

The
MILWAUKEE
MAGAZINE



It rained in Milwaukee that night

June, 1940

Safety Trophy

The safety trophy shown on the sheet inserted herein is, according to an announcement recently released by Mr. L. J. Benson, Assistant to Chief Operating Officer, to be awarded the Division with the best employe safety record beginning with the year 1941.

The contest for possession of this trophy, which stands 14 inches high, will be conducted between the Divisions and the Division which is able to win it two years in succession will retain it permanently. The Division with the lowest casualty rate based on the number of reportable injuries per million man hours will be declared the winner and the presentation will be made with appropriate ceremonies. The record will include the safety performance of all departments on the Division.

The announcement is being made well in advance of the start of the contest as of January 1, 1941, so as to give every employe an opportunity to plan on taking an active part in bringing the award to the Division on which he is employed.

About Traffic Tips

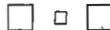
THE second full year of our Traffic Tip plan ended with April. In that twelve month period 15,125 passenger tips, 9,465 freight tips, a total of 24,590 tips, were sent in.

This total was about 5% less than the total for the first year, but 71% of the second year's tips were productive against only 57% for the first year. The net result was an increase from 14,841 to 17,111 in tips that actually brought in new business.

I wish to call your attention particularly to the fact that at the end of two years only 8,880 Milwaukee Road people had taken part in this tip card plan. This number is less than one-third of those on the payroll. Surely a great many more are interested in the welfare of the railroad and their fellow workers.

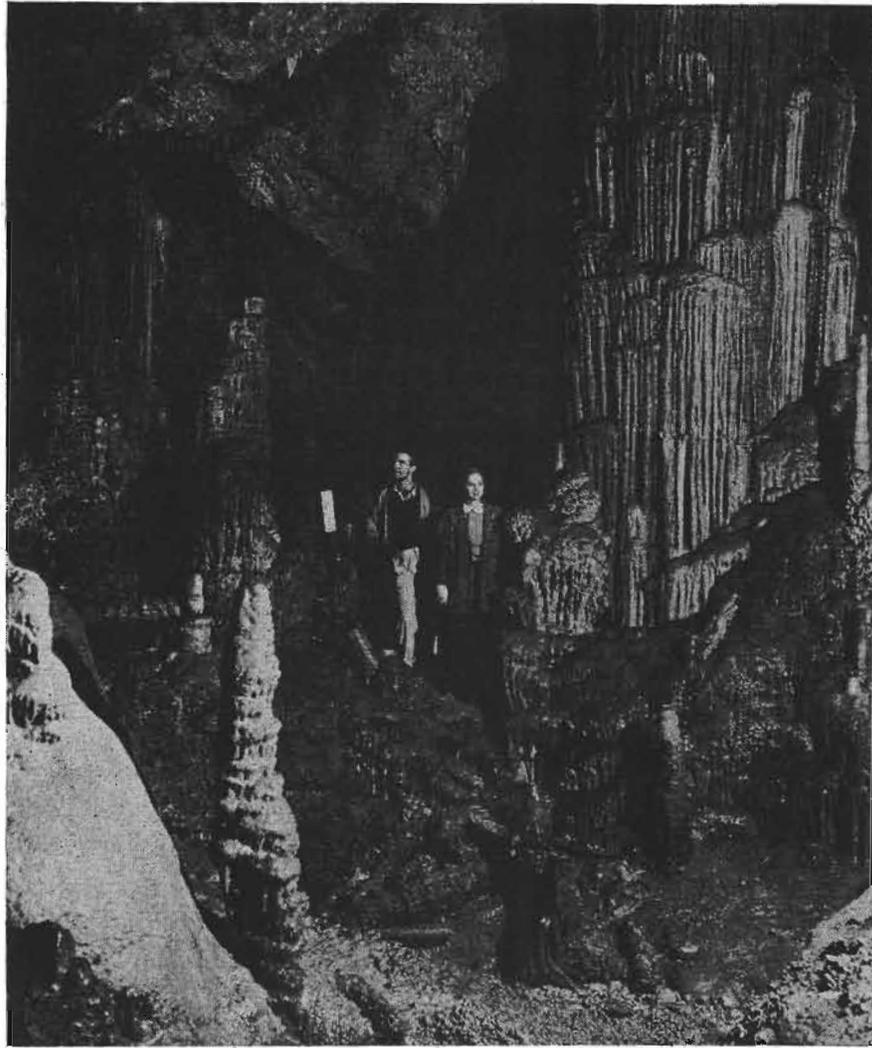
I hope all our present tippers will start a drive to interest others in this movement and see if the number of tippers cannot be increased to 10,000 by the end of June. Although Traffic Tip Supervisors are in close touch with the men and women in their respective groups and have the best opportunity to build up interest in the tip plan, Service Clubs can accomplish a great deal by increasing Club membership and urging all members to keep everlastingly after tips.

Let's start the third year with enthusiasm and the determination to bring in more tippers and more tips.



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

Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees	Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees
Dubuque and Illinois..	96	253	28.3	Iowa Division	38	80	8.5
Iowa and Dakota	161	186	23.1	Chicago Gen. Offices	69	62	7.7
Seattle Gen. Offices ...	57	11	21.5	Twin City Terminals..	89	38	6.2
Madison Division	108	22	19.9	Rocky Mountain Div.	29	14	5.2
Superior Division	18	63	13.6	Trans-Missouri Div..	36	3	4.6
Hastings and Dakota..	71	49	11.3	La Crosse & River ..	57	24	4.2
Terre Haute Div. ...	3	89	10.7	Milwaukee Terminals..	82	45	3.0
Coast Division	122	12	9.5	Chicago Terminals ..	43	32	2.6
Iowa and S. Minnesota	24	43	8.9	Miscellaneous	7	6	2.2
Milwaukee Division ...	63	47	8.8				
Kansas City Div.	28	33	8.8	TOTALS	1,201	1,112	8.6



Paradise Room, Morrison Cave. This chamber is three-quarters of a mile from the mouth of the cavern.

MORRISON CAVE

Unique "Heart of the Rockies" Motor Side Trip Daily
Attraction After June 20th

IT HAS BEEN said by someone who probably knew what he was talking about, that "it takes a heap of plumbing in a house to make it home." To hear the geologists tell it, it took a lot of plumbing to give the earth its intricate system of underground water-courses, too; it took a lot of plumbing and, for the most part, it was a very creditable job, but not quite perfect.

Montana developed a slow leak.

That slow drip and bubble (which somehow managed to be more than a mile high in the Tobacco Root mountains of Montana) went unrepaired for unknown thousands of years with the result that the Milwaukee Road now has, within 22 miles of its line, a cave which authorities on caverns regard as the most beautiful in the world.

Beauty Can Be Appreciated

This year, for the first time, the Passenger Department is offering trans-continental passengers a pleasant and diverting motor side trip from Three Forks, Montana, to the mile high, mile long, 2,770 acre wonder which at last can be fully appreciated, being more accessible.

This cave, exceeded in size only by Mammoth Cave in Kentucky and Carlsbad Caverns in New Mexico, was formerly known as the Lewis and Clarke National Monument. After several years of exploration and development under the direction of the National Park Service, it was established last year as

"Morrison Cave State Park," and the public was admitted in the Fall.

Morrison Cave was discovered in 1902 by Dan Morrison, and was privately owned for many years. Since it has become a part of the public domain, the cave has been greatly enlarged through the discovery of new chambers and the careful opening of safe passages. A 500 foot tunnel was drilled and blasted from the lowest level of the cave to a trail on the face of the mountain. This relieves visitors of the need of making the rather strenuous climb back to the mouth and makes the trip an easy one.

The cave is considered to be unexcelled in its delicate carving and coloring. The stalactites hanging from the ceiling and the stalagmites rising from

the floor (or vice versa; there's no use in making sure which does which because no one ever remembers) range from barely perceptible little beginners to ancient old fellows weighing tons. The beauty of the cave is so very unusual that the CCC boys who were employed in making the trails safe were reported to have scrambled for the privilege of working in it, despite the fact that the year-round temperature in the deep chambers is around 46 degrees, making it necessary for them to work or freeze.

From the automobile parking space there is a walk of about three-quarters of a mile up a wide inclined trail to the mouth of the cave. And there the visitor is rewarded by a truly magnificent view of the Jefferson river valley and the Madison and Gallatin mountain ranges. Visitors are equipped with lamps and are guided through the cave by competent men who explain the mysteries of its still-growing formations.

Motor Side Trip

The "Heart of the Rockies" motor coach trip not only takes the traveler to Morrison Cave, but to Virginia City, to Gallatin Gateway Inn for the night and back to Three Forks the next morning. The trip, which includes meals, lodging, admission prices and all expenses at an unprecedented low price, is designed especially for summer travelers to and from the Northwest who like to break their journey for 24 hours and have a unique good time while doing it.

From the cave the traveler (west bound) is taken to Virginia City, a small ghost-like remnant of what was, at one time, a settlement of 15,000 people, all of whom had come to get rich on the gold discovered along the banks of Alder Gulch in 1863.

Virginia City now owes its fame not so much to the gold which actually did put some of its temporary citizens on easy street, as to the plain and fancy lawlessness that always plays Romeo to gold's Juliet. The self-appointed law which came to the rescue was just about as lawless as the lawlessness, so that, all in all, Virginia City won for itself a reputation which can still be faintly detected, more than 70 years away.

A Bit of Virginia City Biography

Soon after gold was discovered and Virginia City started spilling over its sides, Wells-Fargo company established one of its overland express routes from

Virginia City to Helena, 150 miles away, to bring in supplies and take out gold. Close on the heels of the Wells-Fargo stages came the bandits, or road agents as they were mildly termed, and so successfully did they operate that an organization of righteous, two-gun citizens dubbed themselves "Vigilantes" and set about the business of disposing of undesirables.

These Virginia City Vigilantes adopted the sign "3-7-77" as their trademark. In what passed for the still of a Virginia City night, they would scrawl "3-7-77" on the door of the particular individual chosen for expulsion or extermination, as the case might be. The sign, seen by the chosen one as he came in the next morning, could mean several things, chief among which was: "get out of town in 24 hours (24 being the total of all the digits in 3-7-77) or get ushered into a grave just 3 feet wide, 7 feet long and 77 inches deep."

The road agents worked chiefly on the trail of the Wells-Fargo express between Virginia City and Helena, and the Vigilantes followed after them, of course; consequently, that stretch of road soon became known as "The Vigilante Trail."

All bandits who were caught by the Vigilantes were hanged publicly from a beam sticking into the main street of Virginia City from the roof of the one-story town water office, and buried on Boot Hill, which was reserved for outlaws. The visitor can still see the crude gallows where the bandits were shoved off "this mortal coil."

Gold Panning

As the side trip has been planned, there is time for the novice to try his hand at gold panning in Alder Gulch, presumably with the understanding that he is at liberty to keep all he pans.

There was more gold taken out of Alder Gulch in those early days by "placer" (surface) mining than out of any other gulch in the world. It still holds the record of being the world's richest placer gold mining district. More than a billion dollars in the precious metal have been taken from the sides of the 10 foot stream in 76 years.

There are still old timers, well along in years, who "pan" the stream along claims they have held from soon after gold was first discovered there. They manage to get two or three dollars' worth of the precious metal a day, but there is plenty of reason for thinking that they would likely keep at it if they didn't get any more than enough for tobacco money. There seems to be gold panning fever in their blood, just as there is undeniably gold in Alder Gulch. Young miners are to be seen, too, but most of them are boys just out of college, either in search of adventure or an Eldorado which will offer a short cut to wealth.

A Night at Gallatin Gateway Inn

After a full day at Morrison Cave, Virginia City and interesting spots thereabout, the motor coach takes the traveler to Gallatin Gateway where dinner, lodging, breakfast and incidental sports are offered as part of the schedule.

Then, the motor coach returns to Three Forks where the west bound passenger finds the Olympian ready to take him on his way again after one of the most extraordinary and modestly priced side trips to be found anywhere.

The east bound passenger is offered a similar side trip, except that it starts with a night at Gallatin Gateway Inn and Morrison Cave is visited as the highlighting touch.



Above: Hangman's Building, Virginia City, Mont., former headquarters of the Vigilantes.



Right: Easterners try their hand at gold panning in Alder Gulch, near Virginia City.

THE recent turn of world events, with the resultant conjecture as to the course to be followed by the United States, renders of more than ordinary significance

the remarks made April 26th in Washington, D. C., at the dedication in the Union Station there of a bronze tablet commemorating the services of the Railroad War Board of 1917. There were more than 300 high government officials, ranking army and navy officers, industrial and agricultural leaders and railroad executives in attendance at the ceremony.

With a declaration that, in the event of war, the nation's whole industrial mobilization program will be carried out in "the established American way of getting things done," Assistant Secretary of War Louis Johnson made it plain today that the plan does not include government operation or government ownership of railroads.

The rail carriers, the War Department official said, "have proved their ability and their capacity," and now are better prepared to meet a military emergency than they were in 1917. The government, he revealed, "is satisfied that the railroads under private management, are always in a state of national defense."

AMERICAN RAILROADS AND NATIONAL DEFENSE

War Department Official Voices Government's Faith in Efficiency of Private Ownership

Mr. J. J. Pelley, president of the Association of American Railroads, and toastmaster on this occasion, pointed out, in introducing Mr. Johnson, that the Assistant Secretary of War and the Assistant Secretary of the Navy, Louis Compton, who was also present, compose the Army and Navy Munitions Board, which is charged by Congress with the responsibility of making plans for use of the nation's economic power should the United States ever again become embroiled in war.

Assistant Secretary Johnson began his address by saying that the War Department has "full confidence in the innate capacity, in the cooperative spirit, in the ability and in the patriotism of our railroads to cope successfully with the transportation problems

that any grave military emergency would involve."

This confidence, he continued, is based on the capabilities of railroad management and on the

many improvements which the industry has initiated. The railroads, he said, "have created and perfected an organization to meet the demands of war under private individual management."

Stating that the mistakes of 1917, particularly those which caused congestion at terminals and blocking of tracks for miles, will not be repeated, Mr. Johnson declared that war-time transportation plans "do not contemplate the regimenting of the railroads."

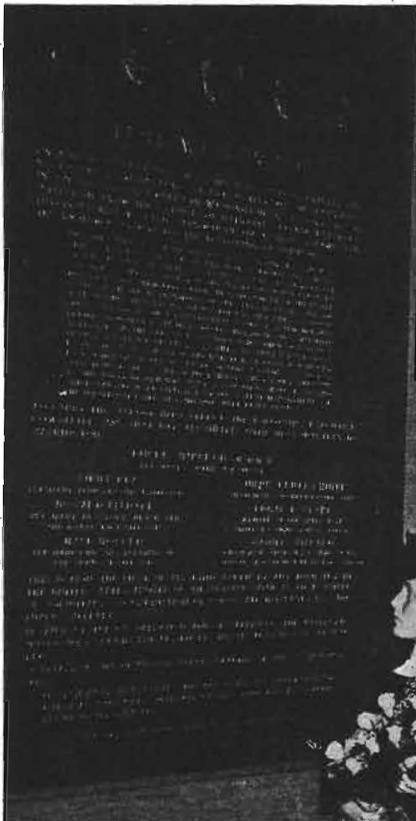
Mr. Johnson said that other transportation agencies have their place in the economic life of America, but "the railroad still predominates" and can never be replaced.

"We must, therefore, keep the railroads financially sound and physically strong," he maintained. "They are the blood stream of American life in peace and in war."

In concluding, Mr. Johnson said, "We want an army of the best-led, the best-trained, the best-armed and the best-equipped fighting men in the world—an army that can be transported, supplied and replenished by an efficient transportation system—an army that will not threaten the weak and the oppressed—an army that will stand majestically on guard over the peace we all cherish."

At the speakers' table, in addition to those who made addresses, were Secretary of Labor Frances Perkins, Assistant Secretary of the Navy Louis Compton, Joseph B. Eastman, chairman of the Interstate Commerce Commission; General Hugh S. Johnson, member of the War Industries Board in 1918; Admiral Emory S. Land, chairman of the Maritime Commission; Otto S. Beyer, chairman of the National Mediation Board; James S. Hood, president of the American Short Line Railroad Association, and Murray W. Latimer, Chairman of the Railroad Retirement Board.

The tablet which was unveiled will occupy a permanent position on an interior wall of the Washington station. It has been suggested that a duplicate of the tablet be placed in the Chicago Union Station, although no definite action has yet been made in that regard.



Miss Barbara Baird, eldest granddaughter of Fairfax Harrison, chairman of the 1917 Railroad War Board, unveiled the tablet commemorating the services and achievements of the railroads and the Board in 1917. Others in the group, from left to right, are: Daniel Willard, president of the Baltimore & Ohio Railroad and one of the surviving members of the wartime board; J. J. Pelley, president of the Association of American Railroads; and Louis Johnson, Assistant Secretary of War.



Train-Auto Service and Credit Plan Attract Passenger Traffic

TWO innovations recently announced by the Passenger Traffic Department bid fair to do more toward completely filling the seats in Milwaukee Road passenger trains than anything that has occurred since streamliners became the order of the day and the Hiawatha became the country's leading train.

One is train-auto service, which means the traveler can take a fast train to the station selected and have a car waiting there for him, so that he can complete the trip *with himself at the wheel*; the other is an installment plan for purchasing passenger transportation, which practically speaks for itself.

TRAIN-AUTO COMBINATION MEETS LONG-FELT NEED

There is no longer reason for the person who otherwise might have been a railroad patron to excuse himself with: "I prefer to drive because I like to have my car for sight-seeing when I get there," or "I have to drive because my customers live out in the country."

Under the new arrangement a passenger can take a fast train to a given point, get into an automobile immediately and be hours or even days ahead of where he would be had he attempted to drive all the way.

This service has placed 2,000 current model sedans at the disposal of railroad passengers at many points on the Milwaukee line, as well as in many other cities throughout the West. The Milwaukee Road and 10 other western systems completed the arrangements with Railway Extension, Inc., and the service became effective May 1st.

The magnitude of the project is emphasized by the fact that the railroads participating represent a total of more than 100,000 miles of trackage. The automobiles used are sedans of several popular makes and current models will be supplied each year.

A traveler may arrange for an automobile before leaving his home town, or after reaching the key city where he wishes to engage it. Attendants in special booths in railway stations have charge of the rentals. Advance reservations will, of course, assure the car being available when wanted. Railway Extension representatives meet the passenger upon arrival of his train, where final arrangements are quickly made.

The basis of rates for the automobiles, including gasoline, oil and maintenance, as well as insurance protection, is as follows:

Per hour—10 miles (80c).
Per 12-hour day—75 miles (\$6.00).
Per 24-hour day—135 miles (\$10.80).
Per week—350 miles (\$28.00).
Per 24-hour day after 1st week—50 miles (\$4.00).

If a person expects to do an excess-

\$18.00 if he uses comfortable chair cars; about \$30.00 (including lower berth) if he travels in a Pullman. He pays \$8.00 rental for the 100-mile automobile trip.

Mr. B, on the other hand, drives all the way, spending a day going out, a



At the Train-Auto Service booth in the Chicago Union Station attendant Brooks Long, Miss Lois Dyar (left), and Miss Dolores Broberg demonstrate the simple procedure of arranging for an automobile. Miss Dyar and Miss Broberg are employed in the Chicago General Offices.

sive amount of driving, special rates can be arranged.

Here is an example of how economical and convenient the train-auto plan can be:

Mr. A and Mr. B have occasion to visit a spot located 50 miles from a city 500 miles away. Using train-auto service, Mr. A goes out by train one night and returns the next. His rail fare for the 1,000-mile round trip is

day there, and a day returning. Accepting cost figures for private automobile operation, established by industrial surveys, the 1,100-mile round trip costs him about \$66.00. He also must pay for two nights' lodging and three days' meals.

Thus, Mr. A is away from his home office only one business day and makes the trip at a cost of \$30.00 to \$42.00,

(Continued on page 14)

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Mrs. Carpenter Kendall's Retirement Marked by Luncheon

ON April 30th, the last day of her term as editor of The Milwaukee Magazine, Mrs. Carpenter Kendall was honored at a luncheon given for her by some of her friends and business associates in the Chicago area.

The luncheon, which was held in the private dining room of Fred Harvey's restaurant in the Union Station, was informal and the more notable because the gesture was made by a group of women acting out of a feeling of affection and esteem which comes only from many years of knowing and working with an individual. Present at the luncheon, in addition to Mrs. Kendall, were Mrs. E. M. Peterson, Miss Etta N. Lindskog, Miss Gertrude Schoyer, Miss Florence Walsh, Miss Nellie Stenek, Miss Vila Graves and Mrs. Ina C. Trewin.

A toast was drunk to Mrs. Kendall's continued good health and happiness and she was presented with an orchid corsage and a bouquet of spring flowers.

The tribute came as a crowning event in a long series of tokens of farewell which included among other things, scores of personal letters and articles in newspapers throughout the Milwaukee system, as well as an account in Railway Age.



Eight

You . . .
with the Camera!

THE COVER

The picture on the cover, an excellent shot of the approach to the company's passenger depot in Milwaukee, was made by Wilbur Umble of the Wisconsin Telephone Company. It appeared originally in the Wisconsin Telephone News and is used through the courtesy of that publication.

It is a fine example of amateur photography. You, with the camera, may have pictures equally as good that you would like to see in the Magazine. If you aren't sure whether they are good enough, send them in anyway. One of them might be just the picture needed to decorate a page correctly or give point to an article. Credit will be given the photographer in each case.

Editor.

H. B. Earling, western representative, and plaque awarded to Milwaukee Road as one of the firms engaged in business in Seattle, Wash., for 50 years; the Seattle Chamber of Commerce made the presentation. The road's first traffic office in Seattle was established over half a century ago.

O. N. Harstad Heads Western Railway Club

ON MAY 20th, at a meeting in Chicago of the Western Railway Club, O. N. Harstad, general manager (Lines East), was elected to the presidency of the organization.

This club is composed of about 2,000 railroad men and railway supply house representatives connected with railroads centering around Chicago and St. Louis.

Mr. Harstad has spent his entire business career with the Milwaukee Road, having worked his way up from a position as stenographer-clerk in the office of the division superintendent at Sioux City, which position he took over in 1904. Since then he has served as chief clerk, trainmaster, superintendent, general superintendent, and assistant general manager. In November, 1925, he was appointed general manager of Lines East, with headquarters in Chicago.

Mr. Harstad's election to the presidency of the Western Railway Club adds another achievement to a successful career.



O. N. Harstad

Traffic Representatives Hold Two-Day Conference

THAT domestic travel during the summer months will shatter the records of all previous seasons, was the expressed opinion of approximately 100 of the company's traffic representatives from the entire system and key cities of the country, as they concluded a conference held May 6th and 7th in Chicago.

The meetings were presided over by E. B. Finegan, chief traffic officer, assisted by E. W. Soergel, freight traffic manager, and F. N. Hicks, passenger traffic manager.

At the session on the 7th Mr. Scandrett, trustee, addressed the group, as did J. T. Gillick, chief operating officer, and A. N. Whitlock, general counsel.

The conferences are held twice annually.

J. D. Thurber

ALTHOUGH James D. Thurber retired from active service with the road three years ago, his death, which occurred on May 12th, will come as sad news to the many railroad and non-railroad people who remember him. Mr. Thurber was a widely known and highly esteemed man, especially in Milwaukee where he was employed as assistant station master during the last 43 years of his exact half century of service. He was 76 years of age.

He came to the road in 1887 as brakeman on a run between Milwaukee and Mineral Point. He later became baggageman, running between Milwaukee and Prairie du Chien. He was made assistant station master in 1894.

Mr. Thurber was the father of James Thurber, a freight conductor, who followed his father into the Milwaukee service 30 years ago. He is also survived by his wife, a daughter, Mrs. Marion Kochie, and seven grandchildren.

James G. Franz Awarded Fellowship

MR. JAMES G. FRANZ, son of J. L. Franz, chief clerk in the General Manager's Office, Chicago, has recently been honored with a fellowship offered by the Presbyterian Theological Seminary (Chicago) to the outstanding student of Hebrew in its graduating class.

Mr. Franz, who has a degree from Northwestern University and who was graduated from the Presbyterian Theological Seminary, April 25th, is entitled, according to the terms of the fellowship, to a year of travel in the Holy Land and a year of study in any school he cares to choose, or to two years of study. The latter is his choice, as the war situation made travel inadvisable. Likewise, the war compelled him to change his choice of a graduate school from the University of Edinburgh (Scotland) to Yale University.

Mr. Franz was recently ordained in the Presbyterian Church of Rogers Park, Chicago, where he has been assisting the minister for the past three years.

At present he is temporarily employed in the Engineering Department at Western Avenue, Chicago.

Emil Harry Pfafflin

On May 3rd, at his home in Chicago, occurred the death of Emil H. Pfafflin, retired division engineer of the Terre Haute Division. Mr. Pfafflin

was born in Tell City, Perry County, Indiana, June 17, 1862. school he

After graduating from high school he showed an interest in engineering work, and was employed as a draftsman under his father, a civil engineer engaged in civic work in Evansville, Indiana. In 1888 he became locating engineer on the Evansville and Richmond Railroad, and later was employed as chief engineer in charge of construction work on a number of smaller railroads in Northern Indiana and Illinois, which became parts of larger railway systems.

In 1906 he was made chief engineer of the Chicago Southern Railway, which later became the Chicago, Terre Haute & Southeastern Railroad, and when that line was taken over by the Milwaukee Road in 1924, he was appointed division engineer, which position he held until his retirement in 1937.

He enjoyed the confidence of those who worked with him, and was held in high regard by the officials to whom he reported. He proved himself to be faithful, loyal and true, and his friends and associates all join in extending their sympathy to Mrs. Pfafflin and family.

Rev. Vincent Frech

THE Reverend Vincent Frech, O.S.B., Catholic pastor at Selby and Wakpala, S. D., and well known to many of the officers and employes of the Milwaukee Road, died in Chicago, May 5th.

Father Vincent, a member of the religious Order of St. Benedict, was born at Koenigshofen, in Wuertemberg, Germany, in 1882 and studied in that country, as well as in the United States, where he was ordained.

His life work was in the Dakotas, serving both Indian and white parishes. He devoted much of his time to visiting outlying missions and his travels brought him in touch with railroad men. These contacts ripened into life-long friendships and the widening of his acquaintance with railroads and railroad men became his chief hobby. He not only knew the Milwaukee Road personnel, but became familiar with railroad operation and took delight in his knowledge of trains and schedules.

Father Vincent's body was taken by rail to its final resting place, Conception Abbey in Missouri.



It was "Auld Lang Syne" the boys were singing when this picture was made. The occasion was conductor Burr H. Kress' last run; he retired April 30th. Left to right: Engineman Ray T. Hanley, conductor Kress and fireman Henry A. Kopp. Mr. Kress had served the road for 45 years.

Appointments

Effective May 15, 1940:

MR. R. A. WOODWORTH is appointed Assistant Superintendent of the Milwaukee Division, with headquarters at Milwaukee, Wisconsin; vice Mr. R. D. MILLER, after many years of faithful service, has retired at his own request.

MR. J. M. HILLS is appointed Assistant Superintendent, Kansas City Terminals, with headquarters at Coburg, Missouri; vice **MR. R. A. WOODWORTH**, transferred.

MR. J. D. SHEA is appointed Trainmaster of the Hastings and Dakota Division, with headquarters at Montevideo, Minnesota; vice **MR. J. E. HILLS**, transferred.

MR. R. W. GRAVES is appointed Trainmaster of the Hastings and Dakota Division, with headquarters at Aberdeen, South Dakota; vice **MR. J. D. SHEA**, transferred.

Joseph F. Krizek Heads Bowling Association

ON APRIL 14th Joseph F. Krizek of the Freight Traffic Department, Chicago, was elected to the presidency of the Elks' Bowling Association of America at a meeting of delegates attending the Elks' Bowling Tournament in Fort Wayne, Indiana.

At that meeting Des Moines, Iowa, was unanimously selected for the organization's 1941 tournament which will open about the middle of March and continue through the following six or seven week-ends.

Mr. Krizek is to be congratulated on his election.



James G. Franz



Joseph F. Krizek

Gardening

Dahlias for the Novice

The growing of dahlias as a hobby of men has been very much in evidence the last few years, as indicated by the names of exhibitors at the many fall flower shows. There have been famed dahlia societies and clubs formed through which information has been disseminated, but for those who do not belong to one of these organizations, "Dahlias for the Novice" will be helpful.

The success of any first endeavor depends largely upon the individual's effort and patience; this is true in every field, including the growing of dahlias.

The first consideration is the location. A good site is one that receives several hours of sunlight daily, and is free of shrubs and trees. An open plot is ideal.

Dahlias may be grown in any average soil that has been spaded and loosened to a depth of 8 to 12 inches. Should your soil be of the heavy type, sifted ashes or sand should be worked in and turned over several times during early spring, or as soon as it is workable. Never work the soil when it is so wet that it sticks to the tools. Good drainage is necessary so that after heavy rains, water does not remain very long on top of the ground. After the plot has been spaded well, leave it rough and cover it with a light application of bone meal. When ready to plant, rake and level out the soil, after all danger of frost is passed. Dahlias should be planted at least 3 feet apart each way; the correct spacing may be obtained by first setting out the stakes. These may be of wood or metal, a matter of choice. Many growers use 1 x 1 inch stakes in 6 foot lengths. Drive the stakes into the ground fairly deep; at least to a depth of 12 to 18 inches. Spade and loosen the soil well in front of each stake. If your soil is still heavy, add some sand.

The next step is the planting of tubers or plants. Good healthy stock is essential, buy from reliable growers. Remove a shovel full of dirt from the front of the stake and plant your tuber at least 5 inches deep. It should be laid horizontally with the eye up, and close to the stake. Cover the tuber lightly with 2 inches of soil, being careful not to break off the eye or the shoot. As the shoot grows, more soil is gradually added until in about three weeks one is able to completely fill the hole. If the soil is very dry at planting time, give the planting a bucket of water.

Plants are planted in the same manner; the roots are slightly separated, spread out and planted, and covered with soil about 5 inches deep. For the first few days plants must be shaded and protected from the sun and wind with a bushel basket until they harden out. The baskets may be removed on cloudy days. Never plant tubers or plants in cold wet soils. Wait until the soil is warm, for the tubers or plants may rot. When more than two shoots develop from the roots, keep the strongest one, carefully removing the rest. After the shoots appear well above the ground, and the holes have been leveled off, cultivation begins. From the beginning cultivate around each plant twice weekly until the plant is well established. As it increases in height, tie it to the stake. Raffia, cloth strips or similar materials may be used. A severe windstorm may break even a robust plant unless it is tied well to the stake.

Inspect your plants minutely for insects. Regular cultivation and weekly spraying from the very beginning will result in clean, healthy plants during the entire growing season.

Do not water the plants too much at the beginning unless it is a hot dry season. It is best to give each plant a full bucket of water at a time, rather than frequent light sprinklings. After your plants are well established and the buds start to show, cultivation should stop. The soil should be raked lightly to keep a crust from forming. As the buds appear, the plants can be watered well. At this time, also, fertilizer can be sprinkled around each plant. Be sure the soil is slightly wet before you apply any fertilizer. The fertilizer should be kept at least 8 inches away from the plant stalk. This may be repeated every two weeks until three applications have been made. Water well after each application of fertilizer.

Dahlia buds appear in clusters of three. Should you wish some large blooms, pinch out the smaller two buds and permit the largest one to flower. By doing this, you will get fewer blooms, but they will be larger ones.

After killing frost has blackened the plant, cut it off close to the ground. As soon thereafter as convenient, but before a freeze sets in, loosen the soil well around the stalk for a distance of a foot, then lift the clump out of the ground with a digging fork. It is better if two forks are used. Be careful not to break off any tubers. The clumps may be stored in a basket or a box; set the clump upside-down with the stalk down so that the water drains from the stalk. Store in a cellar that does not reach the freezing point, or get too hot or dry. Inspect them during the winter months. If some tubers have shrivelled, moisture is needed, and the necessary amount may be given.

After the clumps are stored, clean your garden of debris and burn all the old stalks. Insect eggs may be harbored in these; burning them is the safest way of destroying them. The plot of ground is spaded over in preparation for the following year. Well rotted cow manure added to your soil at this time will bring better results the following year, at which time the cycle of growing good dahlias starts all over again.

Editor's Note: In the limited space available it is impossible to go into complete detail about the subject discussed in this department. A stamped, self-addressed envelope addressed to Mr. B. B. Melgaard, Assistant to Purchasing Agent, Union Station, Chicago, will bring you all the additional information you desire. Mr. Melgaard is past president of the Central States Dahlia Society and present vice-president of the American Dahlia Society. He will gladly give you advice on dahlia culture, spraying, exhibiting, and related subjects.

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To the Members of the Milwaukee Employees' Pension Association:

IT gives me pleasure to inform you that the litigation, referred to in the annual report published in the May issue of the Magazine, has been concluded and the Court, among other things, decreed:

That the Pension Fund assets and property of the Milwaukee Employees Pension Association be turned over and delivered to said Association by the Custodians heretofore appointed by the Court;

That the Association, its Board of Directors and Executive Committee, pursuant to its corporate resolutions, proceed with the speedy liquidation and distribution of assets of the Association; and

That the Association, its Board of Directors and Executive Committee, be and they are hereby permanently restrained and enjoined from hereafter paying to any persons refunds of contributions to the Pension Fund upon the death of any member of the Association.

L. C. Boyle,
President.



SWEET MUSIC

Quoted below is a letter Mr. O. N. Harstad, general manager (Lines East), recently received from Mr. Otto F. Schwanke of Detroit, Mich.:

"It being the first time in eight years that I have travelled by rail, I had no way of knowing what I was missing by not having ridden on The Hiawatha.

"I had occasion the other day to make the trip to St. Paul and I cannot prevent myself from sending you my thanks for the fine ride and exceptional courtesy extended by your employees."

Meek Voice: "Doctor, this is Mr. Henpeck. My wife has just dislocated her jaw. If you're out this way next week or the week after, you might drop in."



Group which took part in the Madison (Wis.) service club's pot luck supper April 23rd.

Savanna Club Acts as Host to Civic Groups

NOWHERE on the entire system has the new surge of interest in the service club movement been more graphically demonstrated than it was at a "get-together" meeting which the Mississippi Palisades Club of Savanna, Ill., held on May 15th for the local Commerce Association, Lions' Club and Rotarians.

The guests were banquetted in the Veterans of Foreign Wars Building, with James J. Roe, chairman of the service club, acting as toastmaster. He introduced Glenn B. Laughrin, representing the Chamber of Commerce; W. F. Hafemann, president of the Rotary Club; Fr. H. Foster Whitney, president of the Lions' Club, and Mayor Rhene B. Law. Each of the gentlemen spoke briefly, all being of the opinion that more meetings of that type could do considerable by way of establishing good will among the business, professional and laboring men of the city.

Superintendent Munson made a short talk in which he remarked that the meeting that evening was a splendid start toward the closer relationship desired by all, and expressed himself as being in favor of continuing the spirit of cooperation between the railroad and the people of Savanna as represented there that night.

A timely talk was made by Rev. William Richards of Lindenwood, Ill., who spoke on Germany and observations he had made during his extensive travels in Europe. His remarks made an especial appeal in view of the foreign situation at the time. He spoke in English, although his linguistic talent embraces five languages.

A. G. Dupuis Featured Speaker

The principal speaker of the evening, however, was A. G. Dupuis, assistant public relations officer, whose talk formed the greater part of long articles about the event appearing on the front pages of the Savanna Times-Journal and the Savanna Review.

In view of the fact that his remarks were very much to the point and well-suited to the occasion, his talk is quoted in part:

"We people in the railroad business are always glad to be given an opportunity to visit with the people we regard as our bosses. By that I mean you—every one of you. And I don't mean that you are our boss simply because we must regard you as customers. You're the boss because you sit in the driver's seat so far as controlling and regulating the railroads are concerned. Ever since the railroads ceased to have complete authority over their own affairs, you people, through your representatives in government, have been running them.

"There is none of us so impervious to reasonable argument that he will not agree that perhaps the railroads needed some of the disciplining that was imposed upon them a couple of generations ago.

"We have all known of times when it has been necessary to send a boy off to bed without supper, but in the natural course of events that boy is permitted to rejoin his family circle and take his place at table. The railroads were sent off to bed without supper once, and the door was locked so that they couldn't come down. Whoever had the key must have thrown it away and forgotten all about them.

"The fate of the American railroads

is in your hands. You're the boss, and the question of what's going to be done about the situation in which the railroads find themselves today is one that can be answered only by the American public.

"Public agencies dictate the rate of charge we may make for our service. They dictate the classes of equipment we are permitted to operate. They govern the standards of safety to which we must adhere. And they even tell us exactly what forms and methods we must use to keep our books and records."

He went on to explain the excess to which regulation of railroads had been carried and the stifling effect that that regulation is having.

One of the most outstanding points which Mr. Dupuis impressed upon his audience had to do with the fact that the railroads actually pay more toward the upkeep of the country's highways than do the inter-city commercial highway users themselves. The remainder of the money required for highway construction and upkeep, he pointed out, was coming largely out of the pockets of such men as those present.

Music

The entire meeting was not devoted to business, however. "The Swing Cats," a local orchestra, provided music throughout the evening. There was also group singing and a number of songs were well rendered by a troupe of singers who style themselves "Twelve Tones in Their Teens."

Club Increasingly Active

Although the Mississippi Palisades Club never sponsored an event of equal magnitude, the members have been showing an increased interest for some time. One of its gestures was in the form of a large advertisement which appeared in the Savanna Times-Journal of April 20th, over the names of

SERVICE CLUBS

the service club, the Savanna Chamber of Commerce and the Northwestern Illinois Utilities Minnavanna Club. The advertisement took the form of an appeal to the citizens and business concerns to further the good name of a fine city by exercising their civic pride, by cleaning up, painting up and fixing up.

A banner line across the top of the appeal read, "We Believe in Savanna." So do we.



H. M. Kelly, chairman of the Sioux Falls club.

Public Meeting in Haskins, Iowa

IN AN attempt to obtain a cross-section of public opinion regarding the necessity of continuing an agency at Haskins, Iowa, a public meeting was held in that town early in May, with around 175 townspeople in attendance.

The evening's program was opened with music by Vern Brown and his band from Columbus Junction, Iowa. The group played several times during the evening, lending a pleasant atmosphere to the proceedings.

M. F. Pollard, chairman of the Southwest Service Club, acted as toastmaster, and gave an interesting talk. Rev. N. F. Chapman, minister at Haskins, Superintendent O. A. Beerman, and C. C. Carnes, chairman of the Marion Line service club, also gave brief talks relative to what the Milwaukee Road has already done, is doing now and hopes to continue doing for the community in the way of furnishing them with first class transportation service at fair rates, giving employment to their people and paying their share of the taxes.

At the close of the meeting refreshments were served and an enjoyable social hour followed.

It was believed that the meeting went far toward arousing the town's interest in its own and the railroad's welfare and will, in all probability, be reflected in improved business at the Haskins agency.

Briefs

BELOW are listed in very brief form some of the outstanding activities of service clubs here and there since the report in the May issue of the magazine:

The Cedar Rapids Area club, meeting in Cedar Rapids on April 18th, announced that the members had submitted 73% of all tips reported for the Iowa Division during March.

At the April 25th meeting of the Aberdeen, S. D., club W. J. Moriarity of the Store Department won the rhyming contest against strong competition. The rhyme:

"I cannot pull a rabbit from a hat,
Our friends to entertain,
But I can get a Traffic Tip
To help fill a waiting train."

The club had an open meeting with local business men on May 23rd, by the way. A music committee is forming a Milwaukee Chorus and Milwaukee Quartette for just such occasions, too.

The James River Valley club staged an open house at Virgil, S. D., on April 15th, and about 200 attended, the majority of them non-railroaders. It was a great success.

The Miles City club held a meeting of sufficient importance on April 29th that the "Miles City Daily Star" carried a lengthy article about it, in addition to three other items about the club activities which had appeared during the preceding week or so. Superintendent Hervin was the chief speaker of the evening.

F. D. Schoenauer, vice chairman of the Mitchell, S. D., club, told the members at a meeting on April 14th that a tip he had submitted had been responsible for a party of high school students chartering a special train to Madison, S. D., instead of taking buses as they had originally planned to do. The solicitors had pointed out, among other things, that railroad taxes went a long way toward supporting the school.

Chairman B. C. Sielaff of the Ripon Area club, at a meeting in Winneconne, Wis., on May 9th, offered the club members "a treat on him" if they could submit more tips than their neighboring competitor, the Old Line club of Horicon, Wis., during May. He went even further and offered a box of candy to the first lady who turns in a productive tip.

Western Minnesota club held a pot luck supper at Montevideo, Minn., on May 22nd; each family or singleton was required to bring one dish *with something in it*. It was reported to have been great sport. The members arranged for a picnic to be held in June.

The band of the Hiawatha club, Milwaukee, made its first public appearance May 20th in Sherman Park, adding the finishing touch to the opening of the Soft Ball League in that city. Not having uniforms at that time, the musicians all wore clean overalls or coveralls and engineer's caps.

Club Notes

Officials Attend Meeting of Inland Empire Club

WHEN this club met in Spokane, Wash., on April 15th, it had as its distinguished guests Messrs. H. A. Scandrett, H. B. Earling, M. H. McEwen and J. F. Bahl.

Mr. Scandrett inspired the club with his talk, which was very interesting and concise. He expressed his delight in the fact that his one day in Spokane happened to be the day that the club was having its meeting. The thing he enjoyed most in going over the railroad, he said, was the renewal of old contacts with its people.

He reviewed briefly the history of the road's progress since it was forced into bankruptcy five years ago, and the effect that the reorganization will have on the employees.

Mr. Scandrett paid tribute to the work the service clubs have done and are doing, saying that they are a great help and improvement to the conditions on the railroad.

He also expressed the hope that all of the 30,000 people employed by the road will be able to see the necessity of their active assistance in procuring traffic tips; it is his belief that if each employe could see clearly the railroad's situation, he would want to do something about it.

Later in the evening brief talks were made by Messrs. Earling, McEwen and Bahl.

The program was concluded with cello and whistling numbers, followed by a motion picture and refreshments. Mr. McEwen added a very pleasant impromptu feature to the evening's entertainment by playing the piano. Judging by the reports, Mr. McEwen's informal little performance upheld quite definitely his reputation as an accomplished pianist.

St. Paul Club Organized

On the night of May 17th 40 employes met in Honor Hall, St. Paul, Minn., and, with S. N. Adams acting as temporary chairman, the plan of organization was read and a service club officially established. The following officers were elected:

Wm. Davison, switchman—chairman.
Fred Mortenson, machinist—vice chairman.

J. S. Andren, yard clerk—secretary and treasurer.

After a very capable group of men had been appointed to the executive committee, Superintendent Bagnell made a brief talk in which he told about the picnic to be held at Red Wing, Minn., on June 2nd.

A few remarks were also made by R. A. Burns, D.F.&P.A. from Aberdeen, S. D., and Lyle Young, public relations representative, also from Aberdeen, S. D.

From all indications it appears that the St. Paul organization got off to a flying start.



Officers of the Butte club. Left to right: H. O. Humphreys, secretary; and C. V. Peterson, chairman.

Ottumwa Club

There were 75 present when this club held its April 19th meeting. After a discussion of new traffic tips which had proved productive and an exchange of ideas on how to give farmers the best service on shipments of cream and return of cream cans, the members set about planning big things for the next meeting. It was decided that it should be held in the Eagles' Hall with a cooperative dinner followed by a program of entertainment and a dance.

Mr. Roy Barnes, government representative, spoke before the group on the Railroad Retirement Act.

The evening was concluded with a short

program consisting of a duet of singing guitarists, a tap dance routine, and a solo dance. Refreshments were served.

Mobridge Club

A large increase in attendance over the previous meeting was noted when this club met on May 13th, and it was regarded by all present as a very heartening sign that the employes were coming to appreciate the important function which the service clubs serve.

F. C. Williams, chairman, discussed the purpose of the meetings and advised every one as to the importance of the tip card plan.

Superintendent Hervin discussed the standing of the Trans-Missouri division in regard to the number of traffic tips turned in. He referred to the quality of the passenger service and also mentioned the fast time freight service which the road has recently inaugurated. The time freight has proved to be a success and Mr. Hervin complimented employes on the work which they were doing. He also stressed the importance of observing all safety rules.

J. O. McIlyar, division freight and passenger agent, discussed the train auto service which was recently put into effect. He also referred to the travel credit plan that recently was inaugurated. It was suggested that employes should mention these two new services when attempting to obtain traffic tips.

West H&D Club

With Lisle Young, public relations representative, and R. A. Burns, D.F.&P.A., Aberdeen, S. D., on hand to do the speaking, the meeting of this club on April 23rd went along with considerable success.

In his talk, Mr. Burns gave the members several clues regarding where traffic tips could be found and also presented suggestions on how to create tips where apparently none were to be had.

Mr. Young spoke on sociability in connection with meetings with the public. He suggested the matter of departmental education by having members of various branches of service give talks on what their jobs consist of and how those jobs fit into the railroad scheme of things as a whole. He illustrated by telling a story of how a flagman submitted what appeared to be a useless traffic tip, but which produced 15 carloads of lumber, proving that the other fellow's job often entails more in the way of public contact than one might realize.

Dan Coonen of the Railroad Retirement Board spoke a few words and offered the help of his office to any who had questions concerning retirement pension or unemployment.

Musselshell Valley Club

One of the largest meetings on record since the service clubs have been organized took place in Roundup, Mont., where the Musselshell Valley club announced a public gathering for the night of May 3rd and got a total of 407 townspeople. Some one, it would seem, deserves a hearty pat on the back.

Professor Smalley, superintendent of the Klein Public Schools, was the principal speaker of the evening. He gave a graphic account of the close relationship which exists between the people of that district and the Milwaukee Road. Among other things, he mentioned an anticipated movement of a special train from Washington, D. C., to the west coast, which party has selected the Milwaukee Road, wherever possible, over which to make the trip.

Lisle Young, public relations representative, very ably outlined the aims and purposes of the service clubs, speaking on the origin of the service club idea and the accomplishments which have been forthcoming.

An excellent talk was made by Superintendent Hervin, who presented some statistics in connection with railroad operations in the United States, mentioning particularly that one-fourth of all the coal produced in this country is consumed by the railroads.

Several musical numbers presented by

the following groups contributed greatly to the interest of the meeting: Klein School Band; Klein School Girls Glee Club; Klein School Sixth Grade Glee Club; guitars and accordion trio; guitar, banjo and base violin trio, and the Ryegate Band under the direction of agent Rodiske of Ryegate, Mont.

Following the program there were dancing and refreshments.

The Musselshell Valley club members are to be congratulated on establishing some sort of an attendance record.



Officers of Savanna club (Mississippi Palisades). Left to right: J. J. Roe, chairman; and A. B. Ferguson, secretary.

Mid-Southern Minnesota Club

LETTER from Mrs. Helen Holden, the ever-enthusiastic club secretary, and a half-column clipping from the Fairmont Daily Sentinel, tell of a fine meeting held April 17th in the dining room of the Masonic Temple in Fairmont. Attendance totaled 56. A very interesting and instructive program had been arranged, including songs by a group of high school girls, vocal selections by county nurse Dagmar Johnson, Miss Gladys Peterson at the piano; piano accordion selection by Miss Joan Grewe.

Guest speaker was Attorney Robert McCune of Fairmont Railway Motors. Dr. Eickelberg of Fairmont Canning Co. showed colored moving pictures depicting the entire process of producing, preparing for market and shipping to eastern markets in specially equipped U. R. T. cars via the Milwaukee Road their various frozen vegetable products.

Following the program a business session was held and talks were made by superintendent Hotchkiss, trainmaster Weiland, and agent Full, of Austin. A social hour followed and refreshments were served by the Fairmont members.

Arrow Club

AT Sioux City on April 11th, 73 members met at 8:00 p. m. and discussed circulars and letters received by chairman Lamb since the previous meeting and various items of new business.

Traffic Tips received due attention as well as ways and means of obtaining certain classes of freight now moving largely by truck.

This club is arranging for a dance in the near future to provide funds for a better meeting place and to finance entertain-

ment and refreshments for future meetings.

Aberdeen Club

THIS Club, in addition to general activity, is endeavoring to form close working arrangements with other clubs in Aberdeen. The committee in charge has notified the Civic Association that it will be pleased to attend meetings of other organizations in connection with civic and public affairs, and that it is the desire of the club to cooperate with the Civic Association in every way possible.

Milwaukee Road service clubs are as important as any other clubs in most communities, and the action of the Aberdeen Club could be followed by other service clubs that have not yet taken action to this end.

Changes in Club Officers Since Last Report

- Harlowton Service Club
Chairman—G. J. Johnston, traveling engineer, Harlowton
V. Chairman—Rex Grivetti, clerk, Harlowton
Secretary—Keith Byington, roundhouse clerk, Harlowton
- Miles City Service Club
Chairman—G. A. J. Carr, district storekeeper, Miles City
V. Chairman—A. W. Wickersham, conductor, Miles City
Secretary—R. H. Jensen, sec'y to superintendent, Miles City
- Ripton Area Service Club
Chairman—B. C. Sieloff, agent, Omro, Wisconsin
V. Chairman—George Meigher, agent, Waukau, Wis.
Secretary—I. C. Meyer, agent, Berlin, Wis.
- Roosevelt Park Service Club
Chairman—S. L. Richey, conductor, Marmarth, N. D.
V. Chairman—J. F. Hayes, agent, Baker, Montana
Secretary—Mrs. H. E. Wood, wife of roundhouse foreman, Marmarth
- Tama Area Service Club
Chairman—L. W. Fiala, section foreman, Tama, Iowa
V. Chairman—Mike Vavra, section foreman, Tama, Iowa
Secretary—F. S. Griswold, operator, Tama, Iowa
- Rockford Area Service Club
Chairman—T. A. Malana, yard conductor, Rockford, Ill.
V. Chairman—Wm. Morick, car foreman, Rockford, Ill.
Secretary—Clara Mahoney, demurrage clerk, Rockford, Ill.
- Old Line Service Club
Chairman—Wm. Fiebelkorn, chief clerk, Beaver Dam, Wis.
V. Chairman—L. J. Campbell, agent, Woodland, Wis.
Secretary—Harold Kuhn, ticket clerk, Beaver Dam, Wis.
Treasurer—Fred Theil, agent, Hartford, Wis.
- Nosokota Service Club
Chairman—O. B. Tripp, agent, Hettinger, N. D.
V. Chairman—M. H. Child, section foreman, Bucyrus, N. D.
Secretary—B. Bywater, cashier, Lemmon, S. D.
- Platte-Stickney Service Club
Chairman—L. O. Greene, agent, Ravinia, S. D.
V. Chairman—L. W. Diede, section foreman, Delmont, S. D.
Secretary—J. C. Paulson, agent, Delmont, S. D.
- Albert Lea Service Club
Chairman—T. W. Burke, agent, Albert Lea, Minn.
V. Chairman—Ben Woolworth, agent, Waldorf, Minn.
Secretary—L. H. Severson, cashier, Albert Lea, Minn.
Treasurer—W. E. Poeschal, clerk, Albert Lea, Minn.

The Agricultural and Colonization Department

Homestead Land Rush Sun River Project—Fairfield, Montana

On March 22, 1940, the Bureau of Reclamation announced that 141 farm units, containing about 13,550 acres of irrigable lands would be opened for homestead entry beginning April 22. More than five applications were filed for each available tract. Each successful applicant was required to satisfy the examining board that he possessed required qualifications as to industry, experience, character, health, vigor, and capital of at least \$2,000 in money or its equivalent in livestock, farming equipment or other useful assets. A large number of the applicants had capital assets of from \$4,000 to \$5,000.

Legislation was passed at the 1939 session of Congress which enabled the Farm Security Administration to cooperate with the Bureau of Reclamation in financing homesteaders on Government Reclamation Projects and this aid was available for up to about 60 of these new homesteaders. Legislation is pending in the present session to continue such financing cooperation and is expected to be passed.

Water for the irrigable lands on each of the 141 farm tracts will be available during the irrigation season of 1940 and thereafter.

In addition to the Government lands on the Sun River Slope irrigation water will be available for the first time to 2,585 acres of privately owned lands and 1,545 acres of State land.

Incident to the division and settlement of this Sun River Slope area is the need for providing adequate farm to market roads and plans are under way which it is expected will result in the construction and improvement of roads leading into Fairfield from the project with provision of adequate usable road facilities for each farm unit.

The Bureau of Reclamation is now making investigations for the purpose of determining best utilization of the

return flow of irrigation waters into Muddy Creek and is seeking to locate an area of land that will be productive under irrigation for which such return flow can be used.

The Bureau is also making investigational studies and surveys to determine methods by which large additional flood water storage can be secured above the Gibson Reservoir and it is estimated that such storage may be available for up to an additional 40,000 acre feet of water for use in the irrigation of lands adjacent to or nearby the Sun River Project.

The 141 who have been selected as eligible for filing homestead entries upon these farm units are to be congratulated on being given such opportunities for establishing farm homes on this reclamation project which has demonstrated its ability to profitably produce such crops as sugar beets, peas, potatoes, alfalfa, all the small grains and garden products.

A visit to the thriving town of Fairfield and a drive over the Project with its hundreds of attractive farm homes and highly productive acres is a truly inspiring sight and a demonstration as to the need and value of the reclamation of land by irrigation and on this project the Bureau has truly done a magnificent job.

To Market Forages Mid-West Farmers Will Produce Feeder Calves

MORE pasture, more hay in the middle west, and, in fact, all of the older farmed sections of the country, is the objective of many of the governmental agricultural programs. Generally farmers are increasing their acreages of legumes, clover, alfalfa and sweet clover.

Aside from their soil conserving and soil building benefits, these pastures and hays are best used for feeds for livestock and generally are only marketable when so fed. Because of the

increased acreage of these forages many farmers are looking for feeder cattle and ewes while some will purchase cows for breeding purposes that will be run on pasture during summer, be fed hay and silage during winter and produce a calf crop which will be sold.

One group of mid-west farmers have organized, appointed their purchasing agent, established needed credits and are ready to buy 2,000 cows. These cows will provide a market for the roughages and the calves raised will be sold to other farmers who annually fatten cattle.

Train-Auto Service and Credit Plan

(Continued from page 7)

including meals and incidentals, while Mr. B is away from the office three business days and his trip costs double the amount of Mr. A's.

The cars, incidentally, will look exactly like privately owned ones.

The plan has already given indications of its popularity and it is felt that thousands of people traveling for business and for pleasure will now go by train, as they can be assured of having an automobile awaiting them at their destination or at stop-over points.

INSTALLMENT PLAN FOR PURCHASING PASSENGER TRANSPORTATION

The would-be vacationer, who used to be in a quandary as to how she could buy clothes for a trip to the mountains and then pay for the trip, too, can stop worrying. According to a new plan, whereby the trip can be paid for in installments *afterward*, she can trick herself out to her heart's content and get her rail ticket on credit, provided, of course, she isn't a complete financial wreck.

To stimulate passenger travel the Milwaukee Road adopted, effective May 20th, an installment plan for purchasing transportation. A number of other roads have adopted the plan also.

All forms of railroad passenger transportation costing \$50.00 or more may be purchased by this method. The plan includes passage tickets, sleeping and parlor car tickets, and all expense tours when the entire collection is made by the railroad.

It is possible to make immediate arrangements for this service in a great number of towns and cities along the Milwaukee line. At points where no arrangements have been made locally for the plan, the required procedure can be taken up by the road's representative with banks in nearby cities that are shown on lists provided all ticket agents and passenger representatives.

All things considered, there seems to be little reason for any one to stay home when the weather, or the wife's relations, or the longing for the sight of far-away places imbues him with the desire to be up and away.



Baby beef on the Sun River Project, Fairfield, Mont.



Group attending Women's Club luncheon at the Stevens Hotel, Chicago, in connection with Biennial Meeting.

Women's Club Biennial Meeting Held May 17th and 18th

THE Biennial Meeting was opened in the North Ballroom of Hotel Stevens, Chicago, at 10:45 a. m. on May 17th. Fifty Chapters were represented and fourteen General Officers and Chairmen, members of the General Executive Committee, attended. Many members outside of the General Governing Board (which is composed of the General Executive Committee and the presidents of all of the chapters on the railroad) were guests, the total attendance at the meeting being about 125.

The President General, Mrs. Carpenter Kendall, welcomed the members and expressed her appreciation of the fine turnout. She said there was considerable business to attend to and she would not take up the time with any further remarks.

The report of the two Secretaries General and the Treasurer General followed. Mrs. Dolan, Recording Secretary General, gave an abridged report of the General Governing Board meeting held in 1938 and the four district meetings held in 1939. Mrs. Sparrow, Treasurer General, reported that her books had been audited and found to be correct, and stated that the General Governing Board balance as of January 1, 1939, was \$14,376.00, total receipts during 1939 \$3,933.46, total disbursements \$3,364.83, leaving a balance of \$14,944.58 on December 31, 1939, and that the balance on April 30, 1940, was \$15,435.82. Miss Lindskog, Secretary General, read a report of her own work and of the work of the chapters throughout the system for the first four months of 1940, showing \$3,200.00 spent for welfare and good cheer, 6,900 welfare and good cheer calls made, 1,565 messages of cheer and sympathy sent, 242 families assisted, 2,710 persons reached through good cheer, \$2,275.00 earned on money-making activities, a paid membership for 1940 of 10,026, and a balance in chapter treasuries on April 30th of \$11,500.00. Miss Lindskog also reported donations from the Governing Board treasury for welfare work since January 1st of \$462.50, and an amount of \$1,045.00 earned on its vending machines.

The General Officers and General Chairmen were called upon for reports, which were given briefly.

This was followed by roll call and election of officers. The nominating chairman, Mrs. Frank De Mars, president, Seattle Chapter, read the list of nominees as follows: President General, Mrs. Carpenter Kendall; First Vice-President General, Mrs. Geo. W. Loderhose; Second Vice-President General, Mrs. J. T. Gillick; Third Vice-President General, Mrs. A. C. Kohlhasse, Butte, Mont.; Treasurer General, Mrs. W. W. K. Sparrow; Secretary General, Miss Etta Lindskog; Recording

Secretary General, Mrs. W. R. Dolan; General Directors, Mrs. O. W. Dynes, Mrs. E. B. Finegan, and Mrs. O. N. Harstad, Chicago; Mrs. E. H. Soike, Aberdeen, S. D.; Mrs. F. M. Washburn, St. Paul, Minn.; Mrs. C. C. Steed, Milwaukee, Wis.; Mrs. J. T. Hansen, Sioux City, Ia.; and Mrs. L. K. Sorenson, Tacoma, Wash. A motion was made and seconded that the nominations be closed and the secretary instructed to cast a ballot for the ticket as read by Mrs. De Mars.

A few changes in the Constitution were in contemplation and came under discussion, all of which were accepted by the Governing Board, and the Constitution will be changed to fit the new conditions.

A number of the guests availed themselves of an invitation to visit the radio station WGN during the noon hour, for which the station had courteously sent free tickets.

The afternoon session was called to order at 2:30 p. m. and certain routine business was transacted, after which the Chairman of Constitution and By-Laws Committee introduced a standing rule to be operative during the present two-year term of office. The motion was discussed and accepted.

Reports of Chapter Presidents were then given, showing excellent work, a fine and friendly spirit of co-operation, and interest in the aims and purposes of the Milwaukee Railroad Women's Club. Then followed a period devoted to questions and answers and this also disclosed the real underlying feeling of the work and the desire to carry on to the best interests of the club and the Milwaukee Railroad personnel. Finally adjournment was taken at 6 p. m. and the general feeling was one of a real service rendered by all those present to the best interests of the club.

General Get-Together Luncheon

There was no meeting on the morning of the 18th as the business had been very thoroughly carried out the previous day. The luncheon was called for 1:30 in the Grand Ballroom of Hotel Stevens. Those of the membership who attended one of our previous luncheons which had been held at the Hotel Stevens had been looking forward with pleasant anticipation to another one of Hotel Stevens' superbly arranged functions. More than 300 guests gathered in the Grand Ballroom and after a short greeting from the President General luncheon was served. A quartet from

the Milwaukee Railroad Choral Club rendered several numbers and were recalled for some encores. This feature was closed with the singing by the quartet of "God Bless America," in which the entire assembly was asked

to join in the last verse.

The last course being the usual ice cream and cake became the unusual when the waiters marched into the ballroom, each carrying a miniature locomotive done in ice cream, standing on some rails of sponge cake. This was a special feature offered as a compliment to the Women's Club by the maitre d'hotel, Mr. Thoss, and was enthusiastically received and applauded.

The special entertainment then was a group of songs done in costume by Mrs. Cathryne Bennett's Ladies of Song. This group of women singers is one of the most highly admired and respected in the city of Chicago. They do only high class work and their singing was interspersed with some delightful readings by one of the number. It was generally conceded that no form of entertainment could have been more beautiful or more enthusiastically received than Mrs. Bennett's Ladies of Song. They were all charming, pretty girls and good singers. Mrs. Bennett accompanied them on the piano.

Miss Lindskog read the list of officers elected for the ensuing term, and announced that Mrs. Ryan had offered a resolution of thanks to Mrs. E. W. Soergel, general luncheon chairman, and her committee for the perfection of all the arrangements and carrying out of same for this luncheon, which was unanimously voted as one of the best that the club has ever held. A vote of thanks was also given to the Hotel Stevens for all the courtesies extended to the Women's Club. Announcement was also made that the gardenias found at each plate at the President's table were the gift of the two Chicago Chapters, also that the magnificent roses placed at both ends of the speakers' table and on every small table were the gift of Mrs. Johnson First Vice President of Seattle Chapter. The flowers had come all the way from Seattle and reached Chicago in perfect condition, due entirely to the care with which each flower had been wrapped in the box.

The President General then spoke a brief farewell and extended her best wishes to all present for health, happiness, and prosperity.

The Milwaukee Railroad Women's Club

Spokane Chapter

Mrs. W. H. Hunter, Historian

OUR meeting for February was held on the regular day, the fourth Tuesday. Mrs. Edward Breedon in colonial costume preceded the meeting to order.

The routine business, with reports of chairmen and plans for another card party preceded an interesting program.

A colonial tea was the occasion for decorations in red, white and blue. Small flags waved between candles of those colors, adding a cheery note as the members moved about in colonial attire. Several tables were arranged to display a collection of antiques—quilts, coverlets, paisley shawls and pictures of the yesteryears among the collection.

Mrs. Geo. Hill and Mrs. Frank McDowell exhibited quilts over one hundred years old, while Mrs. A. F. Mason's beautiful shawl, made by her great-grandmother, received much admiration. Mrs. Mason wore the shawl.

Mrs. Frank A. Ehrig, soloist, gave several numbers, accompanied on the piano by Mrs. T. J. Faney. Community singing was led by Mrs. Joe Lauranz. The reader, Mrs. Weldon Osborn, delighted her audience with her dramatic sketches.

A social hour followed and tea was served. The treasury was replenished with proceeds from the silver offering.

After the meeting the floral decorations were sent to Mrs. T. E. Linehan, a shuttin. A bouquet was also sent to Mrs. L. H. Mohr, a former member, who is ill in the hospital at Wallace.

A number of our members attended the Service Club meeting at the invitation of its new president, Fred Beal, who gave an inspiring talk.

A card party was given the evening of our regular meeting, the 27th.

Black Hills Chapter

Mrs. Matt Anderson, Historian

THE Black Hills Chapter has had a very busy and interesting year. Our clubhouse is finished and furnished very attractively.

The chapter held a house-warming and entertained the men. Cards and checkers were played and were greatly enjoyed by all. The membership party was held May 5, membership being up to par. Following dinner an informal time was enjoyed by the guests.

Engineer Diehl has a new title now, "Grandpa," and walks proudly. A fine baby girl arrived on May 9 at the home of his daughter, Mrs. H. J. Wallis of Long Island, and Fred rejoices.

Othello Chapter

Edith Bogardus, Historian

DURING the months of February and March our social and ways and means committee, under the supervision of Mrs. F. S. Schumacher, gave a series of three pinochle card parties and a dance.

Our president, Mrs. Clarence Showalter, accompanied by Mrs. C. J. Bogardus, attended the meeting in Spokane April 12 and enjoyed meeting Mrs. Carpenter Kendall and Miss Etta Lindskog.

We are planning on giving a three-act comic play in the fall as soon as the hot summer months are past.

Iron Mountain Chapter

Mrs. Walter L. Helting, Historian

WE OPENED our January, 1940, meeting at the home of Mrs. Morelli with a large group of members attending. Our

president, Mrs. A. Ambrosia, and other officers previously elected took charge of the business meeting.

A social hour followed with an attractive luncheon served by the hostess.

At the following meeting Mrs. Ambrosia thanked the members for their condolences on the recent death of her father.

Mrs. Clay Chapman, who will make her future home in Ontonagon, was presented with a farewell gift.

Cards wishing good health were sent to the following persons who have had a recent illness: Miss Rugean McDonnell, Mrs. R. H. Schwalenberg, Mrs. Elmer Olsen and Leslie Wallner.

During these last months the club has been busy with the so-called "galloping teas," in which a member or group of members visit another member (or "gallop" in on another member) at any time and receive a cup of tea (or coffee) for which she or they pay 10 cents. The tea is served with whatever else the hostess has on hand. It is not allowed that she prepare or buy anything special. The group find this amusing as well as profitable, since the money is added to the treasury.

It was agreed at the April meeting, at the suggestion of our president, that this club sponsor a series of card parties during the summer months for social activity, the money therefrom to be turned in to the treasury.

Considering May is the last regular meeting, Mrs. Ambrosia expressed the wish that these social events would keep our club in closer friendly relationship during the summer months.

Milwaukee Chapter

Miss Elinor Zuehl, Historian

ON WEDNESDAY evening, March 13, at 6 o'clock a supper was given at the Kitchen Craft Studio. Ninety-two women were present. Chairman, Mrs. Walter Wegner; co-chairman, Mrs. J. McConahey. Committee members who helped serve this supper were: Mrs. Walker, Mrs. Light, Mrs. E. Haese, Miss Elinor Zuehl, Mrs. J. Schuh, Mrs. Burns, Mrs. Wilson and Mrs. James. After the supper cards were played. This party netted \$25.80 for our welfare fund.

On Monday evening, March 18, regular meeting was held in the clubroom at 7:30 o'clock. This was a St. Patrick's costume party and most of the women came dressed in costume. First prize went to Mrs. Fannie Corey; second prize, Mrs. Harry Wilson; third prize, Mrs. Hansen, an old charter member.

The meeting was called to order by our president, Mrs. C. E. Larsen. Business was conducted in the usual way.

Treasurer's report: On hand Feb. 1, 1940, \$545.55; receipts, \$108.34; disbursements, \$83.59—leaving a balance of \$568.56 in the treasury. Membership: 126 voting, 14 contributing, or a total of 140 members.

Mrs. Dineen, sunshine chairman, reported flowers were sent to Mrs. Henry Gillich's funeral. Mrs. Dineen also sent out several sympathy cards.

Mrs. Kelly reported four families were given groceries and coal during March.

Four new members were presented to the club.

Mrs. Walter Heineman's name was drawn for the \$3 door prize. She was not present so the April prize is increased to \$4. Sunshine collection totaled \$2.88.

After several lengthy discussions the meeting came to a close.

Refreshments were served and cards were played.

On April 5 a luncheon and card party was held at the American Household Furniture Co. Chairman, Mrs. Walter Weg-

ner; co-chairman, Mrs. Cehr. The committee members who helped serve this luncheon were: Mrs. Thompson, Mrs. Brahm, Mrs. Geisler, Mrs. Dombrowski, Mrs. Fischer and Mrs. Krause. This party netted \$20 for our welfare fund.

April 15 a regular meeting was held in the clubroom. Business was carried on in the usual way.

Balance on hand, close of March, \$623.23. Four new members were presented to the club.

No welfare cases during April.

Four door prizes of \$1 each were given to the following ladies: Mrs. Mathews, Mrs. A. Freiberg, Mrs. A. Furlong and Mrs. Kaiser.

Sunshine collection totaled \$2.45. After the meeting refreshments were served and games were played.

On May 14 a card party with refreshments was held at the Milwaukee Gas Light Co.

Quite a number of the ladies are making arrangements to attend the biennial meeting of the Milwaukee Railroad Women's Club at Hotel Stevens, Chicago, May 17 and 18. As this is a gala event I hope there will be a large number attending this meeting.

The annual birthday party will be held on Monday evening, May 20, at 6:30 o'clock in the clubroom.

On Thursday, June 13, a pillowcase card party will be held in the clubroom of the Union Station in the afternoon and evening.

On Monday evening, June 17, there will be a regular meeting in the clubroom after which there will be a recess of two months.

Here's hoping everyone has a most enjoyable summer. Till we meet again and with lots of new members.

Aberdeen Chapter

Mrs. Roy A. Burns, Historian

THE chapter met in the club rooms for its March regular meeting. The president, Mrs. E. H. Soike, presiding. Immediately upon the call to order the meeting was turned over to the program chairman, Mrs. Beckel. She presented the following program. Phyllis Smith favored us with a violin solo, her accompanist was Winifred Marlink. The Betsy Ross quintette of the Robert Anderson Jr. Club of the W.R.C. sang three songs. The girls were accompanied by Mary Johns and directed by Mrs. Roy Mertz. Those singing were Millicent Winter, Marietta Donohue, Dorothy Mertz, Alice and Janice Soliday. The entertainers were given a rising vote of thanks.

After repeating the club motto in unison the members stood for a moment in silent prayer in memory of Mrs. H. M. Gillick.

Treasurer reported a balance on hand Feb. 1st, \$148.87, receipts \$112.05, disbursements \$68.63. Balance of \$192.29.

Mrs. Weist, chairman of the ways and means for February, reported the following a parcel post party, served a luncheon, awarded 3 cakes. Altogether they cleared \$68.40. Mrs. C. H. Anderson, ways and means chairman for March, told what her committee had done so far this month and of their plans for the rest of the month; this committee then awarded 2 pair of pillow cases and 2 one dollar bills. The pillow cases to Mrs. Mike Schmidt and Mrs. Frank Zahn. The bills by Mrs. Harry Sundem and Mrs. Jack Harr.

Hostesses for the evening were Mrs. O. E. Mattice, Mrs. O. C. Iverson and Mrs. J. I. Young.

Glad to report Mrs. H. Gibson is improving.

Mrs. Hartley and Mrs. Homan reported very ill.

Our president with a number of members are planning to attend the general meeting in Chicago May 17th and 18th.

We were sorry to hear of the death of Mr. Henry Sliter, father of Mrs. E. H. Soike. He passed away in California and was brought back to Aberdeen for burial. Masonic bodies and representatives of the Lady Trainmen and Milwaukee Women's Club attended.

Also report the death of Mrs. Ed Steven-

son, wife of a former Milwaukee Railway Veteran. She was buried in Aberdeen.

April meeting was held on the 15th. Upon the call to order, Mrs. Beckel, program chairman, introduced Crystal and Audrey Jahnel, who favored us with a piano duet. Then a male quartette from Central High School gave two numbers. The quartette included Delbert Brown, John Breen, Bob Barber and Frank Hoelsing. A rising vote of thanks was given the entertainers.

The general conference which convenes in Chicago, May 17th and 18th, was discussed. Several of the ladies planned to attend.

Minutes of previous meeting read and approved. Treasurer reported balance on hand March 1, \$192.29; receipts for March \$82.70; disbursements for March \$130.79; balance on hand April 1st, \$144.20.

Miss Brown reported 13 voting and 14 contributing members paid during March, making 68 voting and 67 contributing, or a total of 135 members.

Mrs. C. O. Lundquist, Safety First chairman, told us something about safe driving and cautioned us to be especially careful of all pedestrians.

Mrs. Sundem, corresponding secretary, reported sending 44 cards and greetings.

Mrs. Chas. Miller was commended for her work in the cloak room.

Mrs. Weist and Mrs. Conley conducted the contests for one-dollar bills which were won by Mrs. Chas. Miller and Mrs. John Achtien. Mrs. Weist also announced a card party for April 24.

Mrs. C. H. Anderson, chairman of ways and means for March, reported clearing \$66.25 for the month. Her committee auctioned a pair of pillow slips, which were sold to Mrs. C. O. Bross. The ways and means committee were glad of the opportunity to serve luncheons to the So-Journers Club of Aberdeen and were able to earn a nice sum of money doing it.

Yearly report from the governing board has been received and glad to read the news of the Aberdeen Club.

The relief cases seem more numerous than usual.

We are looking forward to the judges' report on who is to receive the Lydia P. Byram award in music.

We shall miss three of our faithful members who are leaving about June 1: Mrs. A. H. Adams, Mrs. J. D. Shea and Mrs. E. S. Reeves.

Three Girl Reserves, the Misses Arnold, Biegler and Erickson, served the lunch under the supervision of Mrs. Arnold and Mrs. Karr.

Seattle Chapter

UNDER the supervision of Mrs. A. S. Seymour a very capable committee served a fine luncheon on the 28th of March. After the regular business meeting Mrs. C. G. Hurlbut introduced the speaker for the afternoon, Mrs. Mattie Bayman. Her subject was "The Art of Speech in regard to Personality." Committee: Mrs. J. T. Nordquist, J. N. Strassman, Geo. Foreman, Wm. McFadden, R. H. Robbins, E. W. Zilley, Lyle Peterson.

April was a busy month for our chapter. On the eleventh The Ways and Means Committee chairman, Mrs. H. E. Moody, conducted a plant sale in the morning, followed by a luncheon bridge party. This was an innovation and the substantial sum realized proved that we have many garden lovers in our midst as well as many friends outside the railroad family who very willingly donated some fine stock for our sale. Mrs. B. R. Johnson and Mrs. Clyde Medley were responsible for the luncheon while Mrs. Carson assisted by Mrs. MacDougal, arranged the cards. The prize for the table was a potted plant.

April 15th the Tacoma and Seattle Chapters were joint hostesses at a tea for Mrs. C. Kendall and Miss Etta Lindskog. This was a friendly get together over a cup of tea and proved an interesting and pleasant afternoon. Our president general brought the east to us and we trust she took some

of the western spirit of co-operation back with her. Mrs. Clyde Medley was hostess for our regular monthly meeting held on the 25th. Mrs. Harry N. Stinson of the P. I. Garden Club, also the Garden Council, talked to us on gardens and the arrangement of flowers. Her audience showed by their absorbed attention how interested and pleased they were, especially when she made some very lovely corsages for their instruction.

The committee: Mmes. Geo. Foreman, E. H. Barrett, A. W. Magill, M. L. Pence, R. H. Robbins and Lou Barkley.

New Lisbon Chapter

Mrs. George Oakes, Historian

ON MARCH 26 the forty-sixth regular meeting of New Lisbon Chapter was called to order by the president, Mrs. J. Barnes, at the American Legion Hall at 2:30 o'clock.

Nineteen members were on hand to give the club motto. In addition we had two visitors present.

After our monthly reports were read and approved, correspondence from Mrs. Trainer of Lyndon Station was read. A letter from Miss Lindskog was also read in regard to the coming general governing board meeting to be held May 17 and 18 in Chicago.

The good cheer chairman reported nine personal calls, three messages sent and ten families contacted.

We now have thirty-two voting and twenty-eight contributing members.

Our sunshine fund amounted to 37 cents. There being no further business, the meeting was adjourned. We then enjoyed playing bingo. All of the members had purchased 5-cent articles and we put them in a grab-bag and each winner of a game of bingo had a chance to grab for her prize until all gifts were gone.

Luncheon was then served by Mesdames K. Andrews, F. Southworth, D. Wescott, R. Bullis, Wm. Smart and R. Alexander.

On April 30 the forty-seventh regular meeting of New Lisbon Chapter was called to order by the president at the American Legion Hall.

Twenty members and one guest were present.

Reports by the secretary and treasurer were read and approved. The treasurer reported a balance of \$82.14. The ways and means chairman reported \$1.97 taken in this month. The good cheer chairman reported \$1 spent for good cheer, 12 personal calls made, 9 messages of cheer or sympathy sent and 12 families contacted. The membership chairman reported 44 voting and 38 contributing members, a grand total of 82 members.

Correspondence from Miss Etta Lindskog in regard to eligibility was read to the club.

After adjournment a luncheon was served by Mesdames J. Grahm, H. Moran, G. Cade, C. Christensen, D. Bogart and L. Hansen.

Sioux Falls Chapter

Mrs. Harry Kelly, Historian

REGULAR meeting of the Milwaukee women's club was held in the home of Mrs. John Horstman, Feb. 13. Routine business was carried on, after which a valentine party was given and valentines exchanged. The home was very beautifully decorated with arrows and hearts and lunch was served from a lace covered table. About 25 members were present.

The annual dance was held March 28 in the Arkota Ball Room. Every one had a grand time and the club realized a good sum of money which was added to our treasury.

Seventy men, women and children of the Milwaukee Road employes enjoyed a get acquainted meeting April 8 in the new club rooms. A pot luck supper was served. Mrs. Wm. Love, Mrs. John Nelson and Mrs. Harry Kelly in charge of arrangements.

Following supper a short program was enjoyed, after which cards were played with

prizes won by Mrs. Mary Kohls, Mrs. O. B. Thompson, R. W. Leeper, George Kohls, Mrs. L. Drew, Mrs. C. Johnson, Mr. Wm. Love and Mr. John Nelson.

It is with sincere regret that we announce the death of Mrs. Jennie Wheeler, a past president of our club. Our sorrow is lessened only by the knowledge that her sufferings are at an end. May God bless and give the needed consolation to all who "long for the touch of a vanished hand, and the sound of a voice that is still."

"A life like hers, so gentle and true,

Dies not with the passing of years.

But leaves its impress on our hearts,

Stilling our doubts and fears,

Guiding our feet into safer paths,

Through the earthly storm and strife

Until we, too, like those we loved,

Receive the Crown of Life."

Green Bay Chapter

Mrs. A. Johnson, Historian

GREEN Bay Chapter met in club rooms, beginning with a pot luck supper at 6:30 o'clock, on May 2nd. About 75 members were served. Meeting was opened by repeating club motto. Mrs. Brennen, the president, then introduced Mrs. Carpenter Kindall, president general, and Miss Etta Lindskog, secretary general, of Chicago. A motion was made and carried that our president be allowed necessary expenses for her trip as delegate to Chicago. Mrs. Buechler made a report on membership drive, showing an increase of 156 members over 1939. The club now has 582 members, the most since club was organized. The club also thanked Mrs. MacMahon, Mrs. Stickler and Mrs. Gunn, because it was through their efforts that we went over the top.

Good cheer chairman Mrs. Brebe reported sending of five good cheer cards and one card of sympathy. Mrs. Heyrman, welfare chairman, reported sending two orders of groceries. Treasurer reported money received \$455.36, disbursements \$31.37, leaving a balance of \$423.99. Mr. and Mrs. MacMahon reported on essay contest, 1,375 essays and 400 posters were received, some of which were shown and one essay read by Mrs. Maloney. Mr. MacMahon also spoke on the contest and his work with the various schools. It was decided to have a dinner at Ausgar Hall, June 11, for the winners of the contest and escorts and judges, and for all employees of The Milwaukee road, tickets to be sold for same. Brief talks were given by Mrs. Kendall and Miss Lindskog. Mrs. McLean presented each with a gift. After our penny march, which was 87c, we adjourned.

Savanna Chapter

Mrs. G. H. Rowley, Historian

THE annual May luncheon of the Savanna Chapter was held in the banquet room of the Rhadke Hotel at 1 p. m. Monday, May 13th. It was the usual gala affair with 85 members present. The tables were decorated with cut flowers and all enjoyed a most palatable menu.

After the luncheon a short business meeting was held in the Lydia T. Byram club house. The various committees reported as follows: \$39.22 spent for welfare work; \$8.47 spent for good cheer.

The Ways and Means chairman reported taking in \$6.39 from the penny march. Membership chairman reported 177 voting members to date. This is an increase over our last year's membership. We are all working hard on the membership drive and I'm sure we will have a decided increase over last year by June 1st.

The following committee was appointed for the June meeting: Mrs. C. M. Langley, Mrs. J. H. Mulder, Mrs. Ben Nutt and Miss Mildred Nutt.

The attendance prize was awarded to Mrs. Virgil Tyler.

After the meeting cards were played with prizes given to Mrs. Joe Hovodal in bunco, Mrs. Harry Casselberry in 500, Mrs. Bert Follet in Contract, and Mrs. John Bertoncella in Auction.

ON THE STEEL TRAIL

I&SM Division—First District

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

No doubt some of you will be surprised at seeing news of the old I&M Divn. in our Magazine. Some of the men on the division thought we should have a correspondent and asked me if I would try it. I wrote to Mr. Green, editor, and with his prompt acceptance of the suggestion, I shall do my best to give you all the news sent me and, of course, what I can pick up through other means. The success of this endeavor will depend somewhat on all the employes on the division sending me what news develops at their respective stations. I should like to have sent to me news of all deaths, births, marriages, appointments and disappointments. In reporting deaths among active employes or members of their immediate families, a short, concise obituary should be included.

—M. S. Olson.

The regular monthly meeting of the Faribault Area Service Club was held May 9th in the Blue Room of the Elgin Cafe at Faribault. A delicious banquet was served to the 47 members and their wives. W. J. Lieb, trainmaster, was made chairman, pro tem, due to the temporary absence of P. X. Kennedy, the regular chairman, and did a very good job of it, too. (Rotarians, Lions, Chambers of Commerce please note.) Every man present was called upon to say a few words and any talk about business was taboo. Any infringement of this rule was acted upon by a committee appointed, and if found to be a true violation, the culprit was obliged to sing a solo. We were entertained by a song from each of the following: Geo. Benz, traveling freight agent, P. J. Welland, S. M. Divn., trainmaster, S. B. "Red" McGinn, agent at Faribault, and we can also look forward to a solo by S. A. Finnegan, agent at Owatonna, for our next meeting, per promise by "Gus." The meeting adjourned rather late after a showing of motion pictures by Mr. Lieb, with his own portable projector. These pictures were all taken by Mr. Lieb. The first reel was of employes on the I&M and were very interesting. The second reel was about a trip through the Black Hills and Yellowstone Park. Mr. and Mrs. Lieb very generously extended to the Club the use of their cottage near Lakeville, Minn., for our next meeting which will be some time in June. Date and directions for getting there will be sent to all members.

Mr. and Mrs. G. M. Cook, 1st opr. at Northfield, spent May 12th with relatives at Elysian, Minn.

Mrs. M. S. Olsen, wife of your scribe, is visiting relatives in South Dakota.

Mr. and Mrs. L. R. Stokes, 2nd opr. at Comus, have moved from Faribault to their summer home on Roberds Lake just west of Faribault.

C. C. Chapman, 1st opr. at Comus, states that he is ready to take orders for fish of any size or variety. P. S.: Total catch last year—nothing.

F. W. Walton, extra dispatcher, opr. and agent, is now working as extra dispatcher at Madison, S. D.

J. M. Moudry, former agent, Lansing, has been appointed dispatcher at Savanna, Ill. E. H. Madison was appointed temporary agent at Lansing.

A. I. Lane was appointed permanent 1st opr. at Cresco.

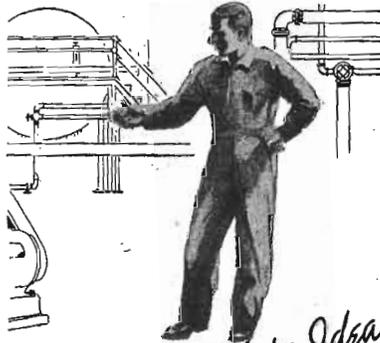
M. E. Hopperstad was appointed permanent 2nd opr. at Faribault.

S. P. Freeman, an extra man, is working at Faribault, 2nd trick, until changes are made as set forth above.

Very few extra telegraphers on the division are getting much work. Take heart, boys, as vacation season is just ahead.

Understand that John Elmquist, son of R. E. Elmquist, 2nd opr. at Cresco, is learning the business of agent-operator and may soon be on our extra list.

Our division is rapidly approaching the ultimate as on our new working time card out recently, the speed limit was raised to 75 mph. for first class trains over most of the division. If speed is any indication of class, then our division must be right up in there with the best of them.



The BEST Safety Ideas
Come from the
Man on the Job

LET'S HEAR FROM YOU
NATIONAL SAFETY COUNCIL

Cedar Rapids Terminal

Clifford R. Taylor,
Steno-Clerk, Cedar Rapids, Ia.

We regret to report the passing of our general yardmaster George W. McNabb, whose death occurred May 5. George had been employed on the Milwaukee Road for thirty years.

General agent F. W. Houston and wife spent the week end of April 28 in Clinton, visiting with their many friends and their son, Gene, and daughter, Alma. We understand that Mr. Houston had to go down and get the low down on the Clinton Ball Club so that he would know just which team to put his bets on.

Asst. cashier F. E. Wiley and wife visited with relatives at Edgewood, Ia., the latter part of April.

Mr. and Mrs. H. M. Warner visited with Herrold's parents at Cambridge, Ia., making the trip at this time account the illness of his father.

Mr. and Mrs. W. J. Hotchkiss were in Cedar Rapids for a visit with their many friends early in May.

Retired city passenger agent C. L. Sherwood passed away at the home of his daughter, Mrs. A. J. Ramsey, on May 4. Mr. Sherwood had a record of 62 years of service with the Milwaukee, the last 36 of

which were as passenger agent at Cedar Rapids.

M. L. Taylor of the Engineering Office at Ottumwa stopped off in Cedar Rapids for a few hours' visit with the K. K. Taylor family and yours truly, while en route to Perry for a short visit with relatives.

Mr. and Mrs. Thos. Manton and daughters visited for a few days with relatives at Lansing, Ia., early in May. Thos. reports the relatives fed them pretty well. We wonder if this is sort of an advance trip before his vacation.

Freight Car Dept.—Milwaukee

George L. Wood, Jr., Correspondent,
Carman Apprentice, Frt. Car Shop, Milwaukee

Lucky Connie Seldler and family are now residing at their summer cottage on Lake Muskego.

Second shift crane operator Erv Gargen is on the golf course bright and early these days. Erv held the Country Golf Championship in 1937 and 1938 and is expected to come through again this season. Ike Ketchpaw, number one second floor golfer, is polishing his clubs.

One of our ace rivet heaters, George Rohrbacher, is contemplating a walk down the old church aisle with Ora Belter.

Carmen John Schultz and Joseph Fendryk retired recently and are now enjoying a well-earned rest.

Mike Moch has gone streamlined on us. He has installed a Caboose Shop whistle which was originally on the "Hiawatha." Mike, if you want to go ultra modern, see Frank Zieher. Lawson (Willy) Wilson has always had a desire to be an engineer. He is, therefore, in his glory now when he blows this whistle. However, he is having a little trouble with his train orders. It seems that John Beck's Ingersoll and Willy's watch don't agree.

Erwin Becker, groom of a few weeks, has formed the opinion that his wife is the best cook this side of Albuquerque.

Carman apprentice Ray Fendryk recently gained recognition in his apprentice class at vocational school by writing a theme entitled, "Construction of a Snow Plow." While on exhibition, it was titled as being nothing short of a "blue print in words."

Otto Eiseman smiles from morn to night and who wouldn't with a new baby boy and also a new home as his proud possessions.

Chester Pietura and his bride have just returned from a honeymoon in Montana and points west.

Congratulations to Sylvester Sokolowski and wife, who, by now, must be celebrating about their second day wedding anniversary, having been married on June 1st.

If you want to keep up on the war situation, just sit at the lunch table with Vernon Waterworth, George Roloff, Bill Schwab, and Al Oertel. They have the situation well in hand. Incidentally, George Bilty, our official war news caster, predicts that by next Thanksgiving, Greece will attack Turkey; probably bore from within, eh, George? Yum Yum.

Al Wysocki and Mary Harrington have announced their engagement and will say "I do" some time this summer. Let us know when, Al.

Those from the Blacksmith and Machine Shops who recently said "Until death do us part" are Herbert (silent) Fehl, Clarence Nolan, Frank McGarry, and Andrew Pfening.

Machinist Alex Wilson retired from active service on May 14. Alex served thirty-two years with the company.

Blacksmith Shop news reporter John Kominowski reports that Emil Wegner would make an excellent floor walker in a department. He has everything but the flower in his lapel. Incidentally, Reporter Kominowski failed to mention the fact that he, too, is saving his pennies these days as he intends to marry in the near future.

General car foreman Swanson is buried deep in his work these days but he still finds time to smile. We know why—the Cubs got a man on first base last week.

George Vincett, resident engineer, is trying to decide which to take up, fishing or golf. We suggest fishing as the fishermen have the best stories. (That may be alright if you are thinking of Sky Guschl—but how about Ike Ketchpaw's golf stories. I don't know, he does alright.)

Most everyone seen going in and out of the Freight Shop nowadays wears dark glasses. We have so many "bright lights" such as Ambrose Sery, president of the Hiawatha Service Club; Robert Burr, Chairman of the Hiawatha Band; Sig Gralewicz, president of the Baseball League; and Joe Keller, past chairman of the Bowling League. These fellows are doing fine work in their respective offices.

Everyone is looking forward to the much talked of Freight Shop picnic, sponsored by the Freight Shop unit of the Hiawatha Service Club, which will take place on June 16 at Greenfield Park. Everyone is assured of a grand time, as there will be entertainment for both young and old. One of the big features of the day will be a baseball game played between the foreman and the leadmen. The latest report has it that Tony Kania will pilot the foremen and Bill Heaney will captain the leadmen. The two captains seem to be very confident of their respective teams as it is understood that the losing captain has agreed to carry the winning captain "piggy back," three laps (on the dead run) around Greenfield Park.

I&D Division—Central

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

A shortage of space in the May issue of the magazine is the reason this column did not appear in print.

Agent and Mrs. Larson, Ute, are the grandparents of a girl born to their daughter, Evelyn, recently. Mrs. Larson made a trip to Charlotte, Mich., to visit this newcomer.

Mrs. Jennie M. Wheeler, who operated the newsstand in the Sioux Falls passenger station, died in a hospital in Sioux City, April 23rd.

Agent D. E. Sullivan, Vermillion, was re-elected mayor of the University City for the fourth time.

R. J. Worthington, captain of police at Sioux City, was greatly embarrassed recently when his fine new Packard ran out of gas while escorting supt. Ingraham from Sioux City to Sioux Falls, and had to be pushed in the last five miles by a beer truck. Wouldn't have been so bad to be pushed in by a soda-pop truck, but a beer truck was just too, too, embarrassing.

A \$300 bank night award recently went to the son of Pat Slowey, helper at Vermillion.

THIS AND THAT AT SIOUX CITY—H. L. Hoskin, C. D., spending a few days in Washington while Mrs. Hoskin is visiting in Phoenix. . . . M. J. Noonan expected back from California soon. . . . Sandy Rowland has already returned from California looking 100%. . . . DF&PA Zane to Chicago

for staff meeting May 6th. . . . East High School, 75 students, paid Sioux Falls a visit, using ARROW both ways. . . . 150 students from Lakeview, Iowa, by special train May 28th, Sioux City to Sioux Falls and return. . . . Bud Ferguson spending spare time finding rattles and bugs in the Chevy recently acquired. . . . Norm Capwell breaking in the new Pontiac between Sioux City and Dell Rapids. . . . Waiting room in passenger station to have change of complexion soon.

Traveling auditor and Mrs. Langer are the proud parents of an 8½ pound daughter born April 14th.

Conductor Tim Calligan of Sioux City has been confined to his home with an attack of rheumatism, but is out now with the aid of canes and crutches.

E. O. Eckert, formerly general yardmaster at Sioux City and now terminal trainmaster at Davenport, paid a visit to Sioux City recently.

Eddy Jackson, the mainstay of Bill Donnelly's old age on the Armour Line, has fallen badly from grace. Eddie is telling a yarn (that he swears is the truth) about shooting a 105 lb. catfish out of a cottonwood tree. My, my, and we always thought Eddie was such a nice boy. It just means that Al Erickson, division line-man, is really going to have to get the old noodle working to beat that one.

On June 8, 1940, J. R. Bankson will have completed his first 20 years as yardmaster at Sioux Falls. After 20 years it gets easy, Ross, so don't be discouraged. Maybe the boys at Sioux Falls will chip in and buy you a nice new cup of coffee.

The Arrow Service Club held their first annual ball at the Skylon Ball Room, Sioux City, May 18th, with Hal Leonard's 12-piece orchestra supplying the music.

Jack Gray, son of agent J. H. Gray, Baltic, who bowls in Sioux Falls with the Soo Cab's team, set the Recreation Alley's record at 750. He started his series that evening with a count of 289.

Martin Gronvold, formerly of Ethan, S. D., drew the station of Geddes, vice W. E. Beck, promoted. Wm. (Bill) Vandervort drew Ethan.

Henry Phillips, porter on the Sioux City-Des Moines sleeper, was recently taken to the State Tuberculosis Sanitarium at Oakdale, Iowa. Henry is one of the most popular colored gentlemen that ever worked out of Sioux City, and every one is hoping for a speedy recovery.

William C. Edwards, lately a student under Elmer Taylor at Hawarden, is the new station helper at Tripp.

The Milwaukee Road bowling team in the Minnehaha League in Sioux Falls won

the league championship. Fifty-four games were won out of 81 played.

The irrepressible Steve Kich drew the vacant position on the Sioux City yard section. Congratulations to Steve and also to George Popper, foreman, on securing such a capable man for the job.

Pete Weiland, who has been the section foreman at Jefferson, has moved to Hawarden to take over the foremanship at that point.

The new Diesel switcher at Sioux Falls is attracting the public's attention as well as that of the railroad employes themselves.

Donald Decker, one of the newest additions to the telegraphic force, is also an efficient chef and anyone desiring his services for a limited time may reach him at Yankton. His efficiency is proven by the fact that he weighs 208 pounds for his 19 years.

Rocky Mountain Division

Nora B. Decco, Correspondent,
Three Forks, Montana

"Motoring on the Milwaukee, up and down hill on the Rocky Mountain division" after 22 or 23 years or however long it has been, will not appear at the top of our column of news, (ahem!) from now on, but it will be somewhere close by and from what we hear, if the name of the correspondent is at the top of the news, it will be handier for anyone knowing anything we can use in said news, to write us about it. Well, after such a long time, just can't help but wonder if it may not possibly take a bit more than that to get some news. We will wait and see what happens. If I thought it could be done I would send out self-addressed envelopes. . . . STAMPED, for the items, but I fear for the worst. What do they say? "Oh, we thought you knew about that. . ." Yeah, about a week after the magazine has closed for that month. . .

We wish Mr. Marc Green the best of success in the new shiny office chair, and will all do our part to help him use the new ideas he has for the Magazine. We regret we can, not address our letters to our Dear Magazine Lady. . . . we all know that Mrs. Kendall has served long and faithfully and wish her the best of success in whatever she will do with her spare time between meetings, etc., of the Milwaukee Woman's club, but since she is no more the power behind the blue pencil, we all trust it will hereafter be not too blue.

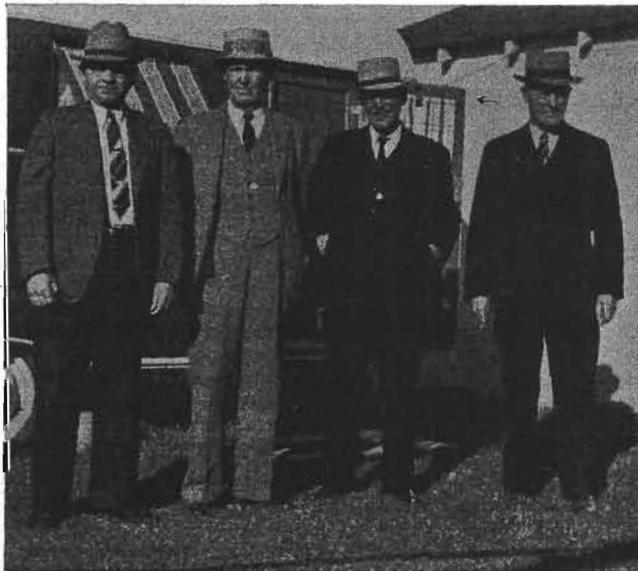
Might add right here, by way of a bit of real news, as I saw it in the June issue of the Cosmopolitan magazine, a farm bought in Ohio, by Author Louis Bromfield, and called Malabar farm, which was owned by a sister of Mrs. Earnest Heier, wife of Condr. Heier of this city, and Mrs. Heier was born on the farm just across the road, from the place; may not be of interest to so many but if we see anything in print about any of us, always like to tell about it.

A card from Tom Hackney from New Mexico states he is feeling fine and enjoying his trip down there.

The James Beatsons have gone to Minneapolis for a visit with friends and relations leaving Adolph Gorsky in charge of the camp which at present is at Dawson.

Fireman Driscoll is not fireman any more; he is engineer Driscoll and on the extra board out of Three Forks. Fireman Chollar is on the Butte helper pending bulletin.

Engr. Robinson and fireman Keeney drew the east end work train ditching in the Sixteen mile Canyon. Otto Heim is on



Retired employes get together again. Left to right: W. A. Rands, ex-yardmaster, Chicago Terminals; T. B. Thompson, ex-engineer, S. C. & D. Div.; W. B. Anderson, ex-conductor, S. C. & D. Div.; and H. S. Rowland, ex-traveling engineer, S. C. & D. Div. All were formerly of Sioux City, Ia.

the G V local in Mr. Keeney's turn. Warren Dixon and Sam Brand are west end conductors for the time being.

Engr. Chambers and wife have moved to Deer Lodge as Mr. Chambers is holding a west end turn and find it better to live there. We are sorry to lose them.

The young daughter of engineer and Mrs. Flynn won the county contest for an essay on Banking given by Powell county in Deer Lodge. Did not learn what the amount of the prize was. However, all that Flynn family can write, if you ask me.

A wedding of interest to R. M. Division folks was that on May 4th of Miss Ruth Lane, daughter of Mr. and Mrs. J. W. Lane, and Mr. Emmet Typold of Livingston, Montana. Ruth was always one of my favorite girls of this town and a lovely young woman, and Mr. Typold holds the position of manager of the Safeway stores in Livingston where they will make their home. We wish them every happiness.

Mr. and Mrs. J. W. Lane have gone to San Francisco for a month's visit, and to see their son, Burton, graduate; he has just finished a five-year course in chemistry there.

Board man Voss and Mrs. Voss will be back soon from a trip to see home folks in Iowa, Missouri, and other middle west States. If Mr. Voss could only see how well the Board is being run during his absence he would not have to worry so much while he is gone. Howard (Robert Taylor) Ulery is Board man, during Mr. Voss' very first vacation in eleven years or thereabouts, and everything is right up to snuff. If you want to lay off you better walk right up to the desk and take off your hat, too. No foolin'.

A death on April 19th in Portland was that of Joe McDonald, son of cond. and Mrs. Archie McDonald of this division. Joe was the eldest son of the McDonalds and had been in ill health for many years. We extend to this family our most sincere sympathy in the loss of this fine young man.

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MONTREAL

Kansas City Terminals

Sibyl M. Clifford, Correspondent,
Care Asst. Supt., Kansas City, Mo.

The well wishes of all employees in the Kansas City terminal go with Mr. Woodworth, who left the Kansas City terminal for a position of asst. superintendent, Milwaukee, Wis., May 16, 1940.

We also extend to Mr. J. E. Hills, the new asst. superintendent of terminals, our greetings. Mr. Hills came to the Kansas City terminal from Montivedeo, Minn.

The following retired Milwaukee men have recently paid their former haunts a visit:

Claude Jones, conductor, a California booster, who keeps in condition tinkering around his son's tourist camp.

George Parker, conductor. Now a resident of Colorado.

William Janes, switchman. Another California booster. From the coat of tan Bill is wearing he must spend all his time at the beach.

Robert Beeler, conductor. Mr. Beeler's hobby must be keeping his yard in fine condition. It speaks for itself.

Frank Reed, chief yard clerk. Frank is still arguing politics.

Sam Davis, conductor. Just sitting and looking for a card game.

Al Smallfield, car repairer. The Smallfield flower garden is a show place.

J. Sweeney, engineer. Now of Manhattan, Kan. Occasionally Mr. Sweeney returns to Missouri for some home grown tobacco. He claims Kansas product does not have the aroma of the Missouri tobacco.

Albert J. Bagley, conductor. Mr. Bagley lives in Kansas City and his two young grandchildren keep him from getting old.

Jerry Dowd, switchman. Jerry dips into the real estate game occasionally. However, you can generally find him sitting on his front porch.

Mr. O. R. Lambertsen, agent, is quite a singer. He demonstrated this very effectively in the community singing at the dinner May 8th.

Harry Skaggs, who has a farm of two acres, is the proud owner of a tractor.

John Carson of the car department reports that his flowers this year will be better than ever before. And that means a lot, for they are always lovely.

Mr. Lambertsen is looking for a good remedy for sunburn.

The Milwaukee softball team should enjoy a fine season this year with the addition of fleet-footed and heavy hitting Tom Bishop of roundhouse to their outfield. Tom didn't get in condition last season, but this year great things are expected of him.

Mr. J. T. Clark, car foreman, is spending his vacation in the east. He expects to visit New York and be in Chicago for a few days on his way back.

Richard Davis and his Dodge at first afforded a great deal of enjoyment for Mom and Dad, but since the newness has worn off, the car naturally heads for Odessa.

We are commencing to hear from our fishermen. It's the queerest thing—all we get is news, never see any fish. Frank Dignan, switchman, says his first trips this season to fish on Grand River near Chilli-cothe were unsuccessful because of the muddy condition of river. It is reported Frank has a system all his own. He baits

To Milwaukee Patrons

While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.
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his traps with corn, so if any fish are caught, Frank should get them. Wm. Renner of Rip Track, another of our fishermen, anticipates a heavy run of fish this season and believes that the first trip should net enough fish for a fish fry.

Haven't heard from Jim Talbott, but know the first warm days will find him out by the side of a stream trying his luck. Either that or in pursuit of an elusive golf ball.

The Coburg yard force have been watching with interest Mr. and Mrs. Robin, who established their home on the brake platform of a live poultry car which was stored at Coburg. We are hoping that the car will remain here until the new family are on their own. To be continued.

Small boxes have been placed in all departments for news items. We hope they will be well patronized.

Twin City Terminals

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

George Pasko has been absent from the Engineering Department, on account of illness.

We all know that Kitty Carll of the Signal Department had many accomplishments; her latest honor was the winning of a silver cup presented by Minneapolis Park Board for her proficiency as a billiard player. They say it was a nip and tuck game and was won by one point only.

The Traffic Department is back in full swing after a couple serious illnesses. Harry Erickson is now fully recovered from a strep infection and is gradually picking up the poundage he lost while ill.

Overheard in the lunchroom:
Carl Matzol, grain and flour agent: "You know, that man didn't make me feel so pretty good this morning."

Gus Reuland, city freight agent: "Carl, I think that 'pretty' was superfluous."

The Emil Rachners have a new member in their family. Thomas Emil was born March 28th, weighing 8 lbs. 3 oz., and Robert Harold Rappe came along March 16th to be a little brother to Donnie. He weighed 8 lbs. 9 oz.

Marilyn Ritter, Junior at Edison High School and oldest daughter of John Ritter, was elected to the National Honor Society and awarded a scholastic pin for having a 2.3 average out of a group of students from both the 10th and 11th grades. John has just cause to be proud of Marilyn.

Florence Almen was presented a lovely traveling case from the employees in Acctg. Dept. on completion of 25 years' service with the railroad. Our congratulations to Florence.

Enthusiastic plans are under way for a freight office steak fry to be held just as soon as we can be sure of favorable weather. Everyone is being urged to participate.

Walter J. Zahradka of the supt.'s office was transferred on May 1st to Seattle to be secretary to Mr. N. A. Ryan.

Spokane and Inland Empire

F. J. Kratschmar, Correspondent,
Store Dept., Spokane, Wash.

Marvin C. Helmer, operator, replaced J. C. Maddox on 2nd trick, St. Maries, Idaho, owing to the trick at Spokane being abolished.

Agent J. H. Vasse, Malden, spent some time on the road during April, attending to the official duties of the ORT. He was relieved by P. W. Tift.

Roadmaster C. F. Allen, Spokane, was called back east to Iowa, owing to the illness of his father.

J. R. Campbell, clerk at Othello roundhouse, was a bachelor for several days while his wife was sojourning in Spokane.

The committee reports J. R. was on his best behavior.

Spokane yard foreman, Guy Chimenti, was off for several days account his wife undergoing an operation, from which she has recovered.

Loco. fireman Jesse Brinton was seriously injured April 30th when struck by an automobile in Spokane while on his way to work. He was rushed to Deaconess hospital, where it was found he suffered fractures of his shoulder, two legs and two ribs, besides internal injuries. Several blood transfusions were necessary. At latest report he was doing nicely.

Cecelia Fischer, daughter of Andy Fischer, carman at Spokane, graduates from college at Grandville, N. D., the latter part of May, and will return to Spokane.

J. A. Wright, TE, Spokane, and wife left for Kenosha, Wis., on May 6th for a visit.

Leonard Lore, carman at Spokane, has had his share of hard luck lately. His wife was operated on during April, and shortly after Leonard had all his teeth pulled. He said it would not be quite so bad if he could enjoy a good steak once in a while.

Lawrence H. Johnson, former checker in the freight house at Spokane, and Wilma L. Catlow were married at the bride's home in Spokane on April 13th. They now reside in Raymond, Wash., where Mr. Johnson is employed at the freight station.

What ho! Have we a "Sally Rand" in our midst? A certain telephone operator who goes by the name of Minnie recently made a wager on the ball game with one of the boys. Losing the bet, Minnie took the loss as a bitter pill and refused to pay. About that time Lloyd Modeland, yard switch foreman, stepped in as mediator. A compromise was made and Minnie agreed to put on the famous Sally Rand dance—provided the feathers were all furnished. Now Lloyd is working overtime chasing the precious plumes, and we warn all feathered fowls to stay away from this vicinity.

Special agent Frank Daly of Spokane is considering taking up sprinting lessons since he was recently challenged to a 100-yard dash.

G. W. Myers, 1st trick operator, St. Maries, was off sick for a few days recently. J. C. Maddox relieved him.

Cecil H. Johnson, steno in the local freight house, Spokane, was married in Missoula, Mont., on May 4th, to James N. Cantrell, railway mail clerk on the Nor. Pac. Mr. Cantrell formerly lived in Billings, Mont.

Agent C. H. Coplen, St. Maries, took a week off in May, and visited his brother in Walla Walla. J. R. Baughman took charge during his absence.

Condr. Geo. W. McGee is somewhere in the South, where he will spend thirty days.

Agent E. Mattson of Rosalie, Wash., took a few days off on May 11th and was relieved by P. W. Tift.

F. M. Morrow, 2nd trick operator at Othello, was on the sick list for about ten days early in May.

Condr. G. W. Louiselle was called back to Hamilton, Mo., the last of April, account the death of his uncle.

George Dolan, eng. watchman at Post Falls, has moved his family from Spirit Lake to Post Falls. We just heard that both George and his wife were recently on the sick list, and are pleased to note their recovery.

I&SM Division—East

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

Our apologies for the notes not being in the May issue, but the editor explained "there was just too much news for the space." The following items would have appeared:

Mrs. L. L. McGovern, who entered St. Olaf Hospital, Austin, for an operation for mastoid on Mar. 22nd, was able to return home April 12th.

Mrs. Vernon Blanchfield, wife of station baggageman, Austin, was operated on at St. Olaf Hospital on April 1st. She has returned to her home and is said to be getting along well.

Congratulations to agent A. W. Finnegan and wife, Grafton, Ia., who are the proud parents of a son born March 27th.

Congratulations also to Mr. and Mrs. Frank J. Ossowski (nee Emma Hansen), who were married at Northwood Ia., March 30th. Thanks for the cigars, Frank.

Trainmaster W. J. Lieb and wife left April 12th for an extended vacation trip throughout the east and south.

Is W. J. H. going to start a fox farm? A cute little red fox arrived for him May 11th from Rev. Cahill at Oldham.

When E. J. Full said he "had a ticket," some of the boys thought it was a sweepstakes winner or maybe for the opening game of the series and were all for it, but but when they discovered it was a traffic ticket they all shied away. Did you get it "fixed," Ed?

Donald Beckel, freight trucker at Austin, couldn't wait for the old swimmin' hole to open for the season, so proceeded to upset his canoe in the river. Don't try to rush the season like that, Don.

Madison Division

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

Retirements — Michael O'Neill, Wm. O'Brien and John Seery, switchmen, Madison Yard.

New homes—O. S. Kiine, building in Sunset Village, and Stanley McGrath, building on Mills Street, Madison.

Marriage—Leo J. Fiscus to June Page, May 18th—honeymooning in Chicago.

Sick—Frank Lyne, retired engineer, is at Madison General Hospital.

John Lawless, agent, Waukesha, has been in dry dock for a few weeks and hopes to return to service shortly.

B. A. Allen, agent, McFarland, at hospital in Madison for minor operation.

Obituary—Mrs. Mary McNulty, mother of Bernard and Joseph, employed in the freight office at Madison.

J. D. Shea is now located at Montevideo as trainmaster. Wonder if he is still driving that Sport Olds?

You ain't seen nothing until you have seen the O'Loughlen Kennel, at Prairie du Sac. Matt has seven fox terriers—they are for sale.

The first public showing of the Frank Dempsey's baby, Patricia Ann, took place last week. Rae Scherneckner had full charge.

Madison Service Club Dinner and Dance at the Insurance Building, in Madison, was well attended and enjoyed. Vanderhile, with his violin, leading the eight-piece orchestra, and Jim Monks doing the calling. M.P.A. and A.M.K. shifted into fourth speed and covered the floor gracefully; George McCue did the Boston Dip; Ezra Jenkins championed in the square dance; Hartnett and Dunwiddie represented the roundhouse, but the prize went to Tony McMahan's tie tamperers—Wedel, Beitz, Tomlinson and Shields—they mastered in the square dance and showed talent.

Herman Carroll, section foreman, Milton, has left for the summer and taken charge of an extra gang.

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La Crosse & River Division —2nd District

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

Allen Junkin, who held the agency at Kellogg, Minn., retired May 1st. The local business men arranged a very nice testimonial banquet which was held at Kellogg on the night of May-1st.

LaCrosse passenger station has a new announcing system, installed with outlets in waiting room, lunch counter and on platform. Billy Weis and the other boys in the ticket office are trying to cultivate a radio voice.

Supt. W. C. Givens returned from Cedar Rapids May 5th, where he enjoyed a sojourn over the hot sands. He is now a full-fledged Shriner.

Diesel-Electric 1618 recently was put into yard service at LaCrosse. Asst. supt. F. R. Doud was busy riding the new acquisition and checking the performance. He says it has the L-2s backed off the map.

The LaCrosse boys wound up their bowling season May 3rd with a Dutch lunch. The surplus in the treasury was split up into prizes and given to the high scorers. Dispatcher Freddie Kruger, bowling 'way over his head, walked off with the top prize. "One-Ball" Purner from the Mech. Dept. also participated in the prize money.

Bill Hanson, C. V. brakeman, who has been off for over two months with injured knee, is back on the job and made his initial trip to Eau Claire with cond. Bill Ahrends May 6th.

Brakeman Wm. Welch, who has done most of his work on the head end for the past couple years, will from now on perform part of it at least in the "dog house." Bill and a young Wabasha lady got all married up at Wabasha May 6th. They will

make their home at Wabasha, although Bill does most of his work out of St. Paul.

Frontenac opened up for a couple of days around May 4th account wrong-tracking trains while bridge L-178 was being renewed. Don Schnell got the job.

The work at River Jct., where westward siding is being converted into main line, was to have been completed about May 10th. Switch at east end is to be handled by remote control from the tower. Considerable congestion of freight traffic at River Jct. will be eliminated with the main track extension.

Geo. Snure, retired operator, and wife recently returned from a trip to Rockford, Ill., and Chicago Heights. They visited with L. M. Truax, agent at Rockford, and I. G. Wallace, agent at Chicago Heights. George reports everyone looking fine and business on the upgrade.

Kansas City Division

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

On March 22 Mr. and Mrs. T. H. Kemp observed their golden wedding anniversary at their home in Ottumwa, keeping open house informally. They were presented with gifts of flowers, a floor lamp, and on the eve of their anniversary a group of friends made a surprise call at their home, entertaining them at a cooperative dinner. Mr. Kemp has been in continuous service of our railroad for 47 years and they have made their home in Ottumwa since 1910.

The death of one of our retired employes, Wm. Woodrow, age 74, occurred on March 26 at Ottumwa Hospital. He had been an employe of the Milwaukee for fifty years. He is survived by his wife, one daughter and three sons of Ottumwa, and one son of Beloit, Wis.

Leonard Carroll has accepted employment as apprentice machinist in the roundhouse at Milwaukee, effective March 18. He and his wife will make their home in Milwaukee.

Our thanks to Ann McCrum, daughter of engineer C. H. McCrum, Kansas City, for the delicious cake prepared and sent to the employes in the office of the superintendent.

A note of appreciation was received from retired conductor Wm. Kelly, Davenport, for the birthday greeting sent to him by a group of friends and acquaintances in Ottumwa on March 16. He was surprised by a number of friends who came to his home in Davenport to celebrate the occasion. They arrived with plenty of food.

We appreciated engineer Elmer Rudolph allowing us to assist him in celebrating his birthday on March 11 and we certainly did enjoy the five pounds of candy he brought to the office.

G. L. Gallaher and wife departed from Williamsburg on March 23 for a visit with their son and family in Somerton, Ariz.

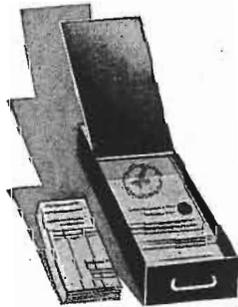
May 5, J. N. Brown, retired conductor, celebrated another birthday. Many friends remembered the occasion and sent him greetings, and on the previous Sunday he was the guest of honor at a dinner at the Ballingall Hotel, Ottumwa, given by the trainmen's organization.

After spending a few days in Kansas City with Mrs. C. H. McCrum recently, Mrs. R. C. Dodds went to Chillicothe for a visit with her son Robert, a student there, then continued to Ottumwa, where she was a guest of Mrs. A. O. Thor for several days before returning to Aberdeen.

Mrs. Vic Hensen, wife of chief carpenter at LaCrosse, visited in the home of superintendent Beerman for several days during April.

Conductor Perry Grubbs and wife are very happy over the arrival of their first granddaughter, Susan Jay, born on April 20.

The state meeting of the B. of L. E. and G. I. A. on May 1 at Ft. Madison, was attended by the following Ottumwans: J. M. Wischaupt, Mr. and Mrs. C. Overturf, Mrs. H. G. Cogswell, Mrs. G. L. Tucker, Clyde



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Dornsife, C. W. Becker and wife, and I. Cottrell and wife.

Agent W. E. Ferrell at Richland and section foreman J. A. Ferrell, Ottumwa, were called to Seymour on May 3 because of the illness of their mother.

Davies Yard, Milwaukee

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

Congratulations to Mr. and Mrs. Ferdinand Bukkert on the arrival of a baby girl. Rose Marie was born in March, weighing seven and one-half pounds.

It has puzzled us for some time the reason for Al Waldera being chauffeur to Adam Donaszewski. The reason has just turned up. It seems that Al is the father of a beautiful daughter. We want to remind you, Al, that the month of June has just arrived. Adam has also acquired a new son-in-law, another of Adam's daughters having been married the 4th of May.

Congratulations to Mr. and Mrs. Edward Pietruszka on the arrival of a seven and one-half pound baby boy. Ed, a member of the famous Hiawatha Archery team, plans to present his son with a bow and arrow on his first birthday.

Stanley and the new Mrs. Stawicki spent their honeymoon in Seattle, Wash. Stan reported that the weather was very bad and that their sight-seeing had to be confined to closed buses.

This correspondent was fortunate enough to have heard the Hiawatha Service Club Band at the Milwaukee Union Station in their initial appearance here. It is a band well worth its name. We of the Davies Yard are proud to have two band members in our department, namely, Vernon Allie and Ray Stark.

We wish to express our sympathy to the family of Matthew Smoliner, who passed away May 7th at the age of 59. Mr. Smoliner, a Coach Yard employe, was ill three weeks.

Mr. and Mrs. Charles Kennedy have returned from a trip to Philadelphia, where they spent a week visiting their daughter. Miss Kennedy has entered a convent, the Medical Mission Sisters.

On May 5th Fred (Dizzy Dean) Ramer's all star soft ball team lost a close game to the "800 Club," 10 to 8. A homerun by Tom Cervero with the bases loaded, plus brilliant base running by Speedy Fred Schiebel, were the highlights.

Freight Traffic Dept., Chicago

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

The Traffic Department Softball Team won their first game against the E. J. & E. boys by a score of 31 to 13, but dropped the second to the Inland Steel aggregation 11 to 3. Several revisions in the lineup were necessary this year mainly because

Mrs. Burke says John has to stay home at least one night a week; however, Elsie, Hazel and Carmel consented to their husbands playing one more year.

Notes from the Fifth Column:

Much as we dislike mentioning it, as soon as we get money for our ball team, somebody got a new suit; who was it? Why, Manager Klos!

A coming-out party was held at the home of Valerie Sylvia Sloma on April 27th, at which time tooth No. 2 broke through.

Several of the boys held a little get-together at the Washington Blvd. Club-house. Charlie Prendergast was voted best-dressed man, since it was quite noticeable that he was wearing his iron vest, the one he borrowed from Fred Knaack and never returned.

In less than a month two more gents, Phil Cullen and Walt Anderson, have been converted to the Dewey cause. Both have been seen around the building carrying Dewey signs.

"Ophir" Krizek, youthful son of Joe (see picture), has made application for membership in the Elks and Eagles to take the place of those who were excommunicated by his illustrious pop.

"Bubbles" Sampson sold his 17-foot row-boat recently so that he might buy one that was large enough for his ever-widening undercarriage.

Bud Chesterman has just established a new speed record. He painted all the screens in his house in a day and a half, beating O'Brien by a half day.

Spring has officially arrived—Tina Langton finally opened a window and she was ill the next day. Must have been the exercise.

It is rumored that Werner Fisher will move to Chicago shortly so that he will be closer to the office, which will enable him to work 18 hours a day instead of 14.

"Judge" Erickson, having done his duty to the nation by presiding over the Cook County Circuit Court, has returned to supervise any and all informal complaints.

Miss Mary Dugger, of the Villa Park Duggers, has opened a collection agency, and her first client was Two Ton Nehf. Boy, when she duns you, you're done.

Admiral Bushelle has just sailed for St. Paul on his flagship "Pioneer," where he will attempt to locate bases for future operations against naval opponents. After conferring with Rear Admirals Hart and Snyder, he radioed headquarters for fresh supplies.

We are sorry to hear that Frank Dufenhorst is leaving us, but pleased that he is still with the Milwaukee Road, having been promoted to a job in A. A. Wilson's office.

La Crosse & River Division —1st District

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

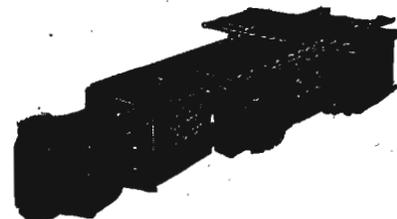
Government and railroad officials supervised the raising of the new bridge over the canal at Portage, May 13th. The bridge performed as expected, taking fourteen

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minutes to raise and about twenty to lower it. We are still looking for the ocean liners to go through the canal when the deep waterway project becomes a fact.

A. J. Farnham has forsaken his job on third trick at Portage to become assistant trainmaster on the C&M division, where he is busily engaged keeping trains moving through Moberly's and Malla's extra gangs between Deerfield and Chicago. W. R. Smith is relieving him at Portage.

Now that conductor Art Levens has drawn a passenger job for keeps, he has moved to Milwaukee so he will be on hand for his run without dead-heading from Portage.

We also lose special officer Ray Wilhelm, who draws the job in LaCrosse yard left vacant by the retirement of special officer Gauth. Ray claims the fishing is really good there and promises to show us where the big ones hang out this summer.

At this writing retired baggageman Chas. Holmes, who is convalescing from a severe operation, has gone home from the hospital in Portage, much improved.

W. G. Lueck, agent at Lyndon, has returned from a very enjoyable vacation through California and Oregon, which he and Mrs. Lueck began in April. He reports the only flaw was the poor fishing brought about by the heavy rains encountered in Oregon. However, this can be taken with a grain of salt, as Wicke is noted for bringing 'em back whenever he goes out after them.

Traveling engineer Harvey Roe has left the hospital in Portage for his home in Milwaukee, very much improved. He still has an appetite for peanuts; A. C. M., take notice.

Mrs. John Sullivan, who had just celebrated her ninety-first birthday, passed away in Portage. Her husband was a well known locomotive engineer on our division. He passed away twenty years ago. A son, Harold, is a conductor on this division.

D&I Division—2nd District

Lucille Millar, Correspondent,
Clerk, Dubuque Shops, Iowa

To Mr. Fred Lewin, now of Milwaukee, and formerly of Dubuque, our heartfelt sympathy in the loss of his wife. Mrs. Lewin passed away at the home of a sister in Clinton after an extended illness. Another sister, Mrs. A. Wagner, resides in Dubuque and is the widow of our never-to-be-forgotten "Tony" Wagner, former locomotive engineer on this Division.

On May 14th Mr. and Mrs. Andrew S. Graham celebrated their fiftieth wedding anniversary. The hearty congratulations of the Division to our retired locomotive engineer, "Andy" Graham, and his good wife.

And now we'll report on our shut-ins:

Alvin Buehler is home from the hospital and "doing nicely." His physician, however, will not OK him for duty, so "Al" has decided to add his name to the retired employees.

Frank Hill is recovering slowly, but surely, we are told.

Mrs. W. F. Keefe, wife of our division freight and passenger agent, has been confined to her home for several weeks. Just get better, Martha, that's all. Willie, Jr., will take care of the flowers. (Maybe!)

Wm. Ulrich Nicholas Rosenberg admits he doesn't know much about farming, but says he can "dig up a little dirt" now and then.

Mr. Dubmeyer lost his hammer, and, mercy-goodness-me, when he discovered that vital fact, he announced it VERY gently! (Anyone with a voice like Andy's should be broadcasting instead of cutting, sez his co-worker, Julius Sprengelmeyer.)

Crane operator Hedrick, who is assigned to our Division again this season, thinks the girls who follow the profession of Florence Nightingale are "tops."

"In the spring (and in his spare time) a young man's fancy lightly turns to thoughts, etc., etc." of other things besides his work. Sure, and it's from old Erin she comes, begorra, and Mr. Wm. Stafford it is who thinks she's a bit of all right. (And it's back to the dog-house for ye scribe for reporting it, but be good-natured about it, Willie; you must be after learning to curb that temper of yours!)

We turn to the "scoop of the month," the arrival of our spanking new Diesel No. 1600 locomotive. The day of its arrival fireman Hentrich got up with the sun to get his first peek (sumpin' like a new toy about fifty years ago, eh, Charley?) Engineer Hornung took one look, climbed into the cab, and whistled "Yessir, she's MY baby." Engineer Galvin wasn't sure whether he'd tackle her or not; figured it would be rather hard on his Sunday suit. "Pat" McGough "stood" his overalls beside him and examined her closely. (And I mean STOOD!) Willis Clarke looked at her (much as he gazed on his first-born) and, touching her very lightly, whispered: "You ARE a honey."

One of these days, in this space, you will find the perfect cure for rodents. Watch for it!

Council Bluffs Terminal

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

April 28th, saw the day Dinger and family streaming along the highway to Stella and Peru, Nebr., visiting relatives. Sounds like a foreign voyage, but am sorry to state the rain also might have dampened the good spirits of the trip.

Railroad accuracy. That is the theme dearly endured in the heart of every good "Rail," but this is not literally taken when it comes up in front of a traffic officer who had the unmistakable bad taste to question our car foreman, Ted Schmidt. The Time: (and the correct time, too)—exactly 10:03 a. m., May 3rd. The Place: Somewhere in the vicinity of the Chamber of Commerce. The Characters: (Good) Our hero, Ted, and officer Gulick. First and last act. Our foreman's automobile was unjustly marked for over-time parking, causing slight embarrassment on his part until he rightfully proved to the presiding Judge that old trusty, the so badly needed watch, was OK to the second, and after so carefully re-checking the time car was parked and the leaving time, "I rest my case." Verdict: Not guilty, by reason of clear thinking and upholding the adage, "On Time." The local newspaper, the Nonpareil, carried the story and boosted our "Back-to-the-Rails" president for his careful observation.

Our sole newspaper also carried a picture and the story of the short ride given school-children under the guidance of carman Carl Schonberg, adding to the fact that any Railroad news is good news.

Mr. and Mrs. Wayne Anderson are the proud parents of a baby girl, the "package from Heaven" arriving early in May.

John Steinbeck's novel, "The Grapes of Wrath," we must admit is one of the most powerful stories ever told, but to car inspector Russell Bolton it is just so much literary usefulness. It seems, so the story runs, our friend Russell has a house, and also a neighbor. Well, this goodly neighbor, or Russ, we can't decide which, has some grapes. But after a surveying job, it is still undecided who owns said property, what with the roots growing down on Mr. Bolton's "Good Earth" and the clinging vines shooting over towards the man next door. "He can have his grapes," quotes Russ, "but I'll have my roots, and after I chop them out, what has he got that I haven't got?" Anyway, we suggest he call his story "The Gripes of Russ."

Virginia, daughter of carman Nels Jacobsen, had the honor of being the very first student of Abraham Lincoln High school to attain the coveted 140 words per minute in shorthand this year, and with her picture appearing in the paper our Road certainly gets its share of favorable publicity. And is papa Nels proud? The said picture and the story appearing in the cartoon shanty gives proof to any sceptics.

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Chester Phelps, Correspondent,
Care Crew Director, Bensenville, Ill.

The death of John Tipping on May 4th brought back memories of other days to many of the employes—days of the pin and link, days when the chief caller could do the hiring, when telephones were scarce and trainmen hard to find. Mr. Tipping was born in 1856 at Barton, England. He started work with the Milwaukee Road as a brakeman on the C&CB Div. in Illinois, where he lost his arm. He then served as chief caller and mail messenger until his passing.

Engr. John King, now operating at Union St., had quite a time with a bad case of lumbago early in April. John Socket of the same address likewise had a kink in his back that required much heat and numerous mustard-plasters to limber up.

Wm. Tessoroff, YM at the NW bridge, will be all smiles around June 1st, for Bill Tessoroff, Jr., guard on the Gonzaga University football team of Spokane, Wash., will be home.

Gust Ladas has been appointed acting gen. foreman of the extra gang at Mannheim.

Many friends of engr. Art. Pierone journeyed to Des Plaines to see Art installed as the new Commander of the V. F. W. Post at that city. Congratulations.

Al Leeper, the cond. on the afternoon coach run, is back on the farm, putting a roof on the house.

Machinist Louis Wiedner of the Ben. R. H. has purchased a small farm near Midlothian. He is undecided as to what kind of farm he is going to operate, but he bought a couple of goats for a starter.

Engr. Bill Jacobs also has gone rural minded and is now living at Palatine, Ill., surrounded by a couple of acres of grass, on which grazes one contented cow.

Lynn Corkill, swm., spent the early part of May renewing acquaintances at his old home—Beardstown, Ill.

It is a sad duty to announce the passing of Ralph Gibbs, a retired engr., on May 9th. John Phillips, swm., visited his mother at Cedar Rapids during April. John has been a grandfather for a couple of months, if that's news to you.

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Seattle Terminals

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

Car Department and Yard Office

Among those retired on RR pensions who visited us lately were: C. E. Shanley, switchman, now at Firlands Sanatorium; he looked very well. Nils Nyquist, coach cleaner, inquiring if he could fight for Norway and still draw his pension. James Nolan, baggageman, who was contemplating moving from Tacoma to Seattle. He was also looking for a Milwaukee Magazine. Joe Barnreiter, car inspector, who reported he again over estimated the power of dynamite and blew a tree across his sleeping tent.

Fireman C. R. Service left April 28th on an extended visit in Rochester, Minn. C. A. (Cliff) James, Car Department clerk, Tacoma, is giving some of our long facers something to think about in the following:

The clock of life is wound but once,
And no man has the power
To tell just when the hands will stop
At late or early hour;
Now is the only time you own;
Live, love, work with a will;
Place no faith in tomorrow, for
The clock may then stand still.

The outstanding achievement of the month was not the building of Satko's Ark but a Wheelbarrow Deluxe, designed, built and painted by Guy Truscott, special officer. It is Guy's newest addition to his small farm. Various attempts to get pictures of this masterpiece have failed; however we hope to have one for this column next issue.

Local Freight Office

Willa Lindsey, one of our popular young ladies in the bill room, was off a few days in May on account of sickness. We are glad to report that Willa is OK again and back on the job.

R. L. Macklem, our general warehouse foreman, who has been on the sick list for the past few months, retired from active service effective May 1st. We are glad that he will continue to remain in Seattle so that he can visit us once in a while.

Theo. H. Wahl, warehouse checker, is also reported among the retired. He worked his last day on April 30th.

L. G. Fox, asst. warehouse foreman, has taken over the position as warehouse foreman, vice R. L. Macklem, retired. Mr. Fox has recently gained considerable popularity in his ability to put away oyster soup. He is now known as Oyster Soup Fox.

J. J. Kibble and wife, of Bellingham, were recent visitors in Seattle. J. J. is the father of yard clerk, Bruce Kibble. While in Seattle, Bruce had him cover the waterfront with him, resulting in three days complete rest for J. J. before he returned to his position as conductor on the Bellingham Branch.

General Offices

THAT RADIANT LIGHT shining out from the portals of 611 White building these days comes from the effulgent countenance of Arthur H. Barkley, who has just become a grandpapa for the very first time. They say when the Barkley residence is called these days, Mr. B. takes up the receiver, and proudly begins all conversations: "Grandfather Barkley speaking."

C. E. Kent, remembered by all as the dean of the Seattle Accounting Department, passed away at his home in England on April 1st. He retired some time ago, and had been spending the years at his old country home abroad. Mr. Kent, a patron of the fine arts, and known for his many charities, made many friends during his long connection with the Milwaukee Road and through his active work in behalf of St. Marks Episcopal Church, Seattle. When the new cathedral was built Mr. Kent endowed a large Sunday School room in memory of his son, George Harvey Kent.

Robert Middleton, son of R. J. Middleton of Chicago, will be married in Seattle during August to Miss Mary Bollen, daughter of Rev. and Mrs. M. E. Bollen of Pullman, Wash. The young couple will make their new home in Lewistown, Mont.

MacBarnhart of the City Office has moved to Star Lake where an attractive new home is in the making, and Frank Quigley, an old timer at this lake-residence business, is enjoying his lovely home at Steel Lake more and more each year. Frank says he hasn't a care in the world out there, the beavers clear the timber, and the loons keep the lake fished out, so he hasn't a thing to do but relax when he gets home.

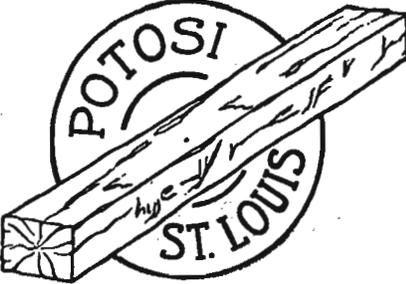
Did you know that George R. Webster holds the title of Seattle's Best Dressed, General Agent? He practically cinched the decision this week by coming out with TWO new hats. He looks Strictly Uptown Yankee in both of them, and when he follows up that traffic tip of yours, the prospect hasn't a chance.

E. H. Bowers, the new public relations representative, is on the job; his first act was to order his office here cleared of pictures of bathing girls, etc. and he hung up a Milwaukee wall map and a bowie knife on the wall instead. What do you make of that, Watson?

Another new member of our official Milwaukee family is Mr. Roy Crippe, from the Milwaukee, Wis., signal offices, who is now estimating engineer in L. W. Smith's office.

John Olson, night chief in the relay office, now on vacation in Coos Bay, Ore., took along a printer machine to practice on. These new teletypes are giving the old timers a lot of new ideas.

Her car stalled at the corner and the traffic light changed red, yellow, green; red, yellow, green, etc. The polite policeman stepped up beside her car and said, "What's the matter, lady; ain't we got any colors you like?"



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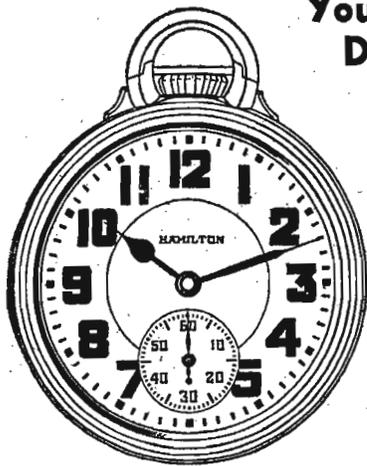
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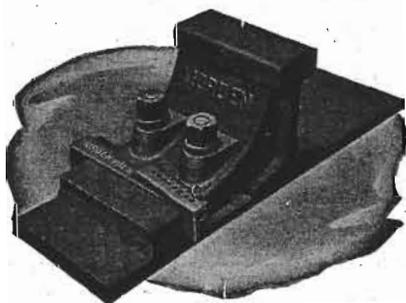
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Iowa Division—Central and West

Ruby Eckman, Correspondent,
Clerk, Perry, Iowa

Agent R. T. Farran of Adel was off duty for a month on account of the death of his brother and the disposition of his affairs.

J. W. Moore, Jr., son of machinist helper Jesse Moore of the Perry round house force, was married the fore part of May to Miss Phillis Paiste of Perry. They will live in Ohio.

Mrs. Mary Kerns, mother of Mrs. D. T. Reel, died in a Cedar Rapids Hospital in April following an injury which resulted in a broken hip. Mrs. Kerns was long associated with the railroad family, as her husband was an employe and her daughters married railroad men.

Train Master C. C. Marchant and wife announced the marriage of their daughter, Mary Hall, the fore part of May. She married Maurice Preston of Chicago; they will live in Brookfield, Ill.

Mrs. George Havill was in a Des Moines hospital for a major operation in May. Her daughter, Mrs. Harry Webb, came from California to be with her.

Miss Virginia Lyons, daughter of conductor and Mrs. A. B. Needham, was married May 4th to Eugene Pennington. They will live on a farm near Perry.

Richard Keenan, son of conductor Earl Keenan, was married recently to Myrtle Darlene Ritter, of Perry. Richard works for the perishable freight inspector.

Roy Reynolds, who worked for a number of years as a brakeman on the Des Moines division, died in Adel the fore part of May.

Mayme Berryhill, roadmaster's clerk at Perry for a couple of years, went to Marion May 1st to take a temporary position as stenographer in the office of division master mechanic W. N. Foster. Carman Bintz of Marion took the Perry job.

F. E. Bently, one of the senior agents of the Iowa division, died at Rhodes the latter part of April. Mr. Bently worked until the day before his death. He had been agent at Rhodes for many years.

Emanuel Stoner, a retired engineer on the Iowa Division, and the father of engineers Jerry and Charles Stoner, died the fore part of May after a couple of weeks' illness. William Barker, engine inspector, is a son-in-law.

Mrs. Otto Pohl, wife of a boilermaker in the Perry shops, died at her home in Perry May 9th following an extended illness.

Brakeman Ray Johnson was off duty the fore part of May to go to Minneapolis on account of the death of his mother.

P. A. Gifford, senior conductor on the Des Moines division, made his last trip April 30th after 51 years of service. Mr. Gifford has for years operated a summer resort hotel and boat livery at Spirit Lake, so from now on will be able to devote all his time to that work.

Engineer E. D. Johnson, who has been working out of Perry for several years, has moved back to Council Bluffs and is now assigned to the way freight run between Council Bluffs and Manilla.

I&D Division—West

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

The B&B Department has made an improvement by building a new crossing south of the passenger station, extending nearly the length of the platform.

Operator Hathaway has been appointed agent at Okaton; his vacancy at Rapid City has been filled by operator Gallagher.

Harry Binderup of the store department has decided that city life is too tame and has moved to a farm where he will devote his spare time to all the agricultural tricks that he can learn.

We have been informed that Mrs. Hall has been awarded a medal from the riding academy for her superior horseback riding and that chief dispatcher Platt ran her a close second. Although they have each invested in a riding horse, there doesn't seem to be very many that have seen them astride their steeds.

Conductor Harmon returned to work the latter part of April after several months' vacationing.

Fishing season opened the first of the month and to date we are without a good fish story but we are depending on either Geo. Soper or Henry Schirmer to come up with a big one pretty soon. We may have to rely on switchman Shook for a real one, though as we understand that he has equipped himself with a very expensive outfit.

With the rains that fell the fore part of the month we are anticipating some nice crops for this part of the state.

Conductor Enright and his wife were called to Iowa the latter part of the month account the death of his mother. We extend our sympathy.

We understand that brakeman Paul Olson of Sanborn has left for Iowa City where he will receive medical attention.

P.F.I. McMahon has gone in the landscape business and any one interested in that line of work will receive valuable suggestions by conferring with him.

The yard office force have lost Oscar, Mr. Platte's pet gopher, and we understand that he has vacated to the station park, where he will make his home for the summer. Oscar became quite a pet in the office, when he was brought here this spring by conductor McComish, who found him when he was working on the Western Union repair gang. We know that he will miss the good feeds that were given him daily by dispatcher Higgins.

Iowa Division—East

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

Clark L. Sherwood, age 79 years, passed away at 7:50 p. m. Saturday at the home of his son-in-law and daughter, Mr. and Mrs. A. J. Ramsey of Cedar Rapids. He had retired in 1937.

George W. McNabb, age 49, general yard master at Cedar Rapids, Iowa, passed away at Cedar Rapids, May 5th.

Mrs. Chester Cornelius, stenographer for the clerical forces at Marion, has resigned,

and departed May 6th to join her husband at Kansas City, who is connected with the U. S. I. C. Commission. The Clerical Office force at Marion staged a little party for Mrs. Cornelius, Thursday, May 2nd, presenting her with a gift. Mrs. Mayme Berryhill of Perry will fill the vacancy caused by Mrs. Cornelius' resignation.

Mr. and Mrs. N. W. Harry of Marion returned May 7th after having spent the winter in Florida.

Leonard G. Hewitt of the superintendent's office at Marion has been absent from duty for several weeks on account of heart attack and is recuperating slowly.

Superintendent and Mrs. W. C. Givens of LaCrosse and superintendent and Mrs. W. J. Hotchkiss of Austin, Minnesota, visited Marion friends a few days early in May.

Operator Ed Mullaley worked as chief operator during Mr. Merrill's absence and Emerson, second trick at Marion.

L. T. Turner of Waverly, Ill., visited several days with Marion friends in April. Lou is looking well and enjoying his retirement.

Mr. and Mrs. George Layton of Savanna visited in Marion briefly April 16th. His nephew was acting as chauffeur in Mr. Layton's big new Buick.

Mrs. Don Walters of Canton, Ohio, passed away April 19th. She was formerly known as Miss Mary Merrill, and was a sister of the late Hazel Merrill, who served as clerk at Marion and in the General office in Chicago. Chief operator R. L. Merrill of Marion attended the funeral at Canton.

Mrs. George Hennessey of Cedar Rapids spent several days the middle of April visiting her son George at Sacramento, California, prior to his leaving for U. S. Army Air Corps service in the Philippine Islands.

Leonard A. Taylor of Marion retired May 1st. The Cedar Rapids Gazette has a nice write up showing a large picture of Mr. Taylor in the cab of his engine.

Merle Van Sickle of Springville is "breaking in" on clerk's job in the dispatcher's office at Marion.

Agent C. R. Wink at Donohue was off a few days in May on account of illness. D. R. Brooke is relieving.

Trans-Missouri Division— West

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

Miss Florence Wright, daughter of machinist W. W. Wright, Miles City, has been assigned to a position in Social Security Department, Washington, D. C.

Roundhouse foreman J. P. Leahy of Harlowton, Mont., who spent several weeks recently in the Holy Rosary Hospital at Miles City, advises he is feeling fine again. He is relieved by machinist Wm. Heide.

It is a sad story to report that Howard Roberts, boilermaker helper, Miles City Roundhouse, passed away at the local hospital April 21st following a short illness.

Operator W. E. Berger passed away at his home in Melstone March 30th. Mr. Berger had 28 years of service with the railroad and was very well liked by all his fellow employees.

Knights of Columbus Bowling Team, consisting of Clayton Althaus, Arthur Arnold, Mickey Gilmore, Bud Sheridan and Louis Seaman, first team, and G. Feistis Flynn, Robert Brath, D. C. O'Brien, Ed Lynam and Herbert Lathrop, second team, made a trip to Butte, April 6th, for a bowling tournament, and Miles City's first team won first place. Mickey Gilmore with a score of 242 won high in single games. Louis Seaman with a total of 654 won high in three-game total. Geo. A. J. Carr and Arthur Althaus also accompanied the teams to Butte.

Mr. and Mrs. George Lambert of Miles City recently made a trip to Stockton, Cal., where they visited Mr. Lambert's brother, whom they had not seen for over 30 years.

Richard McEldery, son of C. H. McEldery, Miles City, was seriously injured May 6th when he was struck by an automobile and thrown from the motorcycle which he was riding.

Harry Stamp, chief clerk, Miles City Store Department, has returned to work after spending two weeks in the local hospital undergoing treatment.

Custer County High School students who are members of Milwaukee families and were initiated into the National Honor Society May 6th were Arnold L. Running, Ardella McCoy, Lucille Storms and Jean Williams. The qualifications for membership into this society are scholarship, leadership, character and service.

Mrs. R. B. Aney and daughter, Doris, spent several days the forepart of May in Aberdeen, Minneapolis and Chicago.

Kenneth Wahl, former roundhouse clerk at Miles City, called at the office April 7th. He has been employed in the Internal Revenue Department, Washington, D. C., and is on his way to Seattle, where he has accepted a position in the same department.

Mrs. A. W. Hervin, wife of superintendent, Miles City, spent a few days the forepart of May in Butte, visiting with friends.

H. A. Mosher of Moberge has been working as relief dispatcher at Miles City.

Mrs. Bernard Maguire, of Milwaukee, spent a few weeks the latter part of April visiting with her parents, Mr. and Mrs. Geo. Hand.



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Mechanical and Store Depts., Twin Cities

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

On May 6th George Kempf from Milwaukee and Wm. Mertz from Aberdeen, with members of Northwest Air Brake Club, made a tour of the Twin Cities' Shops, including the Air Brake Shop at So. Mpls., which won favorable comments.

F. M. Washburn, president of Northwest Carmen's Association, reported a large attendance and fine interest at their May 6th meeting, which covered air conditioning on passenger cars.

Car Dept. employees at Mpls. Shops are organizing a diamond ball team and hope to a show a lot of competition in the Shop League.

Apprentice C. P. Olsen and wife visited relatives in Chicago and Detroit recently, then drove home in a new Ford sedan.

Sympathy is extended to relatives of following former employees who passed away: Emanuel Landstrom, March 23rd.

Lars O. Brandlee, April 4th.

Charles Buker, April 9th.

Lars Larson, April 30th.

At Mpls. Coach Yard, forces have organized the "Hiawatha Streamliners" for 1940 Diamond Ball Team and challenge any team from other departments. Avery Westphall is the manager.

Valentine Stasik has returned to work following several months' absence due to illness.

"Tommy," the Coach Yard mascot cat, is very ritzy, and is served ice cream cones. Ask Tony, the ice man.

Mr. and Mrs. Wm. Whaley are proud parents of a boy born April 14th.

Miss Catherine Naughton recently returned from a trip to New York City.

As the opening of the fishing season nears, Hanson, Larson and Witte are busy with their equipment. Their actual catch may not exceed their hopes but the fish are in for it, we believe.

"KAY" OF STORE DEPT. SAYS:

A herculean venture in the nature of a ball team has been launched by Store Dept. boys, who will match wits and hits with the Locomotive Dept. Nine this summer. Survivors' names will be published at end of the season.

Emma Zinn collected around \$4.00 at the close of Railway Business Women's Bowling Season for a goodly average. She has joined forces with the Accounting and Freight Department Women Bowlers, in a one-night stand against the Accounting Department Men Bowlers. In the absence of much shouting, its a safe venture that the girls lost.

Aside from Neva Ross' strained back (from piano-lifting), Allan Templeton's "slipped" vertebrae (thanks to hand-standing for his children) and Herb Allen's (unexplained ???) broken-wrist, the health situation in the Joint Store-Locomotive offices has been good.

George Ward's three-weeks vacation in Hot Springs starts soon and he hopes to gather enough resistance to carry him through another Minnesota winter.

By the middle of July, there will be FREE FLOWERS at the Store Dept. Joe (Speedy) Lugow, assisted by (Shovelman) Groth, planted the seeds in the most appropriate spot between Store House and Blacksmith Shop. Emma Zinn was the "folded arms" supervisor.

Ambitious Author: "Hurray! Five dollars for my latest story, 'The Call of the Lure!'"
Fast Friend: "Who from?"
Ambitious Author: "The express company. They lost it."

Thirty

H&D Division

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

W. H. Swan, agent at Roscoe, S. D., recently returned from a week's vacation to the Black Hills where he visited his wife. Mrs. Swan has been ill for sometime and we are glad to report that she is coming along fine and hopes to be home soon.

F. E. Poeschel, for several years 2nd trick operator at Roscoe, bid on the position of agent at Tulare, S. D., and received it on bulletin.

S. E. Fosness bid back on his old job at Ortley, S. D. He had recently received Frederick, S. D., per bulletin and then changed his mind and went back to the old homestead.

Bud Atha has been appointed 2nd trick operator at Roscoe. For the past several seasons Bud has bucked the extra board and has now finally landed a steady job.

Leonard Montague, for several years conductor on the Linton Line, recently changed his tactics and now is on the south line running freight trains.

C. L. Tyner, condr., of Linton Line and wife have left for sunny California where they are prospecting on homes. Mr. Tyner plans on taking the pension about the first of September.

L. E. Crawford of Aberdeen roundhouse is planning a visit to Seattle, Wash., in the near future.

Machinist helper Frank Dunn, wife and son, are leaving shortly for a trip to Los Angeles.

Engr. Anto Moore and wife of the East H&D are leaving shortly for Boston and New York, via Cumberland, for a vacation.

K. T. Conright, who for seven years had been engine watchman at Roscoe, has succeeded John C. Sheron as roundhouse foreman at Montevideo.

John C. Sheron, night R. H. foreman at Montevideo, retired on April 24th. He was given a farewell party and presented with a rod and reel from the boys.

Al Meier has been transferred to Roscoe as engine watchman, succeeding "KC."

Retired boilermaker J. H. Rankin has again moved to Pickerel lake for the summer.

E. S. Reeves, known to the division as Jack the signal maintainer, has left our premises and is going east to Wisconsin where he was appointed to fill the job as signal maintainer in Green Bay.

A certain chief clerk at the Aberdeen Freight house who also is the treasurer and cook of the local service club, hired a chauffeur to drive him to Springfield, Minn., for Mother's Day. There is nothing like going home in style, Mr. Berg.

Our trainmaster is about to bid adieu to the West H&D. He is leaving Aberdeen and going to Montevideo as trainmaster. J. D. Shea (Jim) has proved himself to be a square fellow among the entire division. He will be greatly missed by all who knew him.

E. A. Twedt has been appointed agent at Frederick, S. D.

I&D Division—East

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

We are glad to report that after a few weeks' illness, Geo. Nelson, car man, is back on the job again.

Well, we have had our new Deisel switch engine now about a month and are well pleased with it. The only complaint we have heard is that the engine crew say the switchmen will have to wear white uniforms so as not to get the engine dirty.

Wm. J. Flynn, I&D brakeman, has taken the Calmar switch job on bulletin, and has opened up bachelor quarters at Calmar now, as friend wife says she prefers to stay here for the present. Billie commutes home over the week end to get a

few good meals and raid the pantry for supplies to live on the following week.

Passenger conductor A. E. Johnson is working on the Iowa Division the past few weeks, taking the I&D miles from the Iowa Division.

On May 14th we had a 14-car special from Spencer to Sioux Falls for the Chamber of Commerce groups from towns between Spencer and Sioux Falls, who were the guests of the Morrell Packing Co., of Sioux Falls.

H. W. Frazee, local ticket agent, has returned from a vacation trip to Seattle and down the west coast to Frisco, Los Angeles and home the south route. Herman says he enjoyed every minute of it. Mr. Budack, agent at Ionia, has returned after relieving Mr. Frazee at Mason City.

F. H. Dickhoff, yardmaster, left May 16th for a few weeks' fishing in Wisconsin. The trout will sure have a tough time for a while now, as F. H. D. is like Frank Buck when he goes after them.

Grace Moran, of the Division Freight & Passenger Agent's office, Mason City, gave a very interesting talk over our radio station KGLD. We hope Grace has some more fine talks in store for us.

Monte Kemp, local company policeman, has returned to Mason City to work out of here again, after a few months at Sioux City. We welcome the Kemps back.

We are still looking for news items from along the line. Please help out and send in items of interest.

I&SM Division—West

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

Understand that Al Brakke, brakeman on 94 and 95 respectively, has taken up broadcasting. On March 30th Al sang a couple of solos over KSOO at Sioux Falls.

Walter Coppin, freight condr., is taking off several months from his duties, as he was called to Chicago to act as president of the Railroad Trainmen Brotherhood organization while the regular president is taking a vacation.

W. C. Belling, from Chandler, Minn., relieved E. F. Carey at Easton, Minn., for two weeks in April, while Mr. Carey was away on business.

Les Hauge, section foreman at Iona Lake, Minn., has accepted the position as extra gang foreman over a group of 10 men who are going to line track and place ties between, Wessington Springs, S. D., and Lakefield, Minn. Emil Ostrander of Fedora, S. D., is relieving Les Hauge as section foreman at Iona Lake, Minn., for an indefinite period.

Kenny Gebhart, our sub-correspondent at Forestburg, S. D., says that he and other west end agents are enjoying big catches of fish in the James river and surrounding lakes. So, Dak. is coming back, boys.

John Whalan, agent at Fulda, Minn., is taking off 10 days from regular duties, spending his vacation in Winona, Minn., visiting relatives and friends. He is being relieved by R. E. Gilbertson, of Erwin, S. Dak.

F. X. Langer, traveling auditor, is the papa of a baby girl born April 15th, 1940, at Sioux City, Iowa. They named the little girl Mary Ann.

Ed Lucas, agent at Edgerton, Minn., was off duty two days while he and Mrs. Lucas took their youngest boy to the hospital at Pipestone, Minn., for treatments. The boy is back home now and is on his way to recovery. Ed was relieved by G. F. Jones of Pipestone.

First Steno: "George's moustache makes me laugh."

Second Steno: "Tickled me, too."

Boarder: "Ah, your steak is like the weather this evening, madam, rather raw."

Landlady: "Indeed? By the way, your account is like the weather too—unsettled."

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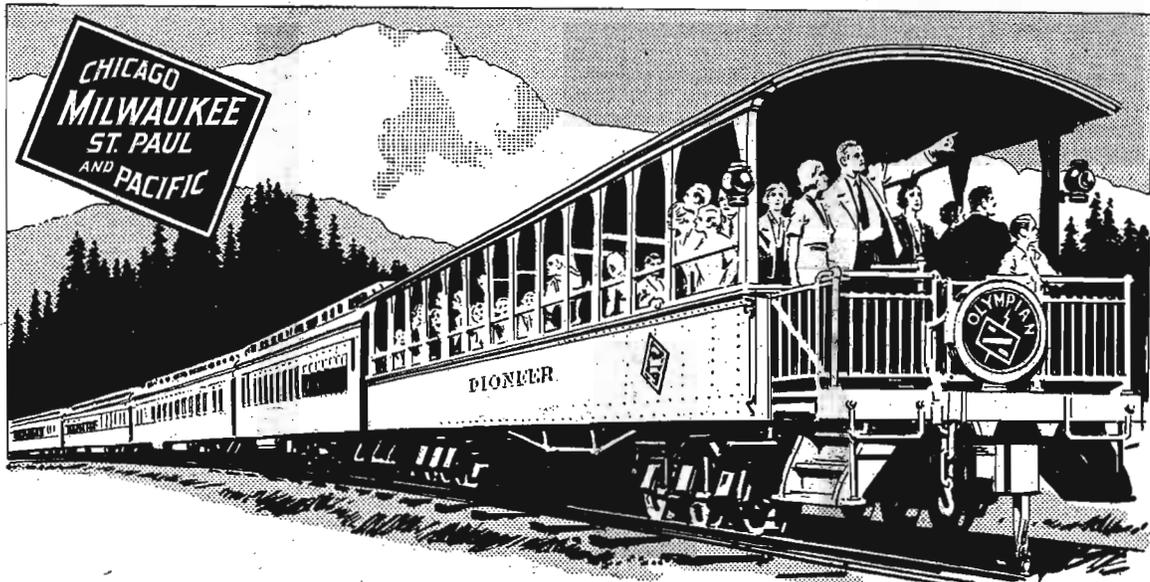
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