Valley Club Takes Stock

Ears very likely burned and premature New Year resolutions were probably made in abundance when "anonymous complaints" became the order of the evening at the September 18th meeting

of the Sioux Valley club in Canton, S. D., where 51 members attended, setting a record for the club.

Being fully aware of the fact that throughout the railroad system there is a certain amount of business lost through lack of courtesy and tact on the part of employes who meet the public, this club has decided to rectify that condition as best it can, regardless of whose toes get walked on. No punches were pulled.

During the discussion case after case was cited to illustrate the short-sightedness displayed by employes who apparently are not aware that "the old order hath changed" and that the railroads are now in competition with other efficient modes of transportation.

From the very beginning of the service club movement this group has given evidence of keen interest in the welfare of their railroad. This night in particular they went home with something on their minds.

#### Mid-Southern Minnesota Club

Although there were only a dozen and two members present when this club met at Jackson, Minnesota, on September 17th, they accomplished enough for a crowd.

Their first idea was to arrange for having future meetings in towns where the agents had been rather inactive in the matter of encouraging tip gathering. They even went so far as to make out a schedule, with each agent assigned a date on which he will be expected to function as host for the club. It is hoped that they will all be in the swim before long.

It was also decided that a questionnaire would be distributed to all the members, collecting ideas on the sort of entertainment that would be most enjoyed. They plan on having a rather gay winter.

This club has made a creditable showing in the matter of productive tips and, judging by prospects discussed at the meeting, the next few months will find it pretty well at the head of the pack.

#### Eastern Iowa Club

This club met at Clinton, Iowa, on September 18th. J. H. Judge, D. F. & P. A., made a concrete contribution to the traffic tip discussion by suggesting that one very successful way to find tips was to keep an eye out for construc-

tion projects, conventions and school vacations.

The roll call found 22 members on the premises.

#### Mason City Hits the Ceiling

It is hoped that the Mason City club will now raise its ceiling to new heights, having held a record-breaking meeting on October 3rd, according to Division Correspondent C. W. Donovan. There were over 100 members present.

The program was an excellent one, featuring a talk by J. P. Kiley of Mr. Sparrow's office, Chicago, regarding the cost of operation on the railroad. The members had also prevailed upon Mr. David Olson of the Mason City Lumber Company to show some very fine pictures he had made in Yellowstone Park, the South Dakota Bad Lands and at the San Francisco Fair.

To make things perfect, the Milwaukee Road Women's Club trotted out a delicious lunch at just the right time.

#### Marion Line Club

On the evening of October 16th, in the beautiful new city hall at Williamsburg, Iowa, the Marion Line club meeting opened to the music of an orchestra under the direction of W. L. Ireland, agent at Hayesville.

It is hardly surprising that Williamsburg put on a show worth attending, as that is the way things are always done there.

The first speaker of the evening was Ralph Jones, a local merchant, who spoke on the business man's point of view regarding the railroad situation, with an occasional humorous yarn for seasoning.

Superintendent Dodds made a very instructive talk regarding the need for safety on the road and was followed by A. G. Dupuis, of the Public Relations Department, who emphasized the important role which the public could play in helping to solve some of the problems confronting the railroad industry.

This meeting had a little of everything, including orchestra music, a women's sextette, group singing and even a tasty repast to top it all off. A dance was held after the meeting.

#### Fourth Service Club Convention Meets in Austin

As this goes to press plans are being completed for the fourth district service club conclave, to be held in Austin, Minnesota, on October 29th.

Delegates were having a great time making ready to attend as representatives of the following organizations:

Mid-Southern Minnesota Club  
Albert Lea Area Club  
Mankato Area Club  
Faribault Area Club  
Austin Club  
Root River Valley Club  
Iowa Great Lakes Club  
Mason City Club  
Iowa Scenic Club

There will be an account of the goings-on in the December issue.



Jo Ann Pope, 13 year old daughter of Agent J. A. Pope of Boone, who is a familiar figure on the Boone streets riding "Spunky," her pony, without saddle or bridle.

# ACCIDENT SAFETY FIRST PREVENTION

## A Thanksgiving Reminder

J. M. Hackett, Storekeeper, Jamesville, Wis.

THE Safety First movement on our Railroads today is a serious endeavor to bring employes everywhere to a certain realization regarding the value of human life, and in that realization or philosophy to so regulate their own conduct. This primarily is the theory of Safety First teaching.

### Safety a Family Matter

In this tragic, every-day world of ours, where life hurries on at such a furious pace, safety indeed should be one of our most important considerations. Human carelessness takes its appalling human toll despite the combined efforts of the industrial, governmental and scientific organizations of our railroads. Safety laws and rules help considerably, as does the widespread practice of safety teaching, but the solution of the entire problem still lies with the individual. No one can regulate his mind if he gives no thought to safety; he still will be with us as the problem child and will continue to be careless in his physical actions. When an accident has already happened it is usually too late for safety thinking to do much good and, although one man's misfortune should serve as an unforgettable lesson to his neighbor, too often that neighbor will try to efface such harrowing thoughts from his mind.

THE MILWAUKEE ROAD is not actuated by any selfish reason in sponsoring so much constructive safety work, for after all is said and done, THE MILWAUKEE ROAD is not the heavy loser, but when the score is added up, it is the family. You can not compensate a human life or a crippled body in dollars and cents.

No, it is the family, that little group of humans bound so closely together by bonds of blood and affection, who suffer most tragically when accidents occur. Frequently it is the father, head and provider of the family group, who falls victim to a moment's thoughtlessness, on the part of some fellow workman or himself, that strikes him down as he labors for the little ones he has helped to bring into the world.

### What Makes for a Good Safety Performance?

Of course, there are numerous factors which enter into a good safety record, but I believe you must all concede that good old-fashioned housekeeping still remains the corner-stone and common denominator of most of our safety and fire hazard problems. Add to this the common-sense way of doing your work. Make it a habit of knowing the safety rules. Our safety rule books contain a store of valuable information

relating to the safe method of working and should be read, studied and understood by every railroad worker. These safety rule books are not arbitrary regulations created by some superman simply to cramp or retard our natural initiative, but, on the contrary, they consist of a collection of suggestions representing the joint experience of our Safety department, each rule or suggestion being the result of some accident.

THE MILWAUKEE ROAD, aside from being interested in the humanitarian phase of safety, is also interested to the extent of the tangible investment held in its employes, which is more important than its investment in equipment, and that is when an employe is taken suddenly from his job a new man must be trained to take his place and replacing an experienced worker is usually a costly process.

I believe it is the ambition of every one of THE MILWAUKEE ROAD family to enjoy a good income, to have a secure job, to make some provision for his old age, to give his children a good education. All these things are the more apt to come to that person who gives safety his serious consideration.

### The Management's Problem

To keep vital a large railroad system hamstrung by regulations,—competing with every mode of subsidized transportation, satisfying an exacting public and press, keeping abreast of ever changing conditions, is, in any man's language, not all a bed of roses.

### The Employes' Problem

In a world bowed down in sorrow, we stand by within the next few days to greet another Thanksgiving Day. Let us pause to give thanks for still living in the best country in the world, working for the best Railroad and, as a token of good sportsmanship, let us not add to the Management's problem, but rather by a unity of co-operation give to that Management a sincere vote of confidence by doing all in our power to prevent accidents. Then and only then can we hope to make THE MILWAUKEE ROAD "Tops" in accident prevention.

### The Cripple Bug

J. T. Sleavin, Safety Committee  
East Coast Division

"JUST a cold, guess it's the weather." "The flu has me down, it hits me about this time every year." "Bill is in serious condition, pneumonia."

Our first experience with a physical illness often leaves us in doubt as to

just when or how the germs were admitted. We either decide they will leave of their own accord or we act promptly to drive them out. But liberal doses of caution and prevention would have kept us from stepping over the red line.

Exposure to weather, lack of proper clothing, overindulgence in certain foods, too strenuous exercise, failure to consider the importance of rest and sleep. All these are invitations for the bugs to go to work from the inside.

Every movement of the body originates from the brain cells, then through transmission lines, the nerves, cords and muscles. Let not impulsive, heedless thinking lead your feet into danger. Think before acting and look and listen at all times, or the "Cripple Bug" will get you.

He generally hits from the outside. "Slim" tells you who he hits and how he gets his victim. But in most cases he first rings the bell as the rattlesnake does and he can be seen before he strikes. He rides on the moving object or waits complacently for you to move toward him. The "Cripple Bug" is more dangerous than any microbe or any rattlesnake. Will you keep away from him? Get him before he gets you.

If he is on the moving train, engine or car, let him pass you. Should he be riding high on flying rocks, timbers or other objects, let him hit the ground and not light on you. He is nestled in tools and machinery, under loose station planks, car boards, station truck boards. He hides in holes in the soft ground or skates on the ice. He is always laying for you. Dodge him.

When you are mentally or physically not yourself, this ally of the microbe does his stuff best. He is especially active at such times. Keep fit. He is waiting around your home, riding in your car and flirting with you during your working hours. Don't become a pal of his.

### So-Called Minor Injuries

THERE are no minor injuries. Any injury improperly or carelessly taken care of may hazard the life of the employe. Similarly, there are no minor violations of the safety rules, any violations are serious violations.

A little scratch—doesn't look bad—doesn't hurt—but do not think of this as a minor injury. It can cause the loss of life.

Every rule violation can cause an accident so it is good insurance to study and practice the safety rules.

W. G. McGowan, Store Dept,  
Savanna, Ill.

# The Agricultural and Colonization Department

## Lake Traverse— Bois de Sioux

### Multiple Purpose Project

**S**ATURDAY, September 30th, people came from Minnesota, South Dakota and North Dakota near the site of the White Rock Dam, about six miles northwest of Wheaton, Minnesota, where at 4:00 p. m. the first earth was moved marking the beginning of construction of the project.

For years efforts have been made to provide funds so that this project might be undertaken. The estimated cost is \$1,474,000. This sum was included in the last budget of the Chief of Staff, Corps of Engineers, U. S. Army. The appropriation was made by Congress and the necessary allocation of funds has been made by the President.

The project is divided into four more or less separate works of construction:

1. The White Rock Dam and water control structure at the foot of Lake Traverse;
2. The Reservation Dam and water control structure about one-third of the way up the lake;
3. The Browns Valley Levee; and
4. Bois de Sioux River channel improvement.

When completed the project is expected to control flood waters and conserve wild life and water in the Red River of the North Drainage Basin.

## Kinsey Farms Project Provides for Eighty Families

**P**LANS are now completed for the early movement of eighty families to the Kinsey Irrigation Project at Kinsey, Montana, a short distance from Miles City. These families will be placed on 80 to 90 acre tracts of land which each may later buy.

The Farm Security Administration of the United States Department of Agriculture has acquired 9,500 acres of land of which 7200 acres are irrigable. This acreage includes all the land in the old Kinsey Irrigation Project. In addition to this irrigable acreage there are many thousands of acres of range land lying immediately north of the project which have been unused for several years and which it is now planned will be used by the new settlers as a community pasture for summer range for stock.

Improvement and rehabilitation of the Kinsey Farms project has been in progress for some few months. Old fences have been torn down and brush and other obstacles removed. Considerable ditch work and land leveling has been done in preparation for irrigating the irrigable acreages located below the old canal.

The farm units will be irrigated by a combined system of pumping and gravity. At the foot of Sunday Creek, a short distance south of the project acreage, a large electrically operated pump will be set which will lift water eight feet from the Yellowstone River and dump it into a main line canal for gravity distribution to the units in the area below the canal. A second pump will lift water twenty-eight feet from the main canal to a second canal which will distribute irrigation water to the farm units thereunder. A third pump will complete irrigation of the project by lifting water fifty-two feet to the gravity canal that will supply the farms on the higher part of the project but under the canal.

On each unit or tract essential buildings and fences will be constructed by the Farm Security Administration. The house will be a six-room one-story building with basement. A barn, chicken house and other needed out-buildings will be provided. A flowing well will be a part of each unit's equipment according to present plans. The dwellings are all designed so that the eventual owner may install bathroom fixtures as he needs and wishes them.

The farm management plan for the project permits considerable selection of crops to be grown by the settlers, thereby allowing some choice to satisfy the likes and dislikes of the individual family. Livestock will furnish one of the main sources of income. With the irrigated units supplying winter feeds and shelter and a large acreage of adjoining grazing land, which may be used by the project settlers through organization of a grazing association, livestock production should become not only one of the leading sources of project income as well as a stabilizing influence to the project membership and the surrounding territory.

Sugar beet production has long been a favorite source of cash income to farmers on irrigated land in the valley. Potatoes, too, are grown and can be produced in larger amounts to supply

local and distant demand. The settlers, no doubt, will have generous gardens filled with a wide choice of fruits and vegetables, a liberal amount of which will be preserved for future use and surpluses sold to help boost the income of the family.

It is expected that the settlers will come from the areas in Custer, Prairie, and Fallon Counties, where the government has displaced them by the purchase of large acreages of submarginal land which will be blocked up and returned to grass.

Any time after a three year trial a purchase contract will be worked out with the desirable farmers which will provide repayment to the government over a period of thirty-seven years.

This project will bring new life to the Kinsey area. It will put into intensified production over 7000 acres of irrigable land and make possible good usage of many thousand acres of adjoining range land. It will provide eighty homes for farm families who have had years of experience living in rural eastern Montana and who know how a combined cash crop-livestock farm program can bring economic security to themselves and the community.

The Kinsey Farms Project is almost completely traversed by our Railroad. The village of Kinsey is a little to the east of the center of the project and only fifteen miles from Miles City.

## Late Blight

There is an old story that pictures the farmer as the most dissatisfied man. When his crops are big he complains that they are hard on his soil, when they are small he has nothing to sell. But little is said for the thousands of farmers who yearly do their best to produce good crops and then painfully watch a year's hard work suddenly come to naught.

This year the potato grower furnishes a good example of what can happen, too often does happen, to the best farmers. This year's potato farmer in the lake states region may have used the best certified seed, prepared his seed bed just right, planted and tended his crop in the most approved manner, only to discover in the latter part of August or early September that late blight like a black hand out of the night had robbed him of his

(Cont. on page 15)



Irrigated fields of corn and potatoes near Miles City, Montana. Sugar beets and potatoes will likely be the leading cash crops grown on the Kinsey Farms Project. Both yield well on the irrigated lands of the area.

## New Glarus

(Continued from page 4)

invitation because the players could not stay away from their work for such an extended period.



The William Tell Players

The village of New Glarus is located on a branch line of the Milwaukee Road constructed in 1887 out of Brodhead. The Milwaukee Magazine extends to the residents of New Glarus and the surrounding community its best wishes for the continued success of the annual "William Tell" production, and hopes that next year will bring even greater recognition than the year just past.

### Limburger

According to the best authorities, Limburger cheese gets its name from the city of Limburg, Belgium, where this type of cheese was first manufactured. It has had a Cinderella sort of existence, reviled and scorned by those with sensitive olfactory apparatus, but on the other hand respected and relished by its devotees. As has been said, its first manufacture in Wisconsin took place in the vicinity of New Glarus, the first cheese factory in this part of the world, and with the gradual growth of tolerance it has been enjoying an increasing popularity ever since. Manufacture is now mainly centered around Monroe. Connoisseurs exclaim about its fragrance, its buttery texture, its high calory content. It is true their love has not carried them so far as to use it for perfume, but in the realm of cheese they insist it can't be surpassed. If you should tell them the only thing you've got against limburger is its smell, they will sensibly point out that cheese is not supposed to be smelled, it's supposed to be eaten, and that as a food it does a first class job, imparting an air to any meal, *ne c'est pas?*

Limburger even had its trials and tribulations in Green County, people going so far as to insist there ought to be a law. Happily, these crises at various times were averted, and Green County, Wisconsin, now produces most of the limburger manufactured in that state, which means about half of all the limburger manufactured in the United States.

There have been experiments at times, some of them successful, to produce limburger without its characteristic smell, but to gourmets this is about as great a crime as producing a rose without fragrance. They give you a blank look, however, when you tell them that a rose is just as beautiful without its thorn. In the face of such opposi-

tion, it looks like as long as there's limburger, we'll probably have to put up with its aroma. If any tooth should hesitate a little before sinking into a bite of it, all you have to do is remember that limburger is credited with 100 to 110 calories per ounce, which is more than the same amount of beefsteak. It's good for anemia, silicosis, falling hair and falling arches, and is a sure cure for starvation when there's nothing else around handy to fill the aching void. A little bit of it smeared under a hat band is guaranteed to make any rival in love unpopular. Houn'dogs, too lazy to move otherwise, have been galvanized



Scene from William Tell

into frenzied life by having a speck of it stuck under their noses, and it's nice to have a pound of it in the icebox, because then your neighbors will be sure to

talk behind your back about what a dirty housekeeper you are. All jokes aside, as long as there's limburger, there will be people to eat it, and as long as they eat it the chances are good that they'll lead a long and happy life.

Those early Swiss farmers have long since been gathered to their fathers, but their sons and daughters and grandchildren carry on the old traditions and the thrift that were brought from their "Hills of Home." Proud are they of their progress and their history, for scattered about on the approach to New Glarus are large signboards telling the story of the settlement and its people. Now and again a yodeler may be heard as he drives the cattle home at evening, and there is a real chorus of Swiss Yodelers to enliven the general entertainment. A replica of the first Swiss home in Green County stands in New Glarus Park, while in the public square there is a large granite monument to the memory of the early pioneers.

But the New Glarus folk of today, while cherishing their traditions and their history, look on life and live it in the true American way; their homes are modern, their big red barns and silos, their cattle "grazing on the thousand hills" are evidences of the peace and prosperity which obtains on those Green County uplands.

## Back to the Rails

(Continued from Page 5)

white-bedight waitresses to tote sustenance and carry off the bones.

As an after-dinner delicacy Queen Margaret Moran, reigning Sovereign of the Rails for the week, was presented, throne and all. Her maids were also introduced and, according to the applause, as well as the report turned in by this correspondent's own eyes, Miss Rosella Kenyon, the Milwaukee Road's Maid of the Rails, had far more fetch than any of her royal sisters.

On Friday there was a football game with railroaders being admitted at a special price, and on Saturday the finishing touch was added to the gala week by a street dance which was free to every one attired in the official railroad garb.

The most exciting feature of the week was the hour-long parade in which



Crowd Following Hiawatha Float

6,000 men and women participated on Wednesday afternoon. Outstanding among the many floats entered was the remarkably faithful reproduction of the Milwaukee Road's own Hiawatha engine, complete with tender, a 58 foot masterpiece which had been turned out by Car Foreman T. P. Schmidt and several other men employed at the local roundhouse. These men deserved every bit of the elaborate praise they received, for they went about the business of creating their float (on their own time, by the way) as if they had expected it to go into regular service between Chicago and the Twin Cities, and the completed product was a glistening, sturdy, perfectly-proportioned locomotive which brought gasps of amazement from the enormous crowd when it hove into view.

The increased business which the Milwaukee Road has reason to expect out of Council Bluffs can be attributed in large part to Mr. T. P. Schmidt, who not only saw to it that his road was enviably represented in the parade, but was one of the founders of the "Back To The Rails" movement and is now its very active vice-president.

To anyone who was in Council Bluffs, Iowa, during "Railroad Appreciation Week" one undeniable fact is evident. It would, indeed, have been evident to a deaf mute walking through that busy city blindfolded: There is small likelihood that Council Bluffs will ever forget that its railroads are its greatest blessing.

# The Milwaukee Railroad Women's Club

## Austin Chapter

*Mrs. H. J. Keck, Historian*

**R**EPORTING our last spring and first fall meetings in reverse order, Austin Chapter opened the fall season with a picnic supper Sept. 12th, which followed the first Board meeting the previous Thursday afternoon. It seemed very pleasant to get together again after our summer vacation, and we are all looking forward to another successful and good year.

Our reports show a total membership of 297, slightly exceeding that of last year, for which accomplishment we received a \$15.00 membership prize from the General Governing Board.

Seventeen women from the Austin chapter attended the district meeting and luncheon in St. Paul, and report they were most graciously and hospitably entertained.

Mrs. H. C. Munson, our Safety First chairman, has been presenting some very interesting and instructive programs this year, stressing that education along safety first lines would accomplish more than any other means in the prevention of accidents not only at work, but in the home.

In line with our new safety consciousness all over the country, Austin has organized a Safety Council. Mrs. W. J. Lieb was appointed as a member from the Milwaukee Women's Club in recognition of the work in safety that is being done by the club as well as by the Milwaukee Railroad.

At the May meeting two Boy Scouts gave interesting demonstrations of artificial respiration, proper use of tourniquets and some type of bandaging. As indications pointed to the biggest travel year in the country's history, Mrs. Munson read an article giving many timely Safety First travel tips.

Among the very interesting programs presented by our program chairman, Mrs. Arthur Reilly, none was more enjoyed than a talk given at the May meeting by Mrs. H. E. Rasmussen on her trip to South America on a freighter. She showed a number of reels of many beautiful colored moving pictures of the trip, also several of New Orleans and local scenes.

At the September meeting Mrs. Carl Coelker gave two humorous readings, which as usual were greatly enjoyed. Miss Peggy Cory sang two songs, one of which "God Bless America" seemed most appropriate just now when we are all wondering what lies ahead, and hoping for the best.

Austin Chapter entertained members of the Service Club at a Smorgasbord in the clubrooms at the depot. An entertaining program followed under the direction of Mrs. Arthur Reilly, consisting of a fashion show "to end all fashion shows."



Carl Voelker, as style expert, presented the following models: Frank Falkingham representing Mae Robeson as an old lady; Dick Hogan as Betty Grable, bathing beauty; L. L. McGovern doubled as Lillian Russell and the bride, Barbara Hut-ton; W. J. Lieb as Edna Mae Oliver, an old maid school teacher; Chris Heglund as Sigrid Gurie, the "it" girl of Norway; Clyde Sellar, as Joan Crawford in formal attire; Harold Swank as the "it" girl, Clara Bow; Arden Nichol森 as the All-

American girl; Frank Ryan as Constance Bennett, the society girl; Dick Hogan as Baby Sandy and O. C. Peed as the Bachelor Mother. Mrs. H. A. Ellits played the piano accompaniment.

## Madison, So. Dak., Chapter

*Mrs. M. T. Percy, Historian*

**A**FTER a three months recess the chapter held its social meeting at the home of our President, Mrs. H. G. Gregerson, in the form of an afternoon tea, complimenting members of the club. Mrs. Bert Reeve sang several Scottish songs which were much enjoyed, an hour of visiting and games followed after which a delicious tea was served. Mrs. Ray Wood and Mrs. C. A. Berg poured, assisting Mrs. Gregerson were Mrs. A. D. Moe and Mrs. George McKinney, this tea took the place of the social meeting of the club for September.

Our regular meeting took place Sept. 26th, at which time the club heard the report of the district convention held in June in St. Paul. The chapter also received the membership award of \$20.00, it now numbers 148 members. We were very happy to welcome two new members at this time. Mrs. John Broderick and Mrs. Lyle Mathison.

The books had been audited and the results were read. Mrs. Mike Percy, Mrs. Earl Gere and Mrs. Maurice Hennepin were the auditors.

Mrs. Hans Westley gave the report on welfare, good cheer and membership.

Mrs. Dan Lawler one of our past presidents, who has been ill, is better and we are glad to report is getting around again.

Quite a few of our Milwaukee families have been fishing on their vacation trips, the John Kuisersolts, the Dan Lawler and Joe Lawler families to mention a few of them.

Mrs. Earl Gere and daughter Jean, attended the World's Fair in New York. They went by way of Niagara Falls and Washington, D. C.

October meetings were scheduled for Oct. 24th and 31st, instead of the regular times. A social hour followed the meeting, cards were played and lunch was served. About twenty members were present.

## Fullerton Avenue Chapter

*Margaret McCarthy, Historian*

**A**FTER two months' vacation, our Fall and Winter season opened with a meeting in the club rooms, September 12, 1939. There were 225 members and guests present, which attendance was most gratifying to the officers who hope each member will continue to be present at all meetings during this year. Mrs. Weseman, refreshment chairman, served a most delicious supper in the cafeteria and also arranged a coffee demonstration by Steele & Wedeles Company. Fifteen one-pound cans of coffee were donated as door prizes.

The members adjourned to the club rooms after supper, for the business meeting and program. This meeting was a most memorable occasion—four past presidents were with us. They were Mrs. Grant Williams, Mrs. O. P. Barry, Mrs. A. J. Frandsen and Mrs. E. P. Heyn. Our first president, Mrs. Grant Williams, spoke a few words on the splendid work of the club and expressed her pleasure in being with us. The chapter was honored to have these past presidents as our guests for this meeting.

Our president, Mrs. Henry Kraebber, opened the business meeting expressing her pleasure in the number of members present and trusting after a pleasant vacation, they will take an active part in our Fall and Winter season; she also urged each member to try and bring in a new member. The club is anxious to exceed its quota of last

year and needs your support. Again let me remind you, if you are not a member now, do join so you may help a fellow worker in some way during the winter when the need for aid in medicine, coal, food and warm clothing is so great. Without your membership, the club would not be able to carry on its welfare work to give help to a friend of yours who may need it.

Mrs. Kraebber turned the meeting over to Mrs. Reinert, program chairman, who arranged a Fall style show through Carson Pirie Scott & Company. The models were chosen from members of the chapter, each member modeling business, afternoon and evening dresses; also coats and hats. The accessories were a delight to the eye. Presenting "Dame Fashion" through our own models of the club provided a most memorable evening and we expressed our appreciation to the members who acted as models and gave so generously of their time to make this fashion parade a success; also to Mrs. Reinert, in her tireless efforts to make each of our chapter meetings an enjoyable evening.

May we remind you of your Tip Card—Keep in mind the Milwaukee Railroad for new business in either freight or passenger service among your friends.

## Soo Falls Chapter

*Mrs. Thomas Cavanaugh, Historian*

**A**FTER a recess during the summer months, regular business meetings of the club are being held at the club house. Mrs. A. D. Johnson, president, had charge of the meeting, and in making plans for the remaining months of the year, appointed a telephone committee composed of Mrs. O. B. Thompson, Mrs. Jack Conser, Mrs. Johnson and Mrs. N. Kelley.

The October meeting showed a marked increase in attendance, and two new members, Mrs. G. V. Kohles, Avon, S. D., wife of first trick operator, and Mrs. Ralph Pike, wife of switchman from Sioux City, were welcomed into the club.

Plans were made for a rummage sale to be held the latter part of the month to raise funds. All chairmen of committees were present and gave interesting reports. Mrs. Johnson named Mrs. Thos. Cavanaugh, Mrs. Thompson and Mrs. Leslie Drew to act on the nominating committee, with election of officers at the November meeting.

Plans for the annual Christmas party will be completed soon, and with the help of all members we will prove the object of the club, and when we provide for the sick and injured, clothe and feed the needy, provide entertainment for the members so that we all may become better acquainted, we will have an object to work for—"The Milwaukee Women's Club."

## Wisconsin Rapids Chapter

*Mrs. Ray Cleveland, Historian*

**O**N June 13th we gave our first public card party. It was held in the recreation rooms of the Port Edwards high school. It was well attended and we netted \$16.10. After our regular meeting on June 21st, we recessed for the summer.

Resuming meetings this fall on Sept. 20th, plans were made for another card party to be held in Nekoosa on October 3rd. Miss Orpha Sanger was appointed chairman of the committee in charge. We realized \$10.85 from this party and were well pleased with the public response to both affairs.

Mr. and Mrs. Gus Sanger and daughter Carol enjoyed a vacation trip to the west coast this summer, stopping at Hettinger, South Dakota and Seattle, Wash. Their daughter Orpha was one of a party of young ladies who vacationed through some thirteen western states and Mexico. They visited the Black Hills, Bad Lands, Grand Canyon, Carlsbad Cavern and many other places of interest.

We were all grieved to hear of the passing of Mr. G. R. Manthey, retired agent at Necedah, on September 8th. He is sadly missed in the community.

Mr. and Mrs. Arthur Berg and family have returned to Wisconsin Rapids following the summer spent at Saynor.

## Perry Chapter

Mrs. Carl Shannon, Historian

"**E**RE, in the northern gale,  
The summer tresses of the trees are  
gone  
The woods of Autumn, all around our vale,  
Have put their glory on."

—Bryant.

After a three months vacation, we renewed our activities by convening the first Friday in September with a good attendance and special guest, Mrs. Kent Hamilton of Des Moines. Routine business was carried on and plans made for the rest of the year. The bridge players decided on the fourth Friday for their club meeting. Hobo and galloping breakfasts are to be extra features. A committee served pie and coffee refreshments after the business meeting during the social hour. Mrs. Benton Stitzel, chairman of the house and purchasing committee had a serious accident two months ago. She fell on the stair steps in the dark, breaking her elbow and two wrist bones of her right arm. At the present time she is in a hospital in Des Moines for treatment of the elbow. The chapter met for pot luck luncheon in October. More plans were made to raise funds for small repairs around the club house.

Our club house has recently received a fresh coat of paint inside and out which we greatly appreciate and so we are finishing up our house cleaning, so to speak.

The sunshine chairman, Mrs. Milton Springer, reported 53 cards sent so far this year. One kind relief act was carried out by our chairman, Mrs. Ralph Goodwin—it was not a request, but a much needed favor for a convalescing person and was duly appreciated.

Oct. 11th we had a galloping breakfast to which the men folks were also invited. A fine morning and about 60 attended.

November meeting will be held in the evening with a family dinner.

## Ottumwa Chapter

K. M. G.

**T**HE second cooperative luncheon of the season was held on Friday, October 13, at one o'clock in the club house, at which time the visiting guests were Mrs. Kent Hamilton of Des Moines, member of the general governing board, Chicago; Mrs. Frank Price, Des Moines, chairman of the welfare and good cheer, Des Moines club. Mrs. Wm. Fry, chairman of the social committee, assisted by Mesdames J. C. Roberts and John Lindholm, arranged for the affair, which was attended by nearly 40 members. The talks by the guests were interesting and enjoyable. Announcement was made of the purchase of a wheel chair for general use among the Milwaukee family in case needed. Also, voted to have a dessert benefit bridge party at 1:30 p. m. on October 27. It is hoped to have a good attendance.

## Rapid City News

Thos. Hickson

**D**URING the month of February, 1922, section foreman Dan A. Kemmerling moved his headquarters to Rapid City and moved into the house provided for the section foreman. At that time the town had a population of 5,000 people and Mr. Kemmerling decided during this past summer that as the population had increased to 17,500 he decided it was time to buy some lots and build himself a home. He very recently moved into his modern comfortable home and out of the goodness of his heart he has turned over to the Milwaukee Women's Club all of the many improvements he had made in the old home, which is greatly appreciated by the club members.

Sunday morning, October 8th, a number of Milwaukee men presented themselves, armed with hammers, saws and bars and the work of remodeling the house was under way with a swing. At about 2:30 p. m. the ladies arrived with big hammers, bowls, dishes and pans. Doors from

the rooms were removed and in the emergency, used as tables. It was a wonderful party and enjoyed more by the workers than any they had taken part in for many months. The tables were then dismantled and the work carried on until dark. Receiving this club house will have a wonderful influence the club will have in the community.

The Milwaukee Women's Club is outstanding in its undertakings and is amongst the leaders in relief work in this territory.

We are looking forward to increased attendance and many get together meetings and for better understandings.

## Mitchell Chapter

**M**ILWAUKEE ROAD veterans were honored at a meeting of Mitchell Chapter held in the rooms of the Elks Lodge.

Mrs. Roy Peterson and Mrs. Fred Wilson were in charge, with Mesdames F. Schirmer, T. Dunsmore, Sloan, R. Paullin and L. Lindquist assisting with refreshments, equipment, decorating and program.

Mrs. Roy Peterson, president, presided and welcomed the guests. Three solos were given by Mrs. Paul Smock, Mrs. Hale Raber, accompanist. Mr. L. S. Piper, accompanied by Mrs. Carl Lindquist, sang two numbers. Dr. F. D. Gillis presented some movie films taken by him on a recent trip in the east.

Community singing led by Mr. Piper was a feature of the program in the dining room.

## Bensenville Chapter

Mrs. Herman Beyer, Historian

**O**UR September meeting was called to order by president Mrs. Leek. A check for \$20 was received as a membership prize. Librarian reported 1,234 books in the chapter. Ways and means announced the blanket club was starting and urged the members to join. On October 23rd our annual anniversary dinner was celebrated at the clubhouse. Mrs. Kuhns and Mrs. Tompkins were surprised with a handkerchief shower on account of their moving to Chicago. After the meeting delicious refreshments were served.

## St. Paul Chapter

Mrs. J. S. Walker, Historian

**S**T. PAUL Chapter met Sept. 12, for the first meeting, after a summer recess of three months. The meetings will be held in the same building, the Degree of Honor hall, and also the same date, the second Tuesday in the month. Mrs. Wolke, president, called for reports of all chairmen. Mrs. Biechler and Mrs. Brew, welfare and sunshine chairmen, were busy even during the summer vacation. After the business meeting "500" was enjoyed and lunch served.

Members of the board met Sept. 26 for a smorgasbord luncheon at the Hotel Lowry. Through the courtesy of the hotel management, a room was provided for a business meeting after the luncheon.

On Oct. 10, regular meeting date, members enjoyed a sauerkraut supper at 6:30 p. m. Hostesses for the evening were Mesdames J. D. Sitzmore, O. C. Martin, J. H. Pothan and C. Hageman.

Mrs. Wolke presided at the business meeting which followed. One of the main topics of discussion at this meeting was a dance to be sponsored by the club in the K. C. hall on Nov. 24. Cards will also be played. The club extends an invitation to all employes and friends, and hopes to see a large crowd. Proceeds will go into the welfare fund.

## Chicago Terminals

Sparky

**W**E regret to report the death of engr. Max E. Eggert during September. Max had been ailing for a long time, but was

thought to be on the road to recovery, when he suddenly succumbed to a heart attack. Max leaves a wife and daughter and two brothers. His fellow employes extend their deepest sympathy to them in their sorrow.

Robert E. Cooney, switchman, died during the month, the result of an accident. He leaves a wife and sister. Bob worked for many years on the C. & N. W. Ry. He started with the St. Paul in the coach yard later transferring to the freight yard. We extend our sympathy to his wife and sister.

On Sept. 12th, Roy Hayden passed away suddenly. He had been working at the NW Bridge at the time, where he also served as relief yardmaster. We extend our sincerest sympathy to his wife and relatives.

Charley Krammer, foreman on the Bensenville rip track, decided to call it a day. He applied for his pension effective Sept. 1st. Charley served faithfully for many years and was well liked. His fellow employes wish him many happy years ahead. John Lawler from Galewood is filling Charlie's shoes. John Lawler is the lad who was the happy bridegroom last June.

Roy Visger, engr., underwent a minor operation during the month. He recovered and is working again.

W. A. Darling, swm., was a patient at the Hines Hospital recently. He is all right now.

Engrs. Geo. Bruns and Tage Larsen were among the late vacationists. They journeyed to Wisconsin in quest of fish; but with so many expert fishermen from the terminal ahead of them—they were simply unfortunate—no luck—no fish.

During the month the Chicago papers carried pictures of Wm. Stockwell, engr. making his farewell run around Goose Island. The boys at the Island gave Bill a big sendoff—and the rest of us join in wishing him many more happy years.

Harry Coogan, swm. from down around Halsted St. yards, had his teeth pulled out a year ago, come November. In due course of time he had the usual set of ivories installed—but in the hustle and bustle of these strenuous times, lost them. Tying a string to them, and connecting the string to a ring on the nose might solve this problem—but if somebody has a better idea please communicate with Harry.

Ydm. Wm. Rands expects to take the pension either Nov. 1st or Dec. 1st. That is the reason Bill got a new trailer. He and his wife expect to take the packs out from underneath trailer, and as silently as his car can run, steal away and visit from California to Canada and back again.

Bill has served the Milwaukee for more years than he will admit. At one time he was a passenger conductor, running out of Sioux City. Not quite pension age yet, he looks to be forty, and moves around like a twenty-five year old. His fellow employes join in wishing Bill lots of happy years to come.

## Late Blight

(Continued from page 12)

year's work. Thousands of potato fields in the central potato producing states may never be dug this year.

In desperation to salvage something from the crop, some growers will dig early only to find a rotted mass of potatoes in the bin in late fall or early winter. The virus of the blight washed off from the diseased leaves filtered through the soil to the growing tubers and soon started life all over again.

Fortunately late blight is a disease that is not severe in the central states each year. But when it is bad it ruins an otherwise good crop in a few days' time. This is a year when many potato growers, and their friends whose businesses are based upon their production, have a right to feel dissatisfied.

# ON THE STEEL TRAIL

## THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....Care Chief Dispatcher, Perry, Iowa  
 John T. Raymond.....Care Superintendent, Marion, Iowa  
 Miss E. L. Sacks.....Care Asst. Superintendent, Dubuque, Iowa  
 Miss O. M. Gohmann.....Care Superintendent, Ottumwa, Iowa  
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.  
 C. W. Duhaven.....Care Yardmaster, Mason City, Iowa  
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.  
 Ira G. Wallace.....Clerk, Red Wing, Minn.  
 H. J. Swank.....Care Superintendent, Austin, Minn.  
 Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.  
 E. L. Wopat.....Care Superintendent, Austin, Minn.  
 J. B. Phillips.....Care Superintendent, Green Bay, Wis.  
 Miss O. Hammond.....Care Superintendent, Terre Haute, Ind.  
 Miss F. A. McCaully.....Care Local Freight Office, Minneapolis

Lucille Millar.....Care Store Department, Dubuque, Iowa  
 Mrs. Dora M. Anderson.....Care Local Agent, Mebridge, S. D.  
 F. B. Griller.....Care Ticket Office, Sioux Falls, S. D.  
 Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana  
 Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana  
 R. R. Thiele.....Care Agent, Tacoma  
 K. D. Smith.....Operator, Portage, Wis.  
 H. J. Montgomery.....Mechanical Dept., Milwaukee Shops  
 J. J. Steele.....Care Davis Yard, Milwaukee, Wis.  
 V. C. Williams.....Care Agent, Council Bluffs, Iowa  
 C. B. Taylor.....Care General Agent, Cedar Rapids, Iowa  
 C. D. Wangness.....Care Dispatcher, Mitchell, S. D.  
 Leonard Jahnke.....Fullerton Ave. Chicago  
 Raymond F. Huger.....Care Superintendent, Aberdeen, S. D.  
 Gil Garrison.....Care Car Department, Seattle, Wash.

### Council Bluffs Terminal

V. C. W.

MISS VIRGINIA SMITH, daughter of GYM E. E. Smith, walked the last mile Sept. 24th; the special occasion being her marriage to "Bud" Bengstrom of this city. A beautiful ceremony taking place at the Broadway Methodist Church on a sunny Sunday afternoon with about four hundred attending, being given away by the skipper, with young sister Marjorie as maid of honor and brother Robert Lee as best man. A reception was given at the Smith home immediately after the wedding, and the newly weds were presented with many gifts. Lots of luck to Mr. and Mrs. Bengstrom.

Earl Cook, former checker at the local freight office, has been appointed to warehouse foreman at Perry, at long last, and all of the many friends here wish him success in the new position there.

This correspondent has been firmly but gently advised by none other than Mrs. Frank Colburn that the new Ford has at last made the grade, taking a trip on the Midway one P. M. to bring John Nance Colburn his specs. We retract our misunderstood statement of some time ago, and gladly inform the readers of the bold deed.

Elsewhere in this issue is a write-up of the big event that has taken place during the Railroad Appreciation Week, but one thing that should be mentioned here that may have been overlooked by many is the tireless effort and almost superhuman energy that T. P. Schmidt, car foreman, has put forth for the grand success this great movement has proved to be. The long off-duty hours he and carman Fred Olson spent in making the best looking float entered in the big parade is only one instance of the typical loyalty and thoughtfulness he has shown throughout the entire proceedings. Being elected chairman of the special events and the representative of this road, he has proven the trust the employees have given him to help make the Milwaukee Road one of the truly outstanding publicity getters of the entire week. So hats off to him and Roy Michael for a grand job.

This boy Hank Jensen just can't seem to help but run into the unexpected. While on his way to work one midnight a short time ago, and on a very, very dark and deserted street, he happened to glance earthward near the Burlington crossing and discovered to his amazement what appeared to be a lady who had been injured seriously by either a car or an engine. After glancing fearfully about, Hank decided to investigate and discovered the young Miss wasn't hurt but seemed to have fallen there for the simple reason her feet couldn't take her any farther. "It looked to me like too many nips on the bottle," quoth Hank, "so I tried to walk her around a little but no go." So after calling a cab and sending her home, our hero proceeded to the east yard, where a slight case of jitters made the rest of the morning seem like a week.

To Miss Rosella Kenyon, daughter of John, the yard engineer, went the honors of representing the Road as an attendant to the Queen of the Rails during the Back to the Rails week. While not being chosen as the Queen, our vote goes to her as the most beautiful and photogenic girl entered in the contest. Also to Mrs. Frank Colburn should go a big degree of the honor for making the banquet a huge success. She was in charge of the Milwaukee girls who served as waitresses, and from all observations, this group was the best looking and trained in the entire ensemble, and drew many glances of admiration from the hundreds attending. Serving some nine hundred, these wives and daughters of the various railroad employes did their job in a most efficient manner, taking exactly twenty-one minutes, which is some sort of a record in itself.

Mr. and Mrs. Floyd Lacy left the early part of October for St. James, Minn., to hunt a few pheasants and visit the "old home" folks. It's unlawful to bring the birds home, but here's hoping.

Guy Frame, spotted pulling pins on the east lead, remarked what a perfect day to be working, especially on a Sunday P. M. when most people are either driving in the country, or reading the football scores over a chicken dinner. Taking the previous Sunday to drive the Mrs. to Lincoln, Nebr. what did the weather man do but cross Guy up and spill a cold drizzly rain on the pleasure trip. "No more Sundays for me," says Guy.

To let this month's copy end without mentioning the part the "old-timers" played during the "Back to the Rails" celebration would not be keeping in order with the swell support and loyalty they showed during the entire series of events. Pensioners of all eight roads turned out en masse, dressed in the official costumes, greeting one another, shaking hands and otherwise enjoying the proceedings immensely. It really warmed the heart to see these old Rails prancing around each and every meeting, talking "shop," pulling throttles, swinging lanterns again and otherwise living their good old R. R. days all over. Some good tales could be told around the proverbial campfire if one could put on paper the stirring and earnest stories that went the rounds the past week.

### West End TM Div.

P. R. H.

MRS. H. A. BISHOP, wife of baggage-man Trans-Missouri Division, left Miles City September 21st for Washington, D. C., to spend an extended vacation visiting her daughter, Jean, who is in Government service in that city.

Mr. and Mrs. A. F. Maile, of Miles City, departed September 19th for the east, where they enjoyed a visit to the World's Fair in New York City. They also visited relatives in Minnesota, Illinois and Ohio.

Robert Stacy, electrician helper, Miles City, left September 24th, for Bozeman, where he entered his second year of elec-

trical engineering course.

Mr. and Mrs. J. V. Anderson, of Minneapolis, former residents of Miles City, spent several days the week of September 17th in Miles City visiting their daughter, Lucille, and their many friends.

Mrs. Jos. Feeley, wife of machinist, Miles City, left Sept. 21st for Washington, D. C., to spend two weeks' vacation with her son Gordon, who is in Government Service there.

Kenneth Wahl, formerly employed as roundhouse clerk at Miles City, spent two weeks the middle of September visiting his parents and friends in Miles City. He is now employed in the Internal Revenue Department, Washington, D. C.

Robt. Johnson, son of division engr. E. H. Johnson; Richard Gluyas, son of Mr. and Mrs. Richard Gluyas; Norman Gilchrist, son of Mr. and Mrs. Wm. Gilchrist; Miss Allison Rehn, daughter of Mr. and Mrs. Belden Rehn; Howard Boehmer, son of Mr. and Mrs. Alex Boehmer, all of Miles City, departed the week ending September 24th for Bozeman, where they will attend college this year.

Miss Virginia Wolfe, daughter of Mr. and Mrs. F. M. Wolfe, left September 23rd to attend college at St. Catherine's in St. Paul.

Gordon Spear, son of Mr. and Mrs. Frank Spear; Geo. Carr, Jr., son of Mr. and Mrs. Geo. Carr, departed Sept. 21st for Minneapolis where they entered the University of Minnesota.

Jas. Wickersham, son of Mr. and Mrs. A. W. Wickersham, is taking work in the Georgetown School of Foreign Service in Washington, D. C.

Miss Olive Mae Loehr, daughter of engr. and Mrs. Henry Loehr, has entered the State Normal College at Dillon this year.

H. L. Pitner, formerly employed as asst. division engr., Miles City, now an assistant in C. T. Jackson's office, Chicago, spent several days the middle of September visiting friends in Miles City. We were glad to see you. "Pit." Come again.

Swan Nelson and wife left Miles City September 29th for Chicago, where they spent several days visiting with their daughter, Lois, who is employed as stenographer for an insurance company in that city.

Mrs. Norman Anderson, stenographer in superintendent's office, Miles City, returned September 25th, after spending a week's vacation in Seattle, Tacoma, and Bremer-ton.

Jos. Fleeger, machinist, Miles City, spent two weeks' vacation trip in New York City and Pittsburgh the latter part of September.

George W. Richardson, brother of Claude Richardson, of division engineer's office, Miles City, passed the state bar examination at Helena September 30th.

James Butterbaugh, car checker at Roundup, has taken up the art of golfing since leaving Miles City, and September 10th we are told he won a silver trophy eighteen inches high, in a golf tournament of thirty-five of the best golfers of Round-up. Congratulations, Jim.

## I&D Division

C. W. D.

WE are now having the biggest, and we will say the sweetest, bunch of business of the year. The sugar beet season is on in full blast. Everywhere you see beets and more cars of beets on the way to the factory to be made up into sugar. We are informed the beets this year are of a fine quality and the plant expects a record run this year of about 180 days.

Someone sent Conway Range a bag of all-day suckers. Up to date we are unable to find out why. Perhaps Flukey is getting childish again.

"Bunnie" Max Brager, of the superintendent's office, has moved into his new home. Bunnie had the new grading around the house painted green as it is too late now to get a lawn started this Fall. Congratulations, Bunnie, on your new home, but how about a house-warming?

By the way, the folks are moving back from Clear Lake. Winter must not be far off. Mr. Spencer of the freight office, Earl Kundson, also of the freight office, Mr. Kirby and Mr. Lieboldt, conductors, all have come back to the city for the winter after a pleasant summer in their cottages at the Lake.

O. A. Bradford, inspector, of Austin, Minn., was here on business this month.

Miss Ruby Potter, chief clerk to the master mechanic, Mason City, accompanied by her sister, are enjoying a trip to the northwest coast, visiting Spokane and Seattle while on a vacation.

Mr. Dougherty, night roundhouse foreman, is on a vacation. We were unable to learn where Ed went, as he said he was not telling where he was going so we could not check up on him while he was gone.

F. H. Dickhoff, yardmaster, and fisherman de luxe, tried out some turkey blood for catfish bait. FHD reports all he caught with the turkey was turtles, and that it was no good for fish. Mr. Dickhoff also wishes to let the readers of this column know that he has a few squirrel tails for sale. They are in fair condition, and will sell them cheap.

Bad luck seems to be after Duke Moore of the roundhouse these days. While out trying out his coon dog, someone shot the dog. Next along comes the game warden and takes his pet coon away from him, and last but not least, a friend gave him a hat. Showing the hat to a friend, the friend looked inside the hat band and found a five dollar bill. He gave Duke back the hat, but kept the money.

We are glad to report that Mrs. Martin Churchill is able to be out and around after a serious operation, and that Mr. Churchill has got back that pleasant smile again, now that mother is out of danger and getting along fine again.

Quite a few from Mason City attended the Corn Palace this year. In a talk with Mrs. Geo. Nelson, wife of car man Geo. Nelson, who visited the Corn Palace, she says it was one of the best shows they ever had. Wayne King and his orchestra were the big drawing card and those who heard them all say that alone was worth the trip.

## Fullerton Avenue Building, Chicago

L. G. J.

SPORTS have always been rather a staple part of activities in our building and maybe some of the non-participants don't know what they are missing. We will give a little history of each and then you should readily see that you should be interested in one of these because they are varied enough for all.

Bowling was organized three years ago and now there are sixteen teams playing. Much credit on our side must go to Chuck Woellfner and Al Gerke for their work in organizing.

Basketball is going into its fourth season intact and needs a lot of the younger fellows to come out and compete. All you new fellows leave your name with Roy Schiffer of the Ticket Auditor's Office.

Fellows like Chuck, Bill Ficht, Art Dryer and Harry Wallace put out a lot of time to put these things over and therefore, if you are talented in one of these, don't wait to be coaxed but come out and give your time as the boosters give their financial aid and these things will be worth while to all concerned.

**IDLE CHATTER THAT REALLY DOESN'T MATTER . . .** This conglomeration of happenings to people in our office seems to have clicked so naturally we continue on in this vein for a spell . . . "Skip" Gibbons is trying to railroad Mr. G. G. Smith, esq. to the Good Samaritan Sanitarium, How Come? . . . Those two intrepid fishermen, Al Hale and Luke Lindley are really in shape now. They can venture out in their row boat over the vast uncharted waters of Lily Lake and not even get seasick . . . Incidentally, Luke hasn't proved as yet his tall tales of his hunting prowess last season and now he makes claim to being a follower of Isaac Walton. Okay, we'll acquiesce only when we see the fish . . . The gates were really swinging at the Bismarck Hotel when the Women's Club threw its dance . . . The mood was festive and everyone seemed to be "truckin' on down" at this clambake. A howling success . . . Avis Long and Eileen Delaney are recounting their experiences in California and New York, respectively. We listen with an interested smile but really are envious of them and sorry for ourselves for going on our trip so early . . . Credit where credit is due, say we, and therefore commend Ella Chiappere who also is responsible for some of the nice desk decorations although we missed up on this last time out. Pardon us, pliz . . . The extraordinary contrast in nonchalance is expressed by Herb Gumz and Red Wallace. When Gumz is asked what he bowled he non-chalantly says 598 and Wallace, when questioned, replies confidently 398. Oh well, no one even asks us anymore so we're safe from comment . . . Friends of Fred Brinks say he is just getting over the effects of the horseback ride he indulged in at a dude ranch a while back . . . Joe Kobus isn't really complaining when he says "life has its ups and downs" and the football expert Gallagher wasn't kidding when he said "dem Northwesterns is a lotta bums" . . . Harry Baldaccini has enough bronze and gold from all his tennis awards to be accused of hoarding precious metals . . . Chuck Woellfner is also a proud papa of a baby boy, Jackie, Congrats . . . And don't forget the Booster soiree at the Paradise. Everyone who is anyone will be there . . . Hosta la Vista.

## Seattle Terminals

General Offices

**ROBBY ROBINSON**, in the relay office, decided to take a rest, but it was only under doctor's orders he did so. He says he missed his chickens on his ranch but picked up a few new phone numbers while in the hospital. He is hale and hearty once more and is relaying again just like his Plymouth Rocks.



We are showing a picture of John Roe-mer Agner, 10 months, son of John Agner,

freight solicitor in the general offices, White Building, Seattle.

### Local Freight Offices

Mr. George Pyette, former district accountant, and wife, of Tacoma, were recently visitors at the home of Mr. and Mrs. F. W. Rasmussen of the local freight office. Mr. Pyette has recently retired and is now enjoying a long earned vacation.

Mrs. Daisy Heester of the cashier's office has been home sick for the last three weeks. We are all trusting she will soon be O. K. and on the job again.

Mrs. O. A. Geelhart and family, of Bayne, wife of O. A. Geelhart, former section foreman, now deceased, was a visitor at the home of F. W. Rasmussen and wife during the last week of September. Cecil Geelhart has succeeded his father as section foreman of the Bayne Section.

W. H. Campbell, agent of the local freight office, has recently purchased a new home on Beach Drive, West Seattle, and is now enjoying the marine view and the beautiful sunsets on Puget Sound.

Guy Anderson, chief clerk of the local freight offices, spent his vacation with his mother, driving from place to place. They visited Hood's Canal, Mount Tacoma, Seaside, Oregon, and many other points of interest.

### Car Dept. and Yard Office

At this writing Barney Zilley, former roundhouse foreman, has just returned to his home from a 10-day illness at Providence Hospital. A speedy recovery to you, Barney.

Mrs. Truesdell of the Women's Club and widow of Lou Truesdell, former locomotive engineer, while visiting at her physician's home, fell and broke her wrist. We will say this was a very handy place to break one's wrist. However, we wish Mrs. Truesdell a speedy recovery.

We regret to chronicle the death of Frank Pearson, former carman, who died October 6th.



Above is car inspector Joe Barnreiter arriving on shift for the last time, Saturday, September 30th. On that day the car dept. boys were laying for Joe. They, with other Milwaukee Road friends, presented Joe with a very beautiful I.E.S. floor lamp (in the picture). Mr. and Mrs. Harry Jones supplied the flowers for the very special occasion.

George Foreman wants to know if anyone heard the story about the Scotchman who lost his gun in the chicken yard and thought he found it three times.

The Milwaukee Road bowlers have promoted themselves this year to a new first class alley (Ideal). This, after Clyde Medley had tried out the left handed alley and reported favorable. Following are the team standings, October 9th, 1939.

	Won	Lost
General Offices	12	3
Engineers	10	5
Local Freight	6	9
Yard Office	2	13
High individual game	Loran, 183	
High individual average	Villata, 168	
High team game	Local, 778	
High three games	Engineers, 2201	

## News from the West I&D

C. D. Wangness

COND. A. K. Foote and operator Burke of Canton attended the football game at Iowa City last week.

Relief operator H. M. Davis relieved operator Burke at Canton several days the first of October.

M. T. Shanahan, relief operator, returned to Tacoma several days ago after relieving on the east end for the past six weeks.

Operator Hartley and family of Murdo have moved to Calmar, Iowa where Mr. Hartley will work third trick, being the successful bidder.

Mitchell's annual fall festival at the Corn Palace, held the last week in September, is once again a thing of the past. The city enjoyed a throng of visitors each day and the entertainment was of very high class, headed by the Paul Whiteman orchestra.

We are all glad to hear that our old friend, Chas. Winters, is recuperating from his recent sick spell, and hope to see him back to normal in the near future.

Some extensive repairing has been finished at the local passenger depot and is a credit to the station.

The local Women's Club gave a very nice party at its club rooms last week in honor of the retired members of the railroad in this territory. A very interesting program was provided and, after a few well-chosen remarks by different members, a tasty luncheon was served.

Penney Rogan of the freight force is sporting a new Buick.

Helen Hasslinger, local clerk at freight house, has left for a vacation trip to Seattle.

Pheasant season, which opened Oct. 14th, promises to be one of the best seasons in years, as birds are very plentiful and the season has been lengthened to nearly four weeks. Our best gunners are all in readiness for the hunt and some good stories should be forthcoming.

Baggage man Joe Kluss has decided that winter months in the Dakotas are too severe and has decided to run on the east end for the coming months.

Business on the west end has been on the increase the last few weeks and here's hoping it continues.

Mrs. P. E. Graff, wife of switchman at Calmar, visited with relatives at Alexandria and attended the Corn Palace program.

## "The New Hub of the I&D"

F. B. G.

IT was very gratifying to note the October magazine with the I&D Division in first place for the number of tip cards turned in. Let's make every effort to maintain this position.

Our agent, Harry E. Brann of Baltic, has transferred to Avon. Harry states that this moving is what Sherman said was was. Harry, Jr. plans to remain at Baltic to finish high school—at least those are the plans at present.

Sioux City's baggage agent, C. Acropolis Foote, having recently returned from an extensive trip through the west, is an authority on Hollywood, the Barbary Coast and points north. Negotiations are under way to have C. Acropolis and T. Honeychile debate the relative merits of California and Florida at the November meeting of the Arrow Service Club. Should this be arranged, Mr. F. L. Costello, the chairman of the club, and a renowned traveler himself, will act as judge.

Agent Geo. V. Kohls of Avon has taken first trick as operator at Sioux Falls, which position was vacated by dispatcher C. B. Davis.

Miss Marie Todd, daughter of roundhouse foreman Edward C. Todd, Sioux Falls, was married to David A. Wilson of Portland, Ore., on October 5th. The couple left immediately for Portland, their new home. Miss Todd was a very popular young lady and will be missed in Sioux Falls by her many friends.

Ed Gorman at Utica is busily engaged in training a couple of Rhode Island red

chickens to act as decoys for the coming pheasant season.

Mr. Hans Miller, section foreman at Fairview, took a few days vacation and accompanied his daughter, Ruby, to Chillicothe, Mo., where Miss Miller will attend college. Hans says he thoroughly enjoyed the vacation, as he has not had one for some time.

Agent William Vandervoort, of Geddes, has moved from the depot rooms to an apartment uptown. Bill says it isn't so much carrying the coal upstairs as it is carrying the ashes down that disagrees with him.

Mr. and Mrs. John Sopola, of Tyndall, are the proud parents of their first child. John thinks this boy will be the future foreman at Tyndall.

We regret to report that on October 5th section foreman Martin Gran, of Tabor, died of a heart attack. Our sympathy is extended to the bereaved.

Should the United States become embroiled in the European conflict, it is a certainty that J. Wainscoat Bailey, time revisor, will be drafted into the Ordnance Department, having recently completed an extensive experiment in explosives dealing principally with detonation and concussion. Mr. Costello assisted in making the technical reports covering the experiment.

Elmer Taylor, agent at Hawarden, is preparing to go on vacation and we might make a guess some ducks may regret this, as we learn Elmer is a good shot.

Modernized caboose No. 0639 made her maiden trip over the Platte Line on September 29th. Farewell to the little red caboose behind the train.

Raymond Smith, section laborer of Yankton, is the proud father of a fine son, the first blessed event in this family.

The Annual Reunion of Veterans of the Russian Railway Service Corps will be held at Sioux City on Armistice Day. H. L. Hoskin, chief dispatcher at Sioux City, and for many years president of the Russian Railway Service Corps, will be in charge of the Reunion. Headquarters will be at the Mayfair Hotel at Sioux City.

It was with a great deal of delight that Sioux City employes heard of the appointment of Mr. A. J. Elder to the position of assistant general manager. Mr. Elder made his start in railroading at Sioux City, as did many other general officers, and was one of the most popular officials this division ever had. We hope to see him often at Sioux City.

Ed Harkrader, assistant to chief dispatcher at Sioux City, is again confined to the Veterans' Hospital at Des Moines. Ed certainly has more than his share of tough luck. He would surely appreciate hearing from some of the gang, on the SC&D—drop him a line.

George Westbrook, redcap at the Sioux City passenger stations, reports that the results of the World's Series have pretty nearly made him well again. With another World's Series coming soon enough, George claims he would be able to buy a half interest in the railroad.

## Iowa (Middle and West) Division

Ruby Eckman

TWO of the Iowa division engineers have new grand children in their homes. A son born September 15th to Mr. and Mrs. Glen Wicheal, makes a new grandchild in the home of engineer Frank Wicheal. The boy was named Donal Eugene.

The birth of a daughter to Mr. and Mrs. Robert Stoner, makes another grandchild for Engineer Jerry Stoner and the first grandchild for Switchman George Franks.

Conductor P. A. Gifford, who usually lays off in the summer to look after his rental property at Lake Okoboji, returned to work about the middle of September. He made one trip and when going home in a Des Moines motor bus was injured so he had to be off duty again.

Herbert Lass, a brother of Conductor Raymond Reel's wife, was killed when struck by a train at Bouton, September

15th. The accident happened during the night and there were no witnesses, the body being found by the section men when they patrolled their track in the morning.

Perry friends learned with regret of the death of Mrs. F. L. Hedrick, which occurred in Chicago, September 17th. The Hedrick family formerly lived in Perry.

The wedding bells were heard to ring at Council Bluffs on Sunday afternoon, September 17th, when Robert H. Gilliland, agent at Persia, was married to Alice M. Myers of Avoca, Iowa. The marriage ceremony was read by Dr. George D. Crissman at his home, in the presence of a small company. Mr. and Mrs. Gilliland will live at Persia, having already gone to house-keeping, the living quarters at Persia being among the nicest of any station on the division.

Some of the retired employes out Seattle way have been doing their bit lately in soliciting business for the Milwaukee's Olympian. Conductor William Rehbock, who went to Seattle from Savanna after his retirement, knows now that he has one scheduled passenger for that train at frequent intervals. The lady is Mrs. Rehbock's daughter, who makes frequent trips east and has been using the Olympian and accepting the excellent service as a matter of course. A few weeks ago she decided to use another route to Chicago but immediately upon her arrival wrote her mother and Mr. Rehbock that she would do no more experimenting but would hereafter confine her patronage to the Olympian in both directions between Seattle and Chicago, because of the superiority of the service. Conductor John Briggie, on a recent trip to Perry, also did some talking for the Olympian with the result that he was assured that some of his friends would use that line on their next trip west.

Engineer Fred Peterson and wife have another grandchild in their home, as a son was born to Mr. and Mrs. Frank Moser, in Greenville, N. C., Sept. 28th. Mrs. Moser is a daughter of Mr. and Mrs. Peterson and the boy has been named Robert Nandell.

Edward Fuller, son of Conductor Harry Fuller and grandson of retired Conductor H. W. Lee, had a thrill in September. Ed is a member of the football squad of Iowa State College at Ames and was one of the squad to make the trip to Denver, Colorado, for a game with Colorado State College.

Operator Clark Joslin, who worked the operator's job in Perry dispatcher's office all summer, bid in third trick at Green Island and will be located there in the future.

Harold Dollarhide of Coon Rapids, Bert Cline and Albert Nicholson of Perry and R. H. Martin, of Rockwell City, were all in attendance at the American Legion convention in Chicago in September.

H. C. Modlin and wife celebrated their golden wedding anniversary on Sept. 24th in Perry. Mr. Modlin is a former agent, having served the company as agent at Perry for many years.

James Evitts, who completed his apprenticeship as a machinist in the Perry shops on August 2nd, made his seniority service date on Sept. 25th when he went to work in the shops at Bensenville.

Thomas Beatty, retired employe of the Perry roundhouse force, made his annual trip to Minnesota in September. Mr. Beatty has a brother who was injured in the battle of the Argonne Forest and has been in the Veteran's hospital in St. Cloud since the close of the war, so he has to make a trip up there each fall to see him. They visited James Ross and Lawrence Hindert of the Minneapolis shops force.

Warren Mitchell, Jr., was the name given a new boy in the home of Mr. and Mrs. Warren Mitchell at Darien, Wis., in September. The lad's father has been with Roy Williams' signal crew and they were working at Perry when the young man arrived, so the proud father had to make a hurried trip home to get acquainted with his son.

Engineer and Mrs. Fred Peterson left the fore part of October for a trip through the west.

Agent Calhoun, of Knoke station, made a hurried exit from his depot on October 6th, otherwise he would have been buried under an avalanche of shelled corn. The grain elevator at Knoke burst open and, as it contained 40,000 bushels of shelled corn, there was some spill. The Milwaukee tracks were blocked for several hours while workmen cleared up the wreckage.

Engineer Frank Keith and wife and Conductor Frank Dow spent several days at Woman's Lake the latter part of September. The fishing was poor so they had no fish to bring home to their friends.

Engineer R. R. Meldrum was off duty in October to go to Geneva, Minn., to attend the funeral services for Mrs. Meldrum's mother, Mrs. Emma Pierce.

Agent W. J. Stout was off duty during the fore part of October on account of the death of his mother. C. J. Bartle was the relief agent at Linden during his absence.

Luther Audis, who has made his home in Perry for a number of years while employed in the Perry shops, moved to Bensenville the latter part of October.

Switchman Jerry Cummings was off duty during September for a fishing trip. He brought home the head of a twenty-six pound muskie he had caught, just to convince the fellows at the yard office that he didn't exaggerate about the size of his catch.

A seven and one-half pound son, born at the Chicago Osteopathic Hospital on September 20th, was named James Richard Nasby. The lad is a grandson of Engineer Archie Lafferty.

Retired Conductor H. O. Whitlock and wife came east to visit at the home of Mr. and Mrs. Mason Hildrith and with other relatives and friends, so Harvey and his wife made the trip back west with them.

Alan Edwards, son of Train Dispatcher E. E. Edwards, went to St. Louis in September to enroll in the College of Mortuary Science. He has been associated with the Bessemer Funeral home in Perry for some time.

## Notes from the Local Freight Offices, Tacoma, and the Coast Division, West

R. R. T.

IT is a sad duty for us to register the death of Jack Desmond Frost, aged 21 years, a locomotive fireman, who was killed in an automobile accident on the Tacoma-Puyallup highway September 10th. He left a mother and a sister to mourn his tragic death, to both of whom our sincere sympathy goes out.

F. J. Alleman, agent at the local freight office, Tacoma, underwent a serious operation for the removal of an internal goiter recently. He went to the hospital here on September 21st and was out again by the 24th—a rapid recovery, indeed. He looks well and is much improved in health now. It is a fact that he was away and returned without anyone at the local office knowing of the reason for his absence. Our sincerest good wishes are extended to him.

E. L. Pravitz, agent at Eatonville, with Mrs. Pravitz started recently on a trip to Alaska. They got as far as Vancouver, British Columbia, when Mr. Pravitz fell sick so seriously that the only thing to be done was to cancel the trip and return home. We are very sorry to hear of his illness and trust that he will soon be up and around again, ready to try again next year.

William Rochford, who had just retired from the B. & B. Department, at the age of 65, died on September 15th; the funeral took place on the 18th at Seattle. He had not yet received a pension check. He was single; Mrs. McPhadden, of the B. & B. Department, is his sister. We express our heartfelt sympathy.

Bob Shipley, warehouse foreman at the local office, and his wife, Rose, operator of the local telephone exchange, left on August 9th for two month's leave-of-absence, taking in the New York World's Fair, and calling on relatives in Wisconsin and elsewhere. Mrs. Shipley is being re-

lieved by Mrs. Wheeler and Kenneth Alleman is handling Bob's duties while they are gone. We certainly wish them good luck and a safe return.

To make things interesting at the local warehouse, Tubby Gleb, the rotund and good-natured checker, has also gone on a vacation trip to California, to take in the San Francisco Fair, leaving the warehouse force to flounder along as best it can; Cedric Moyer is taking his place.

Brakeman, A. W. Swift, who was married about three weeks ago at this writing, has just returned from a wedding trip to Los Angeles. We extend our cordial good wishes to him and his bride.

Conductor H. H. Turner has gone on a hunting trip to Canada; we hope he returns loaded with spoil.

We had a "write-up" in last month's correspondence on the marriage of Lester Prescott, but due to circumstances beyond our control it was omitted. Lester has now been married, had a week's vacation and returned to work at the yard office, and so we can do no more than extend our cordial good wishes to our good friend Lester and to the wife. May they be married long and happily.

The new house which Eddie Herzog, of the assistant superintendent's office, is erecting at Tiltow Beach, not far from the new Narrows Bridge, is approaching completion. It is a charming six-room house, in Cape Cod style, and commands an unrivalled view of the Narrows and Sound. We hope that Eddie and Mrs. Herzog may occupy the house for many years.

Miss Thelma Durkee is relieving Mrs. Wheeler while the latter is on Mrs. Shipley's job at the local telephone exchange—quite a rest after the strenuous exercise of being on the messenger job. In the meanwhile Clair Jones is relieving on the messenger job.

Guy S. Bell of the superintendent's office had a week's vacation recently which he spent with his brother at Spokane. Guy's favorite pastime is golf and so he spent every day for a week on the golf courses at the capital of the Inland Empire, he should break an eighty easily now.

Brakeman G. W. Benson is on the extra board now and brakeman A. R. Yates, who has been in Montana, has returned to work.

W. B. Alleman, clerk to yardmaster Howard Montague, Tacoma, is leaving on September 30th for the Green River, Wyoming. He will there meet Mrs. Alleman, who is driving a new Plymouth car west from Detroit and then together they will go to Salt Lake City and return home via Reno, Nevada, Crater Lake, Mount Hood, and so on home. Billy figures that this will be an easy drive for a week. Ray Pink will relieve him in the meanwhile.

George Takahashi, son of Roy Takahashi, porter at the passenger station, has returned from work in Alaska, he reports that the salmon season, though fair, was not up to expectations.

H. R. Carroll, agent at Hyak, and his wife, operator on third track at Cle Elum, laid off for a week in September to take in the Puyallup Fair.

Walter Rehm, city freight agent, Tacoma, for many years, is retiring on October 1st. We hope that we see his smiling face around town for a good many years.

Switchman William A. Martin and Leland Charles Branscom have just been added to the list in Tacoma Yard; the latter will be remembered as the former caboose supply man here.

A new circulating heater has been installed at the passenger depot, the old stoves having been retired after long and honorable service of thirty years.

John Dolle, retired traveling auditor, left the latter part of September for Oakland and San Francisco, to take in the great national meeting of the American Philatelic Society there. (No doubt our readers know what Philatelic means, so we shall not translate it here.) At the same time a meeting of the Pioneer Philatelic Phalanx was held there (an informal association of old-time stamp collectors), at which Mr. Dolle was also due.

Kingley Clover, son of Mr. and Mrs. Fay Clover (cashier at the local freight office),

has entered the College of Puget Sound for a year's pre-medical course, after which he expects to enter the Washington State College at Pullman. Here's hoping he acquaints himself with credit.

The store department at Tacoma now boasts a bowling team, consisting of the following: Ray Fletcher, captain; George Ellis, Ray Tidd, Axel Erickson, and Walter Jennings. This makes ten teams in the Milwaukee League at Tacoma—and the store department is by no means the worst team in the league, at least they were second in total of pins at the last account, although fourth in the league. The season is still young and we may look for all kinds of surprises. The management, for instance, calls attention to the phenomenal rise of Burr during the last month.

Mrs. Clara Carrotte of the superintendent's office, Tacoma, and Miss Laura Babcock of the local freight office, Seattle, had a very fine exhibit of old English tin trays and teapots at the Hobby Hall of the recent Puyallup Fair, which was much admired. There was also a very fine railroad exhibit there, but we are sorry to say that the Milwaukee Road was but very lightly represented. However, wait until next year!

### MILWAUKEE BOWLING LEAGUE OF TACOMA

September 22nd, 1939

Team	Won	Lost	Total Pins
1. Pipe Shop	8	4	6866
2. Roundhouse	8	4	6564
3. Boilermakers	8	4	6201
4. Store Dept.	7	5	6932
5. Extra Gang	7	5	6561
6. Accountants	7	5	6070
7. Blacksmith Shop	6	6	6127
8. Machinists	4	8	7050
9. Supervisors	3	9	6395
10. Ticket Office	2	10	5932
High Individual Game			
L. Higgins	234		
High Average			
C. J. Pentecost	185		
High Team Game			
Machinists	956		
High Individual 3 Games			
C. C. Collins	588		
High Team 3 Games			
Machinists	2531		

### Terre Haute Division

C. H.

IN beautiful September weddings, E. A. McBride and J. W. Jonas, both of the engineering department, entered into matrimonial bliss with the ladies of their choice. On Tuesday afternoon, the 12th, at the Woman's Department Club at Terre Haute, Miss Jean Larrance of this city was married to Earl McBride, and on Saturday evening, Sept. 23rd, in a lovely chapel ceremony in St. Louis, Mo., Miss Frances Kathleen Henderson became the bride of John Jonas. Both couples chose to go east for their wedding trips, Mr. and Mrs. Jonas stopping over in Mount Vernon, N. Y., for a visit with Mr. Jonas' parents, and both couples are making their homes in Terre Haute. Their friends unite in wishing them each a long and successful marriage.

A welcome visitor on the division on October 16th was Mr. A. J. Elder, Assistant General Manager. Mr. Elder has a host of friends on this division who are happy to extend congratulations.

We are all looking forward to the coming winter with considerable optimism for already the traffic in coal and coke has exceeded the usual seasonal volume, resulting in some new runs making their appearance on the division, and the calling back of a great number of our furloughed employees.

Conductor William Bastain has been appointed night yardmaster at Latta, Indiana, and yard conductor J. D. McFadden recently was made night yardmaster at Faithorn, Illinois.

P. M. Fagan, DF&PA, went to East Ohio

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LOCOMOTIVE FORGINGS**

AXLES

CRANK PINS

PISTON RODS

**HAIR FELT INSULATION**

**LOCOMOTIVE:**

**FEED WATER HEATERS**  
(The Locomotive Water Conditioner)

**SLUDGE REMOVERS**

**BLOW-OFF COCKS**

**CENTRIFUGAL BLOW-OFF  
MUFFLERS**

**STEEL TIRES**

(Taylor Normalized)

**GRID UNIT AIR-COM-  
PRESSOR RADIATION**

**WILSON ENGINEERING  
CORPORATION**

122 So. Michigan Ave., Chicago

**BEAVER BRAND**

**Carbon Paper**

and

**Inked Ribbons**

*"There's no other just  
as good"*

**M. B. COOK CO.**

508 S. Dearborn St., Chicago

for a vacation during the fore part of October, and has returned, looking well rested and in fine mettle.

Operator Ralph Hill, 2nd trick, Dewey Tower, returned to work on October 5th after being off several days with the flu.

Among the returning vacationists is Chief Carpenter Galvin who reports a very enjoyable time.

Frank G. Pearce, son of Chief Clerk Fred Pearce, attended the convention of Tau Beta Pi, national engineering honorary fraternity, held at the University of Missouri, Columbia, Mo., as a delegate of the Rose Poly chapter.

**D&I Division—1st District**

E. S.

**M**R. AND MRS. HENRY A. NEUFUSS are the proud parents of a son, born in the city hospital in Savanna, Oct. 3. Mr. Neufuss is employed at Savanna roundhouse, and was the ace pitcher for the Milwaukee Fast Freighters. Mrs. Neufuss was the former Miss Ann Lesatz of Sault Ste. Marie, Mich. Congratulations are extended.

On Saturday evening, Sept. 30, in St. Louis, Mo., occurred the marriage of Miss Helen M. Schutz, to Geo. E. LaRue, of the engineering department, Savanna, son of Mr. and Mrs. E. N. LaRue of Marshall, Mo. Her sister, Miss Margaret Schutz, was the bridesmaid. Norval Beattie, of Milwaukee, Wis., served as best man. After a wedding trip to Chicago and Springfield, Mr. and Mrs. LaRue returned to Savanna to reside. Congratulations and best wishes are extended.

Mrs. Hal Smith, wife of switchman R. H. Smith, Savanna, submitted to a major surgery in St. Francis Hospital in Freeport, Sept. 30, and is now recovering from the operation in her home in Savanna.

Dispatcher and Mrs. F. B. Cole spent their vacation during the latter part of September, visiting in Crawfordsville, Ind., New Orleans, La., and Houston and Galveston, Tex.

Retired conductor F. H. Shipley, of Savanna, passed away Wednesday, October 11, in the city hospital in Savanna. Mr. Shipley had been suffering from a heart ailment for some time. Burial was made in the Savanna cemetery, with committal services in charge of Mississippi Lodge, A. F. & A. M. Mr. Shipley was born March 8, 1872, in Maryland, and entered the service of the Milwaukee Railroad on the Iowa Division, as a freight brakeman on Sept. 30, 1895, promoted to conductor on Aug. 13, 1900, and retired from active service on June 30, 1937. Surviving are a son, William, and daughter, Juanita, residing in Savanna, and many other relatives to whom we extend our sincere sympathy.

Superintendent W. C. Givens, who has been appointed superintendent of the L&R Division, effective October 15, was honored at a farewell dinner party, Friday evening, October 13, in Young's Cafe. A seven o'clock, delicious fish dinner was served to about sixty D&I officers and employees, followed by talks and a smoker. A. J. Reinhr acted as toastmaster and made the presentation of the gift—a Commandery charm. Mrs. Givens was complimented with a handkerchief shower at a meeting of the Hiawatha Club, Tuesday afternoon, October 10, in the home of Mrs. Lloyd Hinsch. Luncheon was served in Young's Cafe, followed by contract bridge in the Hinsch home. The Givens have made many friends on the D&I Division and in Savanna, and we wish them well in their new home in LaCrosse.

At this time we also welcome Supt. H. C. Munson and family to Savanna and the D&I Division. Mr. Munson formerly was assistant superintendent at Dubuque and is known to many on this division.

In a pretty candlelight service on Sept. 30, occurred the marriage of Miss Mildred Weidman, and Sylvester Alden, Jr., only son of Ill. Divn. engr. S. W. and Mrs. Alden. Preceding the ceremony a short organ recital was given by Mrs. Raymond Phillips, and Miss Hope M. Alden, sister

of the bridegroom, sang "Because" and "I Love You Truly." The bride was attended by her three sisters. Following the ceremony a reception was held in the bride's home, east of Savanna.

With the retirement of J. J. Flanigan as terminal trainmaster at Davenport, effective August 1st, Mr. E. O. Eckert was appointed as terminal trainmaster at that point. Following a two weeks' vacation and a honeymoon spent in the west, Mr. and Mrs. Eckert arrived in Davenport, Sept. 1—and we welcome Mr. and Mrs. Eckert to the D&I Divn. family.

Condr. O. T. Welch, who submitted to a major surgery in Washington Blvd. Hospital, Chicago, a number of months ago, and who was unable personally to see his many friends who so kindly remembered him during his illness, wishes to express to former and present D&I Division officers and other railroad employes his thanks and sincere appreciation for their thoughtful kindness, the many cards, letters of encouragement and flowers, at a time when it was greatly needed.

We regret to write of the sudden passing of yardmaster H. Louisfield, Davenport, Iowa, who died suddenly Oct. 10, following a cerebral hemorrhage. Mr. Louisfield entered the employ of the Milwaukee Road as a yard brakeman at Davenport on March 4, 1882, and was promoted to a yard conductor on Dec. 12, 1909, and for many years at time of his death had been yardmaster at Nahant. Sincere sympathy is extended to the immediate family.

A. L. Sandholt, retired car department employe at Savanna, died suddenly Thursday, October 12th, while visiting his son in Sabula, Ia. The body was brought to Savanna, where he has been a resident for over 40 years. Funeral services were held on Saturday, October 14th, with interment in the Savanna cemetery. Sympathy is extended to Mrs. Sandholt and children.

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

Nora B. Decco

**A**MONG the important things that have happened since last we appeared in print was the appointment of Mr. N. A. Ryan as general manager of lines west in place of Mr. C. H. Buford, who was general manager for many years with headquarters in Seattle. Accompanied by local officials, Mr. Ryan made a trip of inspection over our division during the first week in October and shook hands with most of us. . . . And with the Milwaukee Road, and Gallatin Gateway, and Dan Young breaking into the Saturday Evening Post.

So much stock loading along with the increase in business that everyone is working and happy. We can't overlook the fact that almost every freight train on the division now has a brand new caboose attached to it. Talk about streamlined, almost like a private car, if you ask us. . . . We enjoyed a day's visit the last of September with Mr. J. B. Oslie and his nice looking wife, who hail from St. Paul and who were out our way in the interests of the Milwaukee Railroad and the new trip to Morrison cave next summer.

John Haugan is grandpa again. His daughter, Mrs. Johnson, has a new daughter, born September 28th. Congratulations.

Fireman Whitehead and the Mrs. spent a few weeks in Tennessee visiting relatives, and returning, Mr. Whitehead says, "This semi-arid country looks pretty good to him." The O'Dell family from Lewistown accompanied them, returning with a new car, we understand.

Mrs. J. W. Lane, wife of brakeman J. W. Lane, has returned from a three weeks' visit in Kansas City with friends and relatives. Ruth has just left for Seattle, where she will take a course in beauty shop work. If you ask me, she will be a darn good looking advertisement for the work.

In September engr. and Mrs. Robinson received a message they had a grand-

# PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

## HEALTH

**ACCIDENT BENEFITS** effective from first day of Disability.

**ILLNESS BENEFITS** from first day of Disability.

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

## ACCIDENT

Death by Accident which includes Life Insurance

**\$2,000.00**

Life Insurance, Natural Death

**\$1,000.00**

Monthly payments at age of application

16-49 inclusive

**\$1.80**

50-54 inclusive

**\$2.50**

Ages 55 or over, rates on application.

## LIFE

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

**NO MEDICAL EXAMINATION REQUIRED**

Good if you leave service on pension or otherwise.

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



## EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.



son, born to their son Howard and wife in Chicago. Did Mrs. Robinson wait to get a new hat or anything? I'll say she did not. She said to friend-husband, "If these bulbs are dug, you can get someone else to dig them." And away she went to see said grandson. More congratulations.

The traveling James Beatsons of, as the society column would say, Seattle and Drexal—or maybe Henderson—well, anyway, they have returned. Millie says, the New York World's Fair, and Jim says, the ball game, also New York. Both had a good trip and when I last saw them were homeward bound after a day stopover to see the Markel family of this place.

Leo Scheewe, for many years telegrapher and the past few years city ticket agent in the Butte uptown office of our line, passed away in September after a major operation. Mr. Scheewe was well known and very popular with the Rocky Mountain employes, where he had worked at Harlowton and also Lewistown, before going over to Butte. We regret to write of his death and extend our most sincere sympathy to his wife in this loss.

Another death in Butte, October 15th, was that of William Bradley of this division. Mr. Bradley was one of the best known and liked telegraph operators on the division, having worked many places on the line, as well as in the relay office in Butte, and for several years working in brokers' offices and newspaper work, where he was second to none in his line. He leaves a wife, mother, three sisters and a brother, and we offer our deepest sympathy to this family.

A sad accident October 1st was that of a sister and two small children of Mrs. Boyle, wife of the agent at Eagle Butte, S. D. We extend sympathy to Mrs. Boyle. They were killed at the N. P. crossing east of Bozeman.

Although not Rocky Mountain employes, I doubt if there are any better known people on this division, and as they have at one time or another entertained almost every one of the employes, at least on the east end, all will be glad to know of the safe return to their home at Sixteen, Mont., of Mr. and Mrs. Thomas Kerr. They had made a trip to England and Scotland to visit home folks and returning, sailed on the ill fated Athenia, which was sunk off Scotland in September. They returned to Ireland and docked in New York Sept. 27th on the Orizaba. I expect they liked the looks of their hunting and fishing lodge at Sixteen and no doubt will stay there for some time to come. We all congratulate them on their return home safely.

Engr. Fauver is working on the Northern Montana Division for the time being, holding the switch engine job at Lewistown. If someone from that busy division doesn't come through with some news pretty soon, we will tell all. As it is, with agent Maxener retiring and agent J. Z. Ramsey, for years agent at Denton, now agent at Lewistown, suppose someone will tell the railroad about what else happened as soon as they get through with the rush of the big crop handling and fall stock movement.

Firemen Eggleston and Spector have gone from this division up there to work also.

Agent H. C. Rector of our station went out to Seattle for a few days to see his daughter there, and also a football game. He saw both and returned about one month



... "on the job"

Year after year Ray-O-Vac batteries have demonstrated their ability to stand up under rough usage and exacting service demanded by railroad users.

Being always "on the job" to help keep the lines moving efficiently, economically is Ray-O-Vac's small but important part in the railroad field.



# RAY-O-VAC

LANTERN BATTERIES



UNION MADE

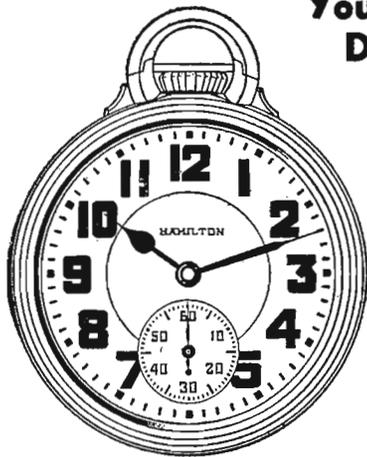
PROTECT YOUR FEET  
with  
**SAFETY FIRST SHOES**

BUILT WITH PROTECTIVE  
STEEL TOE-BOXES

A wide range of styles  
available thru your local  
storekeeper.

**SAFETY FIRST  
SHOE COMPANY**  
Holliston, Massachusetts

## Your Local Watch Inspector Deserves Your Patronage



**CHAS. H. BERN**  
Union Station Bldg. -1- Chicago, Illinois

**MILTON J. HEEGN**  
29 E. Madison Street -1- Chicago, Illinois

**H. HAMMERSMITH**  
332 W. Wisconsin Avenue Milwaukee, Wis.

**ALLEN & BERG CO.**  
255 Hennepin Ave. Minneapolis, Minn.

The above  
are Official  
Watch In-  
spectors for



## The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

Even if you Have  
a Savings Account . . .

You don't want to be forced to  
spend it for sickness and acci-  
dent bills.

A better plan: own dependable  
insurance protection.

Founded 1887

**PROVIDENT LIFE and ACCIDENT**

**INSURANCE COMPANY**

**CHATTANOOGA, TENNESSEE.**

a large trophy to add to the others they  
have received in other sports activities.

In second place came the main office boys,  
and third place went to the foundry, which  
really had a very peppy and strong team  
but the breaks were against them. The  
blacksmiths, who were leading the league  
for a while only to lose out in the end,  
rested in fourth place, followed by the ac-  
counting department, Davies Yard; the  
store department and Coach Yard tied, the  
Wheel Foundry and the Locomotive depart-  
ment in last place.

The bowling season is now under way  
and the Freight Shop has a ten team  
league. There is plenty of fun for everyone,  
whether they bowl or not. The fellows get  
together and get to know each other bet-  
ter, promoting friendship.

On the first day of his vacation Alex  
Kornfehl went to see a football game be-  
tween the University of Wisconsin and  
Marquette. The game proved to be so ex-  
citing that it will take two weeks for Alex  
to get over it.

Mike Slapczynski was married last Sat-  
urday and though some of his fellow work-  
ers are on other shifts, they wish to ex-  
tend their wishes for a happy married life  
to both him and his wife.

Frank Janicki now takes only seven sand-  
wiches to work. He must be in love; we  
wonder when he will start passing out the  
cigars, or maybe he had better see Ray  
Fendryk on some "Advice to the Love-  
lorn."

Red Sery has worked so long on snow  
plows that he is thinking of installing one  
on his car.

## H&D, Where the Olympians Meet

Bill

**C. O. BROSS**, car foreman at Aberdeen,  
returned from a trip that covered ap-  
proximately 2,000 miles. His vacation ex-  
tended throughout Iowa. He visited friends  
and relatives, accompanied by his wife,  
daughter and son-in-law.

**R. K. Baker** of Milwaukee store depart-  
ment was a business visitor on the H&D  
recently.

**Mr. and Mrs. C. E. Anderson** recently  
returned from a week's vacation that took  
them to the Black Hills of South Dakota.

**Mrs. C. E. DeVries**, wife of engineer  
DeVries on the West end, underwent a  
major operation in St. Luke's Hospital, and  
at the present time is recuperating very  
well at her home.

**W. H. Berg** attended the Legion's Na-  
tional Convention in Chicago recently. And  
from the stories we hear he really went to  
town. He was kept busy most of the time  
meeting old buddies.

The first Aberdeen district service club  
meeting was held in Aberdeen on Septem-  
ber 17, 1939, and was a real success. The  
boys attending enjoyed every minute of it  
and are sure the movement will make for a  
better understanding and spirit of coopera-  
tion between all Milwaukee Road people.

The Lady Trainmen at Aberdeen held  
their initial dance the 4th of October. A

later after a session in the hospital. Agent  
James Campbell handled everything here  
during his absence.

A sudden death October 19th at Deer  
Lodge was that of T. Christiansen, a popu-  
lar employe of the store department. Mr.  
Christiansen started work on this division  
in 1919, and was a brother-in-law of John  
Strong and Leo Jepsen. He leaves three  
sisters to mourn his loss and we extend to  
them our sincere sympathy.

## I. & S. M. Division East

H. J. S.

**WE BEGIN** our column this month by  
saying good-bye to H. C. Munson, who  
has been appointed superintendent at Sa-  
vanna, Ill.; also to M. P. Ayars, who has  
been appointed trainmaster at Madison,  
Wis., effective Oct. 15, 1939; and bid a  
hearty welcome to W. J. Hotchkiss, super-  
intendent, and P. J. Weiland, trainmaster,  
and best of luck to all in their new posi-  
tions.

We also miss the familiar figure of L. M.  
Flannery, former chief dispatcher's and  
trainmaster's clerk, who went "high-hat"  
on us and is now working on Main Street  
for the Home Federal Savings & Loan Assn.  
as assistant secretary. Dick Hogan, road-  
master's clerk, was appointed to fill the  
position left vacant by Leonard, and Erle  
Jorgensen from the yard office was ap-  
pointed roadmaster's clerk.

Our plans for entering a team in the  
bowling league went awry due to the fact  
that we didn't get organized early enough  
in the season, but there are still Sunday  
afternoons for practice sessions for next  
year, so let's have some offers, boys.

Although your correspondent didn't find  
the pheasants very plentiful where he was  
hunting, apparently there are lots of birds  
if you know where to look for them. John  
Healy and Frank Larson reported their  
limit early in the day on the opening day  
of the season.

Also have a report that switchman Ed.  
Tuchek's efforts at the trap shoots during  
the past summer haven't been in vain.

With all the boys in the field looking for  
pheasants, instead of news, the column will  
have to go begging again this month. More  
in our next, we hope.

## Freight Shop News

S. G.

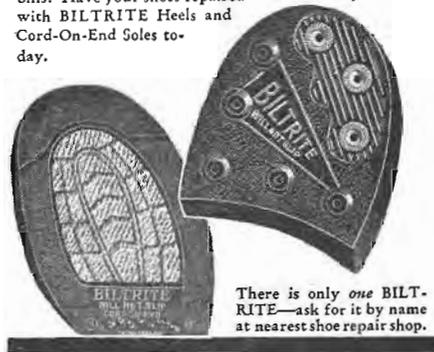
**THE Milwaukee Road League** just fin-  
ished a successful baseball season and  
distributed the prizes according to the  
standings. The team that finished in first  
place was the freight shop, which received

## BILTRITE HEELS and Cord-on-End SOLES

*Wear-defying—  
even on cinders  
and slag!*



No heels or soles get harder wear than those  
on a railroad man's shoes. BILTRITE Heels  
can take it. Sturdier structure . . . built-up  
where wear comes . . . wear-resisting, slip-  
proof safety plugs—the greatest heel value  
in America! BILTRITE Cord-On-End  
SOLES are the safest, longest-wearing soles  
that ever went on a railroad man's shoes!  
Built like a cord tire with all its extra wear  
and non-skid properties. Thrifty, too—  
they'll lop dollars off your shoe  
bills! Have your shoes repaired  
with BILTRITE Heels and  
Cord-On-End Soles to-  
day.



There is only one BILT-  
RITE—ask for it by name  
at nearest shoe repair shop.

**STATEMENT OF CONDITION  
OCTOBER 2, 1939**

**R E S O U R C E S**

CASH AND DUE FROM BANKS.....	\$ 9,184,878.11
UNITED STATES GOVERNMENT OBLIGATIONS-DIRECT AND-OR FULLY GUARANTEED.....	4,187,747.06
Municipal Bonds.....	999,743.55
Other Marketable Bonds.....	526,101.80
Loans and Discounts.....	4,308,235.31
Other Real Estate.....	88,677.03
Interest accrued but not collected.....	38,526.11
Customer's Liability on Letters of Credit.....	19,153.00
Other Assets.....	62,755.49
	<b>\$19,416,017.46</b>

**L I A B I L I T I E S**

Capital Stock.....	\$ 600,000.00
Surplus.....	500,000.00
Undivided Profits.....	98,942.77
Reserve for Taxes, Contingencies, etc.....	128,941.93
Reserve for Bond Premium.....	119,910.47
Reserve for Dividend Declared.....	6,000.00
Interest Collected but Not Earned.....	12,868.04
Liability on Letters of Credit.....	19,153.00
Other Liabilities.....	60,951.70
DEPOSITS.....	17,869,249.55
	<b>\$19,416,017.46</b>



**MERCANTILE NATIONAL BANK**  
OF CHICAGO  
5 4 1 W E S T J A C K S O N B O U L E V A R D  
MEMBER FEDERAL DEPOSIT INSURANCE CORP.

large crowd attended. Their dances are held every first and third Wednesday of the month. A good time is assured for all attending. This is an invitation to those that haven't been coming to come and have a good time. This is also extended to all employes on the line.

Baseball is a thing of the past with the world series over and the best team winning until the baseball season rolls around in 1940. But when the season does start, the Milwaukee team will be in there pitching for all they are worth to obtain the title of city champs that they held in 1938. The Milwaukee team was newly organized this last year and didn't quite reach the goal of champs. But under the able managing of Bill Kane and the coaching of Lyle Morris they are expected to do big things in Aberdeen baseball this year.

The H&D news column is back in the running for the Milwaukee Magazine and at times we get a little short of material. Could use some bits of news that would be of interest to our readers. If you know of anything that may be used send it to the correspondent at the freight house at Aberdeen, S. D.

Beginner's luck overcame Lyle Haverly, the new stenographer in R. A. Burns' office, when he connected on the football pools for \$5 in the first pool. Bill Kane won the second and then Lyle came back to take the third for a total of \$10.

At precisely 12 noon on Saturday, Oct. 14th, the sound of 12's, 16's and 20's could be heard around the countryside shooting AT the popular bird of this section, the pheasant. The local traffic club has again arranged for a pheasant hunt for the various members of the traffic association. Leo Lutgen has been appointed chairman of the hunt.

Trainmaster L. W. Palmquist has been promoted to assistant superintendent at Perry, Iowa. We will miss his familiar figure on the entire division of which he was trainmaster. We extend to him the good wishes and the best of luck in his new position.

**La Crosse-River Division  
First District  
Scoop**

**T**HE depot at Marshall has been made to look something better than just a depot because of the flowers, fresh paint and general cleanliness of the premises all under the jurisdiction and care of our enterprising agent, John Ostrum. We print a picture which shows the evidence.

Our friend, Dan Crowley, second trick operator at Muskego, was laid up sick a few days. Can't keep a good man down, though, as Dan is back on the job now as good as ever.

Congratulations are extended to operator Harry Martin, Milwaukee Terminals who has a brand new daughter to keep him from being idle around home. Also brakeman Jack Bohage, who has a new daughter at his house. He expects to wear his safety shoes at all times to keep his feet in the clear of sundry tacks and bad casters in the dark.

We also have three grandpas, all engineers, too, believe it or not. Ernie Smith, Charlie Bohage and Les Chappell all have grandsons.



Depot at Marshall

FIRST WISCONSIN PLAN

**AUTOMOBILE  
LOANS**



*Low Bank Rates*  
**WHY PAY MORE?**

Borrow from the First Wisconsin to finance new or late-model used cars — or get funds for other purposes — at low bank rates! No commission; no "extras". You pay less per month . . . and establish valuable bank credit . . . under this sound plan. Inquire at any office, or phone MAquette 1300.

*Establish Bank Credit*

FIRST  
WISCONSIN  
NATIONAL  
BANK

OF MILWAUKEE

*13 convenient locations*

**TO THE CREW OF THE  
NO. 103**

Many of the banks of the Northwest Bancorporation are located in the territory you cover. They are there to serve you and all Milwaukee Road employees with the same speed and safety and courtesy which characterize your great line.

**NORTHWEST  
BANCORPORATION**

110 affiliated banking units serving seven states of the Northwest. All are members of the Federal Deposit Insurance Corporation.



**First National Bank  
OF**

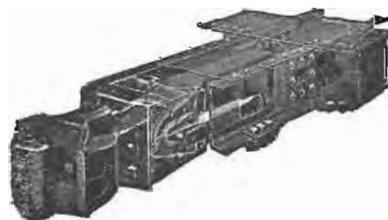
**Everett, Washington**

on the Chicago, Milwaukee, St. Paul and  
Pacific Railroad, on Puget Sound  
Established more than forty years ago.  
1892-1937  
Member of Federal Deposit Insurance  
Corporation

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

**UNION REFRIGERATOR TRANSIT LINES**  
Milwaukee, Wisconsin

**"BUCKEYE" YOKE and Draft Attachments**



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

**THE BUCKEYE STEEL CASTINGS COMPANY - Columbus, Ohio**  
New York - Chicago - Louisville - St. Paul

poetry to pass away the idle hours, and has written the following tribute to the most popular passenger train in this part of the country:

**"THE CHIPPEWA"**  
Over the hills and the valleys  
Swiftly wending its way,  
Carrying its passengers safely  
Is the streamlined CHIPPEWA.

From Chicago to Lake Superior  
It takes only a half a day  
And it's a wonderful thrill to ride  
The all steel CHIPPEWA.

It's the only train of its kind  
And it came up here to stay;  
The Milwaukee was the first  
To have a train like the CHIPPEWA.

So let's give three cheers for the Milwaukee  
May it always lead the way  
And when anything better is needed  
They'll improve the CHIPPEWA.

It is with sad regret that we report the death of roundhouse foreman, Mr. Hugh J. Culbertson, who passed away suddenly October 9th. Everyone was shocked to learn of his death as Hugh was liked by everyone who knew him and was a wonderful official, having worked at Green Bay since 1918, had a host of friends and was popular in every walk of life. The sympathy of all Milwaukee Road employes is extended to Mrs. Culbertson and family.

We also wish to extend our sympathy at this time to the wife and family of Arthur J. Maloney, who was employed as engine watchman at Plymouth, formerly being employed as a passenger brakeman. Mr. Maloney passed away October 5th after a short illness.

Business on the Superior Division has taken a sudden jump due to the heavy movement of sugar beets and a number of the men in train and engine service who have not performed service for some time are back on the job.

**Madison Division**

F. W. L.

**J.** D. SHEA, trainmaster, has left us—gone to Aberdeen. Jim was the anchor man on the service club bowling team and was just hitting a good stride. Ask him. We welcome M. P. Ayars to this Division as trainmaster.

We are very sorry to report the death of Art A. Hennessy, train dispatcher. Death resulted from a heart attack. Sympathy is extended to his family. George Reisel, retired agent and Earl Devereaux, flagman, recently passed away.

C. L. Davy, agent at Eagle for many years, has retired and E. W. Tucker has taken the agency. Roy A. Vaughan, conductor at Wauzeka, also retired.

Glad to hear that Herbert Moe and John Lovaas at Janesville are recovering from injuries received in auto accidents.

Hugh Jones lost the running gear (Zipper) from his old suit and is now sporting a new nut brown single breasted sack.

This division has eight new conductors by promotion—Paul Kingston, E. O. Jeffrey,

owned and managed the famous hostelry, the Oneida Hotel. She will be missed by her many friends in Portage who knew her as a helpful friend and neighbor.

Mrs. A. J. Batty, wife of company surgeon, Dr. A. J. Batty, of Portage, passed away at the hospital in Portage after a short illness of pneumonia. Mrs. Batty was one of the host of women who become doctor's wives and use their influence and charity to good advantage. The many floral tributes of sympathy at the funeral and the large crowd of friends were an expression of their grief in the loss of a good friend and wonderful neighbor.

The sympathy of our division is with these bereaved families.

"Our pasenger department has received a letter from Mr. J. B. Clark, Mgr. of the Huttig Sash and Door Co. of Jacksonville, Fla., who advises that he and his wife, accompanied by some friends, made a trip on train No. 15 from Chicago, August 10th, for Seattle. He stated that he and his party were highly pleased with the service given them while traveling on the Olympian and writes in part as follows:

"There was an attitude of delightful hospitality and so unobtrusively handled as to strike a new note in public relations. It was altogether charming, and we felt more like guests in the home of a friend than passengers on a railroad."

We were very happy to receive such a Courteous letter and like very much to have passengers express themselves as being well pleased with the service accorded on the Milwaukee Road and want you to know we appreciate the service rendered this party.

Trainmaster."

**Splinters from the Wooden Shoe**

J. B. Philips

**C**ONDUCTOR DAVID C. TIBBETTS, having retired under the Railroad Retirement Act, has now started writing

**Stop the Loss of Metal on Bridge Steelwork**



You can protect your steel with NO-OX-ID at half the usual cost. NO-OX-ID can be applied over rust. Thorough cleaning is not necessary. All you need to do is scrape off the loose rust patches and brush on a coating of NO-OX-ID "A Special." NO-OX-ID will penetrate to the metal, stop further corrosion, and loosen old rust scale. It acts mechanically, to exclude moisture, and chemically, to inhibit underfilm corrosion. Write for data.

**DEARBORN CHEMICAL COMPANY**

310 S. Michigan Ave.  
Chicago

205 E. 42nd St.  
New York

**NO-OX-ID**  
**IRON+OXIDE=RUST**  
TRADE MARK  
**The Original Rust Preventive**

Twenty-four

Geo. McCue, E. J. Kerl, H. S. Dyer, G. A. Lincicum, Wm. Raftree and Willard Shipley.

Wm. Fries went into baggage room at Richland Center—surprised dog and dog bit Bill. Evidently Bill didn't have a bone in his flag bag.

Frequently the Three Musketeers call to see the boys—Thos. George, Frank Lyne and Jim McShane. 245 years old and 172 years of service.

Roy Cross says if John Vanderhei wants to play in service club orchestra he will have to stick to his violin and stop speech making—he can't hold two jobs.

The Kickapoo (The Imagineo Line) is active in the western front. Capt. Gotham with two cranes is advancing eastward having taken LaFarge, Viola, Soldiers Grove and Readstown. The objective for this season is Gays Mills—weather permitting. Balance of the line will be retired in the spring—water permitting.

## "Out Where the West Begins"—East End of the Trans Missouri Division

D. H. A.

**T**HE many friends of William F. Hogan were grieved to hear of his passing on Sunday, August 13th, from cancer. He had been in poor health for the past two years. Funeral services were held August 15th, the remains being taken to Mason City, Iowa, for burial. He leaves his wife and one son, Robert, three brothers and one sister. Sincere sympathy is extended to the bereaved family.

Miss Hazel Green, oldest daughter of Mr. and Mrs. Lon Green, was united in marriage to Mr. Don Morris on August 11th at Timber Lake. Miss Kathleen Green, sister of the bride, and William Morris, brother of the groom, attended the couple. They have gone to Milwaukee to live where Don has accepted a position with the Milwaukee railroad.

Miss Madeline Bailey who has a nurse's position at Rochester, Minn., is visiting at the home of her parents, Mr. and Mrs. S. J. Bailey.

Due to the heavy crops on the North Line, the station of Havelock, N. D., was reopened, Oscar Rittierodt being sent there as agent.

Mr. and Mrs. Burton Mullen and two daughters of San Francisco spent some time here at the home of Mr. Burton's aunts, Mrs. May Johnson and Miss Sue Mullen. Burton spent his childhood days in Moberg and enjoyed renewing old acquaintances.

The Sioux Indians who danced for the tourists all summer were brought back here to put on their war dances for the "Police Chiefs Special" train that passed through here on Oct. 4th.

Mr. and Mrs. F. C. Williams left for New York City to visit their daughter, Frances—Frank also had tickets for the World Series, so will have lots to tell us on his return.

Miss Rose Hegne of New York City, who made the circle tour from New York to Los Angeles and San Francisco and Oakland, stopped here on her return trip to visit her mother, Mrs. A. E. Hegne and her sister, Mrs. Dora Anderson.

Mrs. Mabel Conger and daughter Helen are spending a month visiting relatives and friends in Iowa.

Mr. and Mrs. Fred Klein were called to Worthington, Minn., by the sudden death of one of their twin daughters, Mrs. Mervelle Deuth, who passed away after the birth of a daughter, who lived only a few hours. She leaves to mourn her loss, her husband, her parents, her twin sister, Mrs. Marvin Hibma, and three other sisters and three brothers. We extend sympathy to the bereaved family.

Miss Helen Manley left for Aberdeen, where she has enrolled as a student at the Northern State Teachers College.

Mr. and Mrs. W. J. Morris returned from Milwaukee where they visited their daughter, Mrs. Arthur Grothe, their son, Don Morris, and their daughter, Natalie, who



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**CONTINENTAL CASUALTY COMPANY**  
(The Railroad Man's Company)  
CHICAGO TORONTO  
SAN FRANCISCO

is taking nurse's training in the Milwaukee City Hospital.

Miss Ann Richmond left Sunday to spend her two weeks' vacation at Minneapolis and Cambridge, Ohio.

Mrs. Harold Fuller and two children, Jack and Virginia, returned to their home in Miles City after a visit at the A. G. Fuller and Jack Fuller homes.

Mr. and Mrs. Robert Scott had as their guests, Mr. and Mrs. George Orcutt and two sons, Robert and Kenneth, of Joliet, Illinois, also Mr. and Mrs. Will Robertson of Racine, Wis.

Extensive improvements are being made on our local roundhouse. The estimated cost of this new improvement will amount to \$7,500 and it is expected that a crew of men will be employed for several months on this project. A new roof will be built on the south side, and the building will be strengthened.

## Drafts from the Drafting Room

H. J. M.

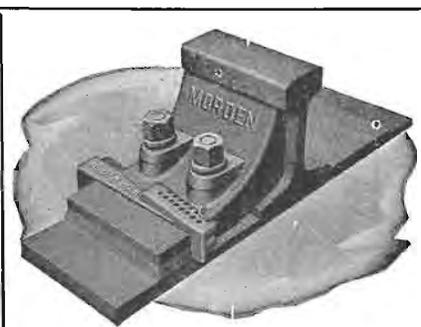
**A**FTER five weeks of "terrific bowling," who do you think is now on top, and why is the Marquette Lineup? The team has been re-organized, with Larry A. Cochran, manager. Last year's champions, Walt Marshall's Pioneer Limiteds, are finding the going a little tough and are not up where they used to be. Walt, however, does not have himself to blame, as he is nearly "the tops" in the league standing. The strongest team (on paper) is going strong a la Corrigan. The Sioux, built around that classic leaguer, was high the first few weeks.

C. Schwab continues to lead the bowlers. His 189 average shows that he really "mows 'em down."

The Tomahawks (drafting room) have shown a little life of late and have climbed to within reach of the top.

Step up and offer your congratulations, boys, as one among us is soon to take that big plunge. How about it, Elmer Reinke? Let us all in on the know.

Special mention is to be extended to Sig Gralewicz for his untiring efforts in helping the Milwaukee Road Softball League finish its first season with flying colors. "Ziggy" was always on the go and deserves a spe-



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CAT'S PAW RUBBER COMPANY, INC. BALTIMORE, MD.

cial vote of thanks for his work as president. The Baseball Banquet was quite a success and also a vote of thanks to the B. A. R. E. for their financial aid during the season for caps and the banquet. The Advertising Department is thanked for their part in financing the 10 teams with jerseys. The baseballs and bats were financed by each member of each team at 10c a game for 18 games. Cooperation! Thus an end for a wonderful season—for some.

The M. E. office extends to V. L. Green, draftsman, their sincere sympathy, in the loss of his father, who passed away at his home in Hallsville, Mo. Burial was at Bosworth, Mo.

Just why Howard Melzer went looking over home sites on his day off is keeping most all a-wondering. Feel yourself slipping, Howie?

### Good Old Dubuque Shops

Lucille Millar

OUR sympathy to the McLaughlin family in the loss of their mother at her home in Dubuque on September 12th.

Ferd Botz, Captain of Police at Dubuque the past several years, added his name to the list of retired employes. The get-together-farewell given by the supervisors was in the form of a dinner at the Kretz Cafeteria. The gift to "remember us by" was answered with a very appropriate talk by Mr. Botz, who featured it with a fine rejoinder in the presentation to our chief dispatcher of a miniature suit of red flannels "to keep you warm when I am gone."

Mr. and Mrs. Botz will make their future home in La Crosse, Wis.

Mr. M. D. Hobde of La Crosse has succeeded Mr. Botz at Dubuque and he and his family are now nicely located in our midst, and the key of welcome presented to them.

Mr. A. M. Lemay, inspector of stores, visited our plant yesterday. His friends, we understand, used to call him "Al" but recently he has had that title changed to "Grandpa."

Jacob Kleeman, veteran store department supervisor at Dubuque Shops, and for the past four years employed in the dismantling and reclamation plant at this point, has joined the retired employes. Also, Mr. Ben Ernst, locomotive engineer on this division many years, has joined the same ranks. "Ben" is feeling much better, but says he is going to let the younger lads pilot the iron horses from now on. He was "running down" a car of apples this morning when he dropped in and claims his interest in Traffic Tips will be on the increase because he'll have more time to devote to going after them from now on. (That's the real Milwaukee spirit for you?)

Conductor Richard Sullivan has become a happy father during the past week—congratulations to you and yours, Dick!

The Dubuque clan of Milwaukee Road bowlers (Trinity American League) are lined up to go places this season. Their lineup: Johnny Ames—captain (the boy who never loses his temper); "Red" Brandt, the sinker (spelling is correct); "Gramp" Horsfall, soap box orator; "Fritzy" Taft, the pessimist; "Pop-Eye" Johnson, his rolling proves what spinach does; "Penny" Sprengelmeyer, the optimist; and—Mister Georgen, who rolls 'em and rolls 'em good.

The captain wishes to issue an invitation to scrub teams on the system to come to Dubuque and watch our boys pile up the scores. Their opponents (I am told) just chalk up "three games lost" when they start to play with our local team. (Ho hum—those boys do hate to brag, don't they?)

John Bauer of Marquette, Iowa, was fatally injured October 8th when the car in which he was riding crashed into a bridge near Bedford, Iowa, while employed as work foreman for the CCC.

"Johnny" held his rights on this Division and served as locomotive engineer and fireman for a number of years. A Veteran of Foreign Wars, he was employed at Marion and Bedford in the veteran camps when he was unable to hold a steady job running or firing.

A friend of his who worked with him on the weed burner a number of years ago said of him, "Johnny Bauer was sure a swell fellow—big hearted, entertaining, a good soldier and a fine citizen. He'll be missed plenty."

His two daughters, grandmother and uncle survive, living in Marquette.

### Milwaukee Terminals

G. W. E.

FUEL conservator Edward C. Loye was installed Post Commander of Milwaukee Road post of the American Legion at the Eagles Club, September 21st.

Engineer Charles J. Tuft and daughter visited the New York Fair the first week in September and were pleased with it.

Roundhouse foreman Joseph J. (Sunshine) O'Connor was off due to illness September 21st to 26th and upon his return was promoted to general foreman, locomotive shops. Sunshine always has a smile and kind word for everyone all day and every day and we all wish to congratulate him. He took over his new duties October 2nd.

Machinist Roman J. Warzala was confined to the Milwaukee hospital for a week from September 18th. From the amount of rouge on his face and cosmetics on his lips when we visited him, he must have friends among the nurses at the hospital. He has recovered and is back on the job.

Yardman August G. Rudolph was a visitor in the yards and at the shops September 22nd. We were all glad to see him looking so fine and hope that he will call again.

Yardman H. C. Knickerbocker was confined to the Milwaukee hospital for a few days with illness, but has recovered and is back on the job.

Engineer and Mrs. J. C. Smithing visited in the New England States and Canada for two weeks, returning home September 30th. This was the first time Jesse was ever away from home, but they had a fine trip.

Engine Inspector John Holton was at the Soldier's Home hospital account of illness October 1st, and machinist helper Walter A. Schuster for operation October 2nd. Both are doing fine and will be at home in a few days.

Engineer Peter Bremner saw the Packers get cleaned in the football game at Green Bay October 1st.

Yardmen Michael Sayers, Mason D. Fox and Lawrence A. Egan were in the Milwaukee hospital October 2nd. Sayers has nearly recovered and Fox and Egan hope to be at home in a few days.

Machinist J. P. (Red) Carroll attended

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the football game at Madison, Wisconsin, September 30th to see his grandson help win the game for Wisconsin.

Engineer (Capt.) John H. McKane arrived home from New Orleans September 23rd, and has so far recovered from his recent illness that he expects to return to work in a few days.

Chief Dispatcher Roy E. Daly has moved from 210 North 38th St. into a dandy apartment at 719 North 32nd St. near W. Wisconsin Ave. He is down to his office at 5:00 A. M. with his clothes changed and is busy until 1:00 P. M., when he has to change clothes again to get to the manicurist, the barber shop and the shoe shine, and from 12:00 midnight until 4:00 A. M. he is busy listening to the traffic passing on Wisconsin Ave. Apparently this mode of life is agreeable to him as he looks happy and well kept.

Commander-in-Chief of the Sons of Union Veterans of the Civil War, Dr. Ralph Barrett, and wife, on their way from Chicago to their home in California, stopped over at Milwaukee, September 18th, to visit for a day with State Commander Roy R. Lewis. In the evening several of the members of the Sons and Daughters had the pleasure of meeting Dr. Barrett in their lodge hall.

Yardman Albert Bloedorn died October 6th, after 27 years' service with the Milwaukee Road. He is survived by his wife, one daughter and one son. Funeral October 10th. Interment Valhalla Cemetery.

Engineer Otto E. Lucht died October 9th after 35 years' service with the Milwaukee Road. He is survived by his wife and one daughter. Funeral October 12th under auspices of Lafayette Lodge No. 265, F. & A. M. Interment Wisconsin Memorial Mausoleum.

Machinist Edward J. Burns and Mrs. Rose Tate were married two months ago, but Mickey kept quiet so he would not have to buy any cigars. If some cigars are not forthcoming soon, Mickey and Mrs. Burns are going to entertain a bunch of the employees at their cozy little apartment at 3135 West Park Hill Ave.

Yardman Charles Sorenson died October 8th at Hortonville, Wisconsin, after a short illness. He is survived by his wife and two daughters. Funeral October 11th. Interment Arlington Cemetery.

Machinist Daniel MacFarlane celebrated his birthday October 10th and received several "Scotch" birthday cards from his friends, one from the Union Station Building, Chicago, which he enjoyed the most.

## Kansas City Division

K. M. G.

**A**MONG those who think California the "Garden Spot of the World" are C. L. Osterle, agent at Amana, his wife and daughter, Elsie, who spent over a month in the west, including Los Angeles, the Exhibition at San Francisco and a trip up the coast to Seattle. They reported having had a grand vacation.

Another veteran employe was taken by death during the month of August. Frank Burton, conductor and employe of the Milwaukee for the past 21 years, died at his home on West Second street, Ottumwa, on August 7 after an illness of several months. He is survived by his wife and son, S. H. Burton of Davenport and a brother in Seattle, Wash. He entered the service of the Milwaukee on April 1, 1918, as a brakeman and was promoted to a conductor on May 5, 1923.

A greater part of their vacation was spent by the two older daughters of Mr. and Mrs. Wade Smith in the home of their grandparents, Mr. and Mrs. F. M. Bar-

noske, Ottumwa. Mrs. Smith, accompanied by her youngest daughter and son, arrived in Ottumwa the latter part of August at which time her younger daughter, Margaret, underwent a tonsil operation at the Ottumwa hospital. They all returned to their home in St. Louis shortly before the fall opening of school.

A new dentist in Ottumwa is Dr. Joseph Ryan, son of conductor J. H. Ryan, who has opened an office in the Langdale Building, Second and Market streets. He was graduated from Creighton College a year ago last June.

The marriage of Martha Ann Richards, daughter of storekeeper T. A. Richards, Ottumwa, to John Hutchison Wormhoudt, took place August 12. They departed following a reception in the Richards home, by motor for California. Upon their return they will reside in their new home at 209 West Golf avenue, Ottumwa.

Mrs. Gladys Evans and daughter of Milwaukee were guests in the home of trainmaster Thor during the latter part of the summer. Mrs. Evans is a sister of Mrs. Thor.

On September 3 Gloria Reed, daughter of John D. Reed, Ottumwa, left for Council Bluffs, Iowa, where she is entering the Jennie Edmundson hospital as a student nurse.

Engineer Wm. Fry and wife and retired engineer I. Cottrell and wife spent several days in Kansas City during the latter part of September. Mr. and Mrs. Cottrell were married in Fairfield, Iowa, last May and they are now living in their newly acquired home at 120 N. Willard, Ottumwa.

Henry B. Galpin, engineer, who was a patient in the University hospital at Iowa City for several weeks during the latter part of the summer, has resumed his duties and we hope is fully recovered.

All were sorry to hear of the death of Mrs. R. G. Larson, wife of agent at Kansas City, which occurred on September 20. Funeral services were held the following Saturday afternoon at Kansas City.

Robert Dodd, son of superintendent, is attending the Chillicothe Business College, learning telegraphy, and Tom Rabun, son of roundhouse foreman, entered Ames College on Sept. 14, taking a course in mechanical engineering.

After a lengthy illness, retired engineer Robert C. Yates passed away at his home on North Benton street, Ottumwa, on September 10. He is survived by his wife, his mother, a daughter, a son and four brothers and one sister.

## Twin City Terminals

F. A. M.

**D**ESPITE the war and other things, everything seems to be going right on as usual in the Accounting Dept. Rumors are that the stork is hovering over several homes. Plans are also under way for four new homes. Irene Hughes expects to move into her little bungalow by the first of November. What with housewarmings and a couple of weddings (?) it looks like a busy winter ahead of us.

Our district accountant C. V. Hammer's mother passed away in September. Our sympathy is extended to him as well as to Frances Jones who lost both her mother and grandmother in a tragic accident over Labor Day.

John Gross is a proud father again. This time it is a baby girl born Oct. 9th.

Keen competition is being worked up among the girl bowlers. From the accounting dept. this year, Dorothy Beidleman, Elavi Conroy and Gretchen Yoder vie with other members of the RBWA on Monday

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nights. Doris Keck and Grace Hale bowl this year with St. Paul people.

Elavi Conroy, Georgia Perry, Dorothy Beidleman and Irene Hughes reported a glorious week-end they had on the trip to Omaha. Leaving here on Saturday night, they arrived in Omaha the next morning, where they enjoyed an immense breakfast, were taken to church and then to visit Boys' Town. A big chicken dinner was served them at noon and a steak dinner at night. It's a question with the rest of us whether they went for the ride or the meals. Anyway they all came back extremely happy, thanks to the management of Hazel Cornell, who they say is a wizard at making the dollars stretch. (The Milwaukee trustees ought to consult her.)

The fortune teller foresaw impending marriages for Margaret Hicks and Ruth Hanson, but all they could tell Martha Benson was that she was the mother of three children.

Our most sincere congratulations are extended to Joe Marshall, senior solicitor in the traffic dept., who has been promoted to traveling freight agent at St. Louis, Mo., effective Oct. 1st. We are more than sorry to see Joe leave. Although he has been with us only a year his pleasant personality has made a place that is going to be hard to fill, and we feel sure that this promotion is only a stepping stone to future successes.

Congratulations are also extended to the following members of the traffic department: Glenn Cottrell, promoted to senior solicitor; Gus Reuland, promoted to city freight agent; Harry Erickson, now chief rate clerk; Marvin Edwards, promoted to asst. chief clerk; George Baker, promoted to city clerk; Nick Kosta, promoted to asst. rate clerk; Glen Nicolin, promoted to diversion clerk.

A hearty welcome goes out to Bob Bach, who is now the new office boy in this department.

Myrtle Henry enjoyed a most pleasant vacation taking in the sights of California. En route at Colorado Springs she and her traveling companion were met by Mr. and Mrs. Harry Holmes, who entertained them at dinner and drove them around Colorado Springs and vicinity.

Harry Erickson is now using his own propellers after trying to manipulate a pair of crutches for a week or more. It will probably be a lesson that boys getting along towards middle age can't become tight rope walkers over night.

Michael (Fibber McGee) O'Brien is a busy man these days, between remodeling his home, and oiling his rusty shotgun for

the pheasant season. Hope you have better luck this season and bag a pheasant.

Reuben (Jackpot) Ekman spent his vacation in the North Woods.

Gene Jacobson has returned to her desk in the local freight office from vacationing at Lake Okoboji. Georgia Perry spent a few days of her vacation with Gene at her "summer estate."

We neglected to broadcast the arrival of little Miss Zahracka some few months ago. Daddy Zahracka has some pictures of the baby he is mighty proud of. Drop in room No. 7 and Walter will show them to you.

Robert Adams, telegraph office, and Robert Wilson, accounting dept., belong to the U. S. Naval Reserve. They spent two weeks on a training cruise aboard U. S. S. Paducah on Lake Superior and Lake Michigan.

## Spokane and Inland Empire

*Ef Jay Kay*

**O**UR deepest sympathy is extended to engineer Theodore May and family on the passing of the wife and mother on September 25th. Services were held in Spokane, after which the remains were taken to Yakima for burial.

Frank Dixon, "always on the job" Spokane section yardman, recently received a rubber tired, non-skid wheel for his wheelbarrow. Talk about the Joneses!! Mr. Dixon will hardly notice his fellow workers now.

Albert Bates, machinist at Spokane roundhouse, met with a serious accident while driving back from Coeur d'Alene the night of September 30th. Driving off the pavement onto some construction work near the state line on the Washington-Idaho highway, he ran into a pile of loose gravel, resulting in severe fractures and bruises which rendered him semi-conscious for many days. At latest report, we are glad to say, he was showing a little improvement.

Thad Rosenberger of the roundhouse, Spokane, shifted around on different jobs quite a bit lately. One was liable to see him firing, switching, doing roundhouse work or what have you.

Harry Beland, AAR checker from Milwaukee, was in Spokane the early part of October on his regular semi-annual checking tour.

Joe Barrett, car foreman, Othello, was a Spokane visitor early in October.

Some of the Milwaukee boys seem to know their ponies pretty well. We know of one roundhouse employe who made a nice hit on the daily doubles, and another fellow who hit the Quinella two Sundays in succession.

Geo. H. Hill, Ass't Supt., Spokane, left early in October for the Middle West where he visited his mother in Missouri. While in that neck of the woods, George glanced over the new Pontiacs, and decided to drive one back to Spokane. Mrs. Hill left a few days earlier to visit relatives in Chicago, and joined Mr. Hill while back there.

G. W. Meyers, first trick operator at St. Marie's, took 30 days' vacation in October. He was relieved by J. C. Maddox.

F. B. Beal, operator, Spokane, laid his cares aside for one week the early part of October and vacationed in Montana.

E. Matson, Agent, Dosalia, visited his folks in Montana last month.

M. N. Faestel, pass brakeman, took 30 days off and visited his mother in Wisconsin.

Fred W. Weller, pass brakeman, was called east on Oct. 10th, due to the serious illness of his brother.

It's all in a day's work—or six. On Friday, September 15th, No. 15 struck the rear end of a Negro special at Avery, Idaho. J. T. Slavin, our claim agent at Spokane, then rode the special to Chicago. From there he had to chase through Ohio, Indiana, and all points north, after his clients. Well, it seems as though Jack learned quite a bit of the foreign dialect while on this trip. He told us several stories he had heard on the train, and, oh

boy, can he rattle 'em off in the southern fashion.

Jesse Jones, switchman at Spokane, took the pension on October 1st. On Saturday night, Sept. 30th, at a little impromptu meeting the boys presented Jesse with a fishing rod and outfit. Well, we've heard of hunters getting the "buck fever," of a fisherman's arm getting paralyzed, also heard of putting the wrong end of a lighted cigar in one's mouth, but this one gathers in the laurels. Jesse had a cigarette in his hand—he lit a match, stuck the lighted match in his pocket, and threw away the cigarette.

Bill Roberts, step-son of John Roberts, fireman, is now working on the Spokane Yard section.

Neil Driscoll, night machinist at Spokane roundhouse, is now working the day shift, owing to the illness of Al Bates.

## Wisconsin Valley Division

Lillian

MR. AND MRS. ARTHUR YATES have returned from a visit with their son, Paul, and family at Dallas, Texas.

Mr. and Mrs. M. M. Harrington are visiting with friends and relative at Detroit, Mich.

Walter Freeborn left for Chicago, where he expects to enter a hospital for medical treatment.

Roger Kershaw and wife left here Sept. 15th for Franklin, Va., where they visited with their daughter, Mrs. Steinbeck. While there Mr. Kershaw enjoyed a fishing trip on the Atlantic Ocean and also had an interesting trip through the shipyards at Newport. Both Mr. and Mrs. Kershaw visited several historical points of interest and report a very enjoyable trip.

Wm. Miller, Machinist, while taking part in a bicycle race between Milwaukee and Racine several weeks ago, suffered injuries to his arm and fractured his collar bone. He has been off duty nursing the injured members. William declares that had it not been for the accident he would have been, without doubt, the winner of the race. He also is an expert on ice skates and has won several trophies.

Mr. and Mrs. Raoul F. Bertrand and Mr. and Mrs. Louis Bertrand, parents of the former, have returned from an extensive motor trip; they stopped at Quebec, Canada, where Mr. Louis Bertrand visited with two of his sisters he had not seen in twenty-four years. From there they went east and visited relatives at Springfield and Chicopee Falls, Mass. They covered twelve states, crossing the full length of the state of Vermont, spending some time in the Allegheny Mountains. The entire trip covered 3500 miles. Favorable weather added much to their enjoyment and they report a most interesting time.

Charles Baker, boilermaker, and helper Henry Rehlitz went to Minocqua to repair the boiler at that station.

## Iowa (East) Division

J. T. Raymond

CONDUCTOR and Mrs. Tom Costello of Marion spent several weeks visiting in the East, returning home the latter part of September. Fred Winston in Mr. Costello's place between Marion and Omaha.

Mr. and Mrs. W. C. Givens of Savanna, Mr. and Mrs. H. Wuerth and Mr. and Mrs. E. D. Jefferson of Marion, in a group spent two weeks the latter part of September visiting and sightseeing in the Puget Sound country, including Seattle. Mr. and Mrs. Givens visited in Marion September 29th and 30th enroute home.

Conductor and Mrs. D. G. Hickey of Marion went to California for a visit September 20th.

Miss Ethelmae Michelsen became the bride of Jack Russell Klingler September 28th, both of Clinton, Iowa. Miss Michelsen is a graduate of the Clinton high school and Mr. Klingler of the Savanna high school. They will reside in Clinton where the groom is employed in the Milwaukee Road office. The Milwaukee Maga-

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zine extends very best wishes for their future.

Friends in the Division extend their sympathy to Dispatcher and Mrs. Willis Jordan, of Marion, in the loss they have sustained through the death of Mrs. Jordan's father, Winfield Scott, who died in their home Friday, September 29th. After brief services at Marion, the remains were taken to Olin for funeral service and interment on October 1st. Mr. Scott was 92 years old and, as a stock buyer at Olin, had shipped many cars of stock to Chicago over the Milwaukee Railroad.

L. G. Ireland has been appointed agent at Delhi.

B. J. Ottoway, second trick at Green Island.

D. L. Miller, agent at Donahue.

C. Joslyn, third trick at Green Island.

Locomotive Engineer C. J. Montgomery of Marion began as a fireman August 19, 1900, and was promoted to engineer, August 22, 1906. Conductor Ed Forbes began as brakeman August 20, 1903, and was promoted to conductor September 19, 1912.

Both of these men retired from service October 1st, 1939, after a long and honorable service with the Milwaukee Road. Their many friends on the railroad and in the community in which they live congratulate them on having completed their industrious careers on the railroad and wish them a long and comfortable future.

Joe Shedeck has been appointed pump repairer at Perry and W. G. Hintz B & B Foreman in Bert Klumph's place.

L. K. McLean of the Civil Engineer's Office in Marion resigned October 1st and has entered the U. S. Government service at Bayard, Nebraska.

Mr. and Mrs. Glenn Larkin, of Marion, returned October 1st from Chicago where they attended the American Legion Convention.

Mr. and Mrs. O. Fohey of Marion left on a two weeks' vacation October 3d. Material Inspector R. C. Dueland and Signal Inspector E. J. Muckerheide, both of Milwaukee at different periods, acted in Mr. Fohey's place.

Dispatcher and Mrs. R. L. Leamon, of Marion, returned October 7th after a vacation spent in Minnesota. They visited the Van Wormers at Cross Lake, Minnesota.

Retired Chief Dispatcher and Mrs. Van Wormer spent a week in Marion visiting friends early in October enroute to Long Beach, California, to spend the winter.

Dispatcher and Mrs. Willis Jordan left Marion Saturday, October 7th, motoring south through the Ozark Mountains for a vacation.

Friends on the division extend their sympathy to Chief Clerk and Mrs. Guy W. Miller, of Marion, through the loss they have sustained in the death of Mr. Miller's mother, Mrs. John Miller, at her home in Toledo, Ohio, on October 8th. Mr. and Mrs. Miller left October 8th to attend the funeral.

Locomotive Engineer G. W. McElwain, of Marion, left October 11th, motoring to Long Beach, California, to spend the winter.

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# THE TRADING POST



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—\$135.00 Holton Wiedoeft Saxophone, Model Melody "T," like new, with case. Will sell for \$25.00. Phone Spaulding 8893, evenings, Chicago.

CHRISTMAS CARDS: New 1939 designs, packed in boxes of 21 and 50. Samples (without name imprint) 10c, refundable on order. Name imprinted FREE on orders received before Dec. 5th. Vincent Rundgren, 2147 Belle Plaine Av., Chicago, Ill.

ANTIQUES WANTED — Old Copper Lustre, Glass paper weights, Old Colored Glassware, Old Clocks, Majolica ware and Old Walnut furniture. Will also trade. What have you? Address: A. D. Ceurvorst, 110 1/2 West 6th, Davenport, Iowa.

CAMERA FOR SALE—Eastman RECOMAR 18, picture size 2 1/4 x 3 1/4—complete with case, filters, lens shade, plate holders, film pack adapter, ground glass back, etc. F.R. developing tank. Equipment practically new. Cost new \$75.00; will sell for \$50.00. Geo. F. Wilson, 2513 Leland Ave., Keystone 2589, Chicago, Ill.

WANTED: one good used "Bug" that will carry well on all circuits. Must be reasonably priced. T. E. Melcher, Agent, Knowles, Wis.

SWAP PRINTING FOR ???—Advise what you need and have to offer in exchange. Vincent Rundgren, 2147 W. Belle Plaine Ave., Chicago, Ill. Phone: Lake View 5038, evenings.

FOR SALE: Cocker Spaniel pups. 3 months old. Black. Price \$10.00 each. Joseph R. Sirovy, Section Laborer, Jackson, Minn.

FOR SALE—1/2 horse power Century Induction Motor and 1 1/4" mandril—16" circular saw 2 1/2" belt. Price \$80.00. Also Lyon & Healy Silver Plated Sliding Trombone and case—Price \$20.00. Call Newcastle 5130, Chicago—After 5 P. M.

FOR SALE: Two-wheel trailer. Cheap. Must be seen to be appreciated. Wm. Selk, 2730 N. Marshfield Ave., Chicago.

FULL BLOODED German Police pups for sale. Write for pictures and prices. Ben. Johnson, 6533 Cedar Ave., Mpls., Minn.

FOR SALE: Advertisement cards of the early 1880's. Collecting these an interesting and growing hobby. Price 1c each. No less than 10 different ones to a customer. Also some early (about 1889-92) R. R. P. O. flag and odd post-mark covers, 3 for 10c. Limited number. E. A. Ashley, Canton, S. D.

FOR SALE—Canaries—Deep golden cinnamon choppers, that sing all day. Also yellow Hartz mountains, guaranteed singers, \$3.00. Female, 75c. Yellow Yorkshires at higher prices. Also Golden Seabright bantams, male or female, \$1.00. Earl A. Dage, Sanborn, Iowa.

FOR SALE: Two Adams Type 2-A motor cars in good condition. Will sell for \$10 each. These were the property of the late George W. Thomas. Address Mrs. G. W. Thomas, 602 W. Bridge St., Austin, Minn.

FOR SALE: '37 Plymouth Tudor Sedan, trunk, built-in Radio, Hot water heater, 4 new tires. 17 plate battery. A-1 condition \$325 cash. D. Sandell Opr. Pacific Jct. 2326 N. Spaulding Ave., Phone Albany 1849, Chicago.

FOR SALE: Violin having original finish like new including bow and case, \$15.00; Lyon & Healy B flat sliding trombone, satin silver finish, burnished gold bell, \$20.00. Prices represent a fraction of original cost and both instruments are in good condition. Owner may be reached during day by inquiring at office of Auditor of Overcharge Claims, or phone Briargate 5332, evenings—Chicago.

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.

CAMERA FOR SALE—Foth Derby, half vest pocket, F 3.5 anastigmat lens in helical mount permitting accurate focusing; focal plane shutter, 1/25 to 1/500 second, and delayed action. Oil silk pouch, 4X green filter, Carl Zeiss 2X yellow filter, flexible lens shade, home-made enlarger using camera lens. All for \$18.00. Chas. S. Kramer, 3735 Milwaukee Ave., Chicago, Ill.

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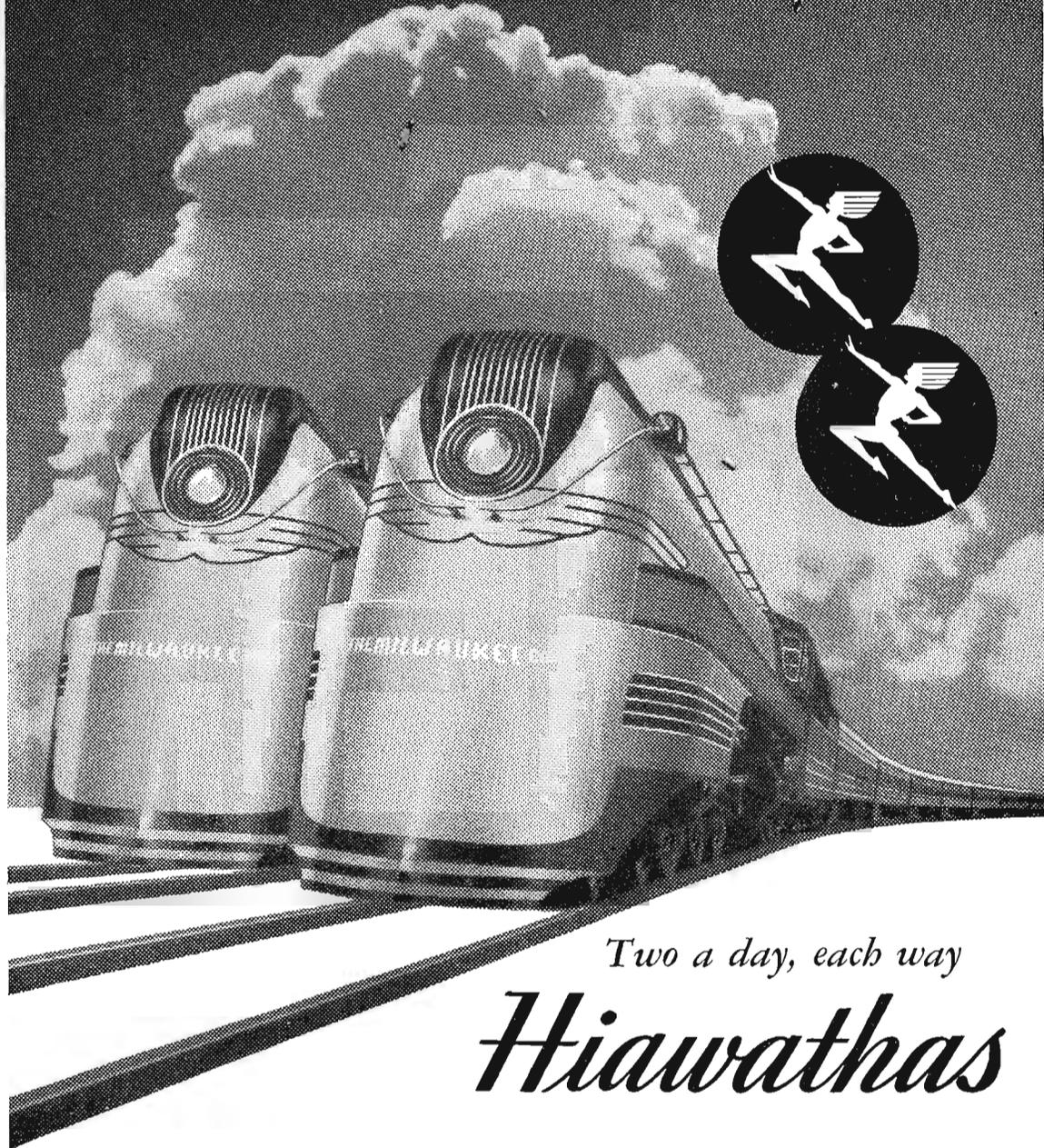
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