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**The**  
**Milwaukee**  
**Magazine**



**November**

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**1940**

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# Thanksgiving

## --- American Style

TO be sure, there is poverty and suffering in this fair land of ours, and heartbreak and illness and death, much of it and in many places. But today, lay the white cloth, gather the last of the chrysanthemums, get out the pink glass bowl Mother always used for the cranberries. Gather 'round the table and be thankful in the old way for the old things . . .

*For all the ill that has not come  
To desolate us, heart and home;  
For sorrow healed.*

*For understanding others' need,  
For shelter, health, and peace of mind,  
And plans ahead . . .*

May we give thanks to nature for the ritual of its seasons, the wonder of seed time and harvest, for homestead and fireside, for the road along which we travel, and for grace and kindness on the way.

For those disciplines that train us and in the end make for strength and honor; for love that heals our hurts and mercy that lifts us when we fall. May we be thankful for our country, which, after all, is the best country because it is our own.

And today, Thanksgiving Day, our own feast day, born in America, celebrated by us alone, may we be thankful we still have this land, this day, this Thanksgiving . . . American style.

—NORA BRECKENRIDGE DECCO,  
Three Forks, Montana.



# THE MILWAUKEE MAGAZINE

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Manager

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## Who Complains About "Trade Barriers?"

**G**YPSY" or itinerant truckers are among those who complain most about so-called "trade barriers" erected by the states. Such complaints are not supported by the farm producers' organizations, as is evidenced by the action taken in the state of Washington by the Washington Produce Shippers' Association. The membership of the Association consists of cooperative organizations of farmers actually engaged in production. Aroused by the adverse effects on farm income of the operations of the "gypsy" truckers, the Washington Association has taken a determined position in which it is declared that "the inroads they have made upon distributive business and the farmer's income have been due, not to efficiency, but to avoidance of the normal obligations of fair dealing, safety and living standards, and farm products quality. They have to a large extent destroyed the farmer's hard won quality standards, debased the prices paid to farmers, ignored laws of safety and public protection, and wrecked living standards of farmers, dealers and of employees."

The Washington Association has taken a position, outlined below, which similar organizations in other states may well adopt as a pattern.

"Specifically, we demand that every truck handling agricultural products, either as a dealer or as a carrier, be made effectively subject to every tax, license, permit, regulation, inspection, limitation of hours, safety requirement, bond, insurance, quarantine, marketing agreement, and to every other restriction imposed by state or federal laws for the protection of farmers and the general public. What we seek is equality of treatment of all those performing distributive functions in farm products, regardless of mode of conveyance or difficulty of enforcement procedure."

## Reduction in Railroad Capitalization

**T**HE net capitalization of Class I railroads has been reduced more than a billion dollars since 1930, despite the fact that capital expenditures for additions and improvements to property have amounted to almost two billion dollars since 1930. There have been reductions both in capital stock outstanding and in funded debt. That there will be further reductions as a result of reorganizations of railroads now in either receivership or trusteeship goes without saying, as present reorganization plans for these properties now indicate further reduction of at least two billions more in the total capitalization of all Class I railroads. In view of the fact that the present capitalization is less than 70 per cent of the total investment in road and equipment, it should be evident to every open minded person that over capitalization is not important, from the public standpoint, in the present railroad situation.

## Railroad Taxes and Net Income

**R**AILROAD taxes have greatly exceeded railroad net income, after taxes, in each year since 1930. In four of the intervening years there has been no net income, after taxes, and for the entire period, 1930 to 1940, the total of railroad taxes has been more than ten times as great as the total railroad net income, after taxes. In face of these facts, it cannot be well said that the owners of the railroads have been bearing down on shippers and passengers as heavily as have the tax gatherers.

## Highway Maintenance Expensive

**W**C. MARKHAM, executive secretary, American Association of State Highway Officials, testifying before the Committee on Roads of the U. S. House of Representatives early this year about expenditures on state highways, said: "The maintenance cost, amounting in 1938 to \$227,711,000, was 20 per cent, and it is going higher all the time because the more roads we build, even with federal funds, means that many more roads that the States alone must maintain."

In the same hearing Brady Gentry, chairman of the State Highway Commission of Texas, said: "Highway construction as we know it had its inception some 30 years ago. It is a new industry. In the early days of the automobile there was no conception of the number of cars that would travel on the highways today. No one could have predicted the speed of the present day automobile. There would have been none sufficiently venturesome to suggest that what practically amounts to freight trains would be common on the highways of the nation in 1940."

## Cheap Transportation

**W**ATER transportation is frequently referred to as "cheap transportation," but is it? And how about the taxpayer who has to foot the bill? Is it "cheap" for him? Let's see!

The cities of St. Paul, Minneapolis, Dubuque, Rock Island and Burlington on the Upper Mississippi River have municipal water terminals.

In these terminals the people of those cities have an investment of about \$2,375,000.

Municipal bonds were issued in each case to build them and interest amounting to about \$860,000 has been paid on these bonds since their issuance.

The total revenues from the operation of these terminals has fallen short by more than \$700,000 of providing money to pay the interest on the bonds.

But that is not all. These taxpayers have also paid about \$90,000 for maintenance and miscellaneous expenses and notwithstanding these terminals were paid for by the taxpayers' money they do depreciate just like the property of an individual.

Even so, depreciation has been charged on only one of these terminals although all of them are more than 10 years old. In the one case referred to, the depreciation charged is \$50,000 less than a reasonable depreciation charge or accrual.

On all of the terminals reasonable depreciation charges would amount to almost \$300,000 more than has been charged.

And so, to sum it all up, that poor old fellow that is always pictured in the barrel—the taxpayer—has spent a lot of money on these municipal terminals. And to what purpose? Well, no doubt a few shippers have saved some money in transportation charges and a few water carriers have made some money at the expense of a lot of others who did not. That kind of transportation is not cheap.

## Notice

**I**N order to expedite the editing and typesetting of the increased volume of copy submitted by regular and occasional contributors, it has become necessary to ask again that contributions be prepared according to the customary rules.

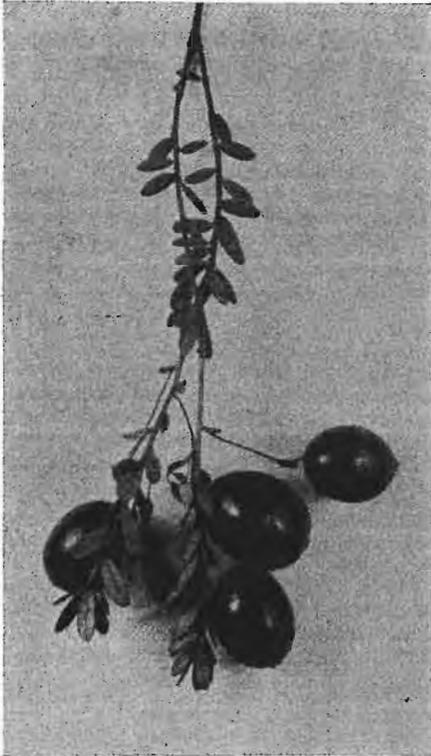
All copy, to be considered, should be typewritten and double spaced; use only one side of the paper. A machine with both upper and lower case letters should be employed as it is not always possible to determine where capital letters are intended when copy is prepared on typewriters with only upper case letters.

Copy should be addressed to The Milwaukee Magazine, Room 736 Union Station, Chicago.

# Cranberries



Wisconsin One of Few Places  
Where the Red Holiday  
Fruit Can Be Grown



*"Thanksgiving is the time for me;  
The turkey and the cran-berrie . . ."*  
—From a seventh grader's  
Thanksgiving poem.

**R**OAST turkey and cranberry sauce, those twin American institutions, have already begun to occupy the nation's mind as a prelude to the much more satisfying occupation to take place later in the month and lower in the body. Of the two, the cranberries have received the lesser attention, while their highly publicized partner, "who struts and frets his hour upon the stage and then is seen no more," takes all the bows and gets practically all the credit. That is not as it should be.

The importance of the cranberry industry to Wisconsin and to The Milwaukee Road cannot be over-emphasized in the minds of those who are aware of the national demand for that fruit.

## An Original American Fruit

Fifty million pounds of cranberries—enough to make 150,000,000 pounds of sauce—are consumed annually at the tables of Mr. and Mrs. America between the first of October and the end of March. A good many of them are consumed during the Thanksgiving-Christmas-New Year holidays. In short, it appears that the cranberry's years of stooging for holiday fowl are over. The cranberry itself rates top billing.

"Crane-berries," the Indians of Massachusetts called them because the flower of the cranberry vine resembles the head of a crane. It is interesting to note that the Red Man has been associated with this popular red berry from the earliest record of its existence up to the present time; today, in the Wisconsin Rapids area and in other parts of Wisconsin where cranberries

are grown, most of the raking is done by skilled Indians.

Long before the coming of the White Man the original Americans prized the tart red berry highly and considered it of great medicinal value. And it was from the friendly Indian squaws that the Pilgrims learned to use the sour berry with meats. Tradition has it that cranberries were on the first Thanksgiving dinner menu of the thrifty Puritan fathers. In any event, there is no disputing the fact that the cranberry was one of the earliest local foods added to the limited fare of the first Plymouth settlers.

## It Isn't Quite the Same

However, the cranberry we know today is a vastly different fruit from the sour wild berries known to the Indians and the Pilgrims. About 1846 an astute citizen of Yarmouth, on Cape Cod, so the record runs, cleared and graded an acre and a half of waste land, on which he set out cuttings from wild cranberry

vines. At about the same time another far-sighted resident of Dennis, also on Cape Cod, cleared a worthless cedar swamp and planted cranberry cuttings. During the next 20 years, the scientific cultivation of cranberries became widespread throughout southeastern Massachusetts and so were laid the foundations for an industry that now has investments running into millions of dollars. Within the last 20 years approximately 25,000 acres of waste, bog or marsh land has been turned into productive property, with an average annual yield for the last five years of some 600,000 barrels.

## Characteristics

The first requisite of a healthy cranberry is plenty of water. Peat soil, with a layer of sand on top to mulch the dampness of the peat and anchor down the runners of the cranberry vine, makes an ideal bog if properly irrigated. Ditches, dikes and sluice gates to supply necessary water in summer, and flood the bogs when frost threatens before the crop is harvested are also essential.

Closeup showing how the cranberries are raked off the vines. A subsequent operation separates the berries and the leaves.



The American cranberry grows on a delicate-looking green vine which spreads runners over the bog. Upright shoots between four and 10 inches high bear the fruit. The bogs, level as a drawing room floor, vividly green through spring and summer, tinged with brilliant red during the ripening of the berries in the fall, are a sight of great beauty. A delicate pink blossom emerges in early spring, which gives way to tiny green berries as the petals of the flowers fall. During July and August the berries

slowly turn white, then red as the autumn coolness comes over the land.

### Harvest and Shipment

Cranberries are harvested largely by hand with wooden scoops which gather three to four quarts at a time. The scoops are about 15 inches wide and have long 10-inch fingers, about one-quarter inch apart. The berries are first dumped into six-quart pails, then into quarter-barrel boxes to be taken to screening houses for cleaning and sorting.

Shipments begin about Sept. 15 each year and continue throughout the winter. About 75 per cent of the crop is shipped in carloads to all parts of the United States and Canada. The Agricultural Department and other departments of The Milwaukee Road have been instrumental in assisting marsh operators with the growing and shipping of their cranberries.

The demand for cranberries is usually larger than the supply, due chiefly to the fact that only selected spots in the United States are adapted to growing them successfully. Massachusetts, New Jersey, Long Island and Wisconsin produce the bulk of our national crop, with Oregon and Washington furnishing an average of about 15,000 barrels a year. The two latter states, how-



Above: A. E. Bennett, former president of the Wisconsin Cranberry Growers' Association, 78 years old, and his son, Ermon Bennett, now president of that organization, standing alongside an unraked bog on the Bennett marsh, near Wisconsin Rapids, Wis. Ermon Bennett is the third generation of Bennetts to hold the office of president of the Growers' Association.

cranberry season has been extended over the entire year. Fresh berries require a cool, dry atmosphere where the temperature is as uniform as possible. New methods of refrigeration have enabled growers, through the American Cranberry Exchange, to ship fresh berries abroad.

Recipes for cranberries with meats, cranberry juice cocktail, cranberry muffins, cranberry nut bread, cranberry desserts of all kinds, some handed down from earliest Puritan days, others, developed by modern home economists in scientific kitchens, have made the nutritive winter fruit a versatile food both in the homes and public eating places of the nation.

Perhaps it was a mistake not to mention at the outset that in order to avoid getting hungry and not being able to do anything about it, the reader should digest this article not too long before he makes his annual attempt to eat himself to death.



Left: Cranberries are placed in drying boxes before the milling and cleaning processes.

### Popularity of Fruit

Although the cranberry was first cultivated in the eastern states, the midwestern states are the heaviest consumers. This is due to the large northern European and Anglo-Saxon popu-

lations, whose forebears brought with them a taste for tart red berries such as the Swedish lingen berry and other tart fruits and vegetables.

Development of a cranberry canning industry has made possible the utilization of dead ripe berries so that the

ever, do not produce a sufficient supply for the western states, which means that many of the Wisconsin berries are shipped to the West Coast.

About 90 per cent of the Wisconsin cranberry crop is handled through the Wisconsin Cranberry Sales Company, one of the three members of the American Cranberry Exchange. The Exchange markets the berries under the brand name of "Eatmor," familiar to practically everyone who ever went into a grocery store around Thanksgiving.

Shipments are made in two sizes of boxes, one containing one-half U. S. standard barrel and the other containing one-quarter U. S. standard barrel. The half barrel box holds from 47 to 51 pounds, while the quarter barrel box holds 23 to 26 pounds of cranberries, the weight varying according to the type and size of the fruit.

Lined up like runners waiting for the starting gun, these cranberry rakers are all set to start work on a marsh.



# The Star-Spangled Banner

**T**HIS is the time when all citizens of the United States should express their patriotism and review some of our country's past history.

The Declaration of Independence was passed on July 4, 1776, with this statement: "The unanimous declaration of the 13 United States of America."

The Constitution of the United States was ratified on September 17, 1787.

On November 19, 1863, President Abraham Lincoln delivered the great Gettysburg Address.

There is no better way to express our faith and trust in God and country than to read over these documents and then sing or read our national anthem, "The Star Spangled Banner."

On March 31, 1931, President Herbert Hoover approved an Act of Congress reading as follows: "Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that the composition consisting of the words and music known as 'The Star Spangled Banner' is designated the national anthem of the United States of America."

"The Star Spangled Banner" was written by Francis Scott Key on September 14, 1814, and a brief account of it appeared in the *Baltimore American* on September 21, 1814, under the heading of "Defence of Fort M'Henry," as follows:

"The annexed song was composed under the following circumstances: A gentleman had left Baltimore, in a flag of truce for the purpose of getting released from the British fleet a friend of his who had been captured at Marlborough. He went as far as the mouth of the Pa-



A facsimile of the first stanza of "The Star Spangled Banner" in Key's own handwriting.

*The Star-Spangled Banner.*

*O say, can you see by the dawn's early light  
What so proudly we hail'd at the twilight's last gleaming,  
Whose broad stripes and bright stars, through the clouds of the fight,  
O'er the ramparts we watch'd were so gallantly streaming?  
And the rocket's red glare - the bomb bursting in air,  
Gave proof through the night that our flag was still there,  
O say, does that star-spangled banner yet wave  
O'er the land of the free & the home of the brave? -*

*F. S. Key*

O say, can you see by the dawn's early light  
What so proudly we hail'd at the twilight's last gleaming,  
Whose broad stripes and bright stars, through the perilous fight,  
O'er the ramparts we watched, were so gallantly streaming?  
And the rocket's red glare, the bombs bursting in air,  
Gave proof through the night that our flag was still there.  
O say, does that star-spangled banner yet wave  
O'er the land of the free and the home of the brave?

On the shore dimly seen through the mists of the deep,  
Where the foe's haughty host in dread silence reposes,  
What is that which the breeze, o'er the towering steep,  
As it fitfully blows, half conceals, half discloses?  
Now it catches the gleam of the morning's first beam,  
In full glory reflected now shines on the stream.  
'Tis the star-spangled banner—O long may it wave  
O'er the land of the free and the home of the brave.

O thus be it e'er when freemen shall stand  
Between their lov'd home and the war's desolation!  
Blest with vict'ry and peace may the heav'n rescued land  
Praise the Pow'r that hath made and preserved us a nation!  
Then conquer we must when our cause it is just,  
And this be our motto—"In God is our trust."  
And the star-spangled banner in triumph shall wave  
O'er the land of the free and the home of the brave.

tuxent, and was not permitted to return lest the intended attack on Baltimore should be disclosed. He was therefore brought up the Bay to the mouth of the Patapsco, where the flag vessel was kept under the guns of a frigate, and he was compelled to witness the bombardment of Fort M'Henry, which the

Admiral had boasted that he would carry in a few hours, and that the city must fall. He watched the flag at the fort through the whole day with an anxiety that can be better felt than described, until the night prevented him from seeing it. In the night he watched the Bomb Shells, and at early dawn his eye was again greeted by the proudly waving flag of his country."

On a recent radio broadcast of Dr. I. Q., the following offer was made: "I will give you \$1.00 for every consecutive word that you can recite of the three verses of the national anthem, 'The Star Spangled Banner.'" The man to whom this offer was made could recite only the first two lines, which consisted of 20 words, and for which he was given \$20.00.

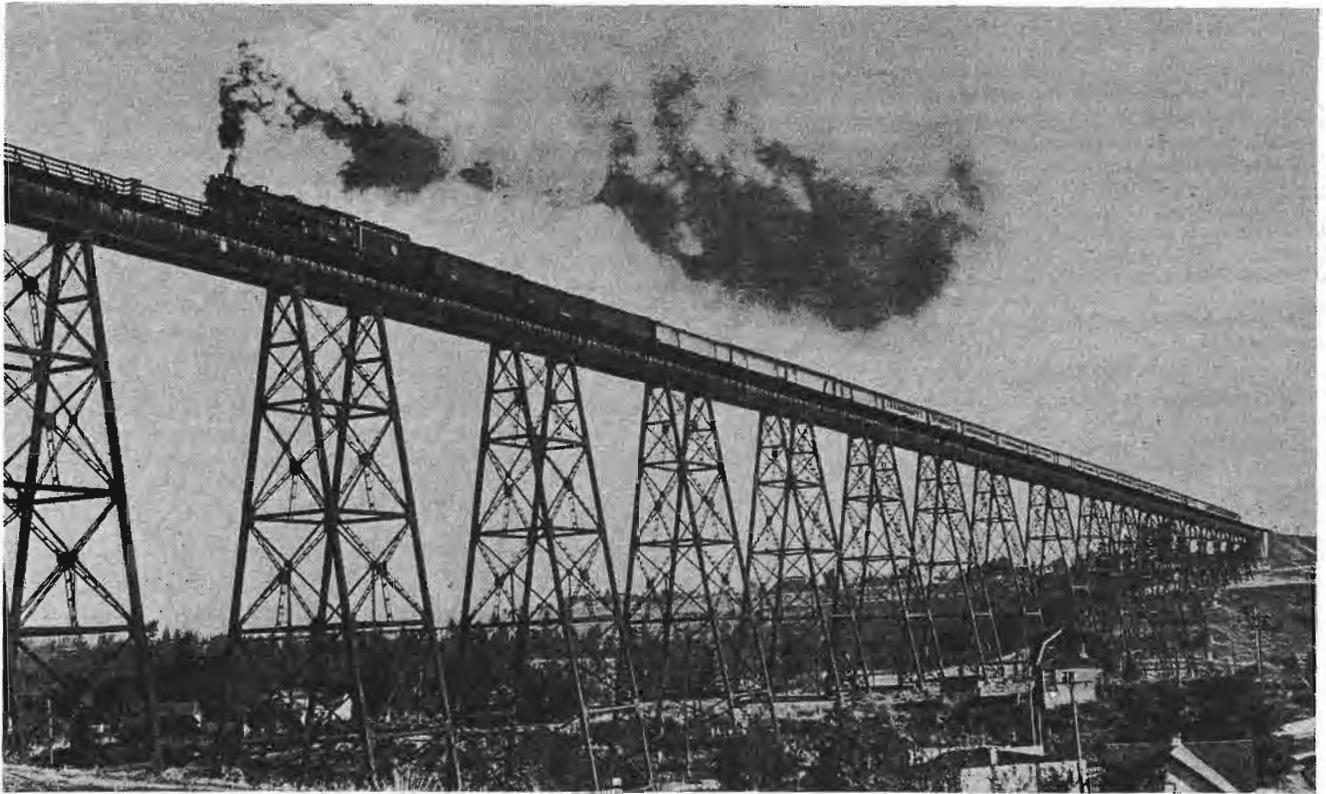
Whenever the national anthem is used on a public occasion, it is customary to either sing or have a soloist sing the first stanza, giving us little opportunity to become acquainted with the entire anthem.

The first and second stanzas are introductory and historical and tell us of the occasion that inspired the author to write it. The last stanza is the one that gives us an opportunity to express our faith and trust in God and our country.

There is a general feeling that whenever the national anthem is sung, all three stanzas be used, or, if it is necessary to abbreviate, to use the first and last stanzas. Perhaps you can use your influence to encourage this thought.

—Fred E. Weise,  
Engineering Department,  
Chicago, Illinois.

# Longest Passenger Train on Coast Division



This train is a 25-car special, pictured on the high trestle just west of Spokane, Wash., carrying the 161st Infantry from the Spokane area to Camp Murray, Wash., arriving in Seattle, Sept. 23. It was the longest passenger train ever to be operated over the Coast Division. Engineer Theodore May and Fireman Ed. Kalimoski, veterans of the Road, pulled the train from Spokane to Othello, 121 miles, without a stop. Two giant electric locomotives hauled the train with its 45 officers and 822 men over the Cascade Mountains.

The train, 2,025 feet long, consisted of 16 coaches, 6 baggage cars, and three reefers. Three of the baggage cars were fitted up and used as kitchen cars, and the others carried the troops' impedimenta. So far as possible, wartime conditions were duplicated in order to train the troops and their officers in traveling under these conditions.

another road offered him a job as an air brake instructor and he took it. Before he knew it he was on the way up.

Today Clyde C. Farmer, consulting engineer for the Westinghouse Air Brake Company, has filed no less than 479 patents.

"Never pick the easy job," Farmer told me recently in Pittsburgh, as from his office windows he could see east and westbound freights shuttling safely by with the speed of express trains.

"And don't be afraid to urge men to look for the imperfections all about them. If they have the right stuff, they'll do something about that. And that's the yeast that makes strength."

That was the advice of the former engine wiper. There is danger in seeing only the favorable in your job.

## Look for the Imperfections

*The following article was written by Floyd Foster, editor of Sales Publications, International Correspondence Schools. It applies as well to railroaders as to other workers and for that reason has been deemed worthy of reprinting here.*

**T**HERE is a danger in seeing only the favorable in your job. That attitude leads to overlooking faults which need correction. In those two sentences is a lesson I learned from a former engine wiper on the Southern Pacific. He saw many places where improvements could be made and did something about it. And probably that's why he is a Modern Pioneer.

This young man's outlook veered from the copy-book maxims about con-

tentment with one's lot. With his eye on a job bigger than the one he had, he set out to find what was wrong on his present job. Obstacles, he concluded, afforded a way to growth.

Early in the century one of the great handicaps in handling freight was the slowness of the first air brakes. It took too long to get the air to the rear cars and they piled up and jumped the track.

So the engine wiper, watching the brakes fail to stop long trains, decided that here was a nut to crack. But he would have to know more about mechanics. Only then would he be able to correct what was wrong. So under a kerosene lamp he studied every fact relating to the troublesome brakes.

He talked air brakes incessantly, and as is the case with any man who delves below the surface, this young man soon found that people considered him an authority on the subject. In fact,

## Facts

Since 1923, nine billion dollars have been spent by the railroads for improvements, of which 45 per cent was for equipment and 55 per cent for roadway and structures.

In the past ten years, there has been an average increase of about 62 per cent in the volume of freight handled by the railroads from the low week to the peak week each year.

Freight cars now average 20 per cent greater capacity than in 1918.

# ABOUT SERVICE CLUBS

At some stations where this railroad's revenues have reached a very low level, our Service Clubs have been doing excellent work by holding meetings with the people living in and near those towns, pointing out the benefits enjoyed by the communities from railroad service, and the necessity for increased patronage to avoid reducing or abandoning that service.

It is encouraging to find there is a very favorable response from business men, farmers, and other guests at these meetings. Some say they had not been aware of the importance of the railroad to their communities; others promise more business, and, in one instance, the Superintendent of Schools refused to accept payment for the use of the school building where the meeting was held after he had learned how much the railroad was paying in taxes for the support of the school.

Very effective work can be done by other Service Clubs where conditions are similar and I hope our Clubs everywhere will continue to hold friendly get-together meetings with residents of their communities. All meetings with the public afford opportunity to present facts the public should know concerning transportation matters. It is especially important at this time that Milwaukee Road people acquaint themselves with the facts about their business because the trucking companies are launching a big advertising and publicity campaign, intended to draw more of our patrons away from us. The leaflets and pamphlets that are sent to Service Clubs for information and distribution contain much that should be useful in discussions arising from the truckers' campaign.

Please continue your efforts to increase the number of Traffic Tippers and to encourage Tippers to send in more Tips. The number of Tips sent in is very much less than could be expected from nearly 10,000 Tippers. At the present time the volume of business on our road is less than it was a year ago. However, there is business moving every day, and it is up to us to get our share.




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

Division	Passenger		No. of Tips Per 100 Employees	Division	Freight		No. of Tips Per 100 Employees
	Tips	Tips			Tips	Tips	
Madison Division.....	180	7	28.1	Trans-Missouri Div. ....	48	15	6.9
Seattle Gen. Offices.....	48	11	18.6	Rocky Mountain Div.....	39	7	5.6
Dubuque & Illinois Div....	80	164	17.9	Coast Division .....	72	7	5.3
Iowa and Dakota Div.....	173	33	14.1	Iowa & Southern Minnesota	21	21	5.3
Miscellaneous .....	2	4	12.5	Iowa Division .....	29	43	5.2
Hastings & Dakota.....	76	25	10.0	La Crosse and River Div...	65	21	4.4
Chicago General Offices...	115	50	9.8	Milwaukee Terminals .....	97	42	3.8
Superior Division.....	22	36	9.1	Kansas City Division.....	7	20	3.6
Milwaukee Division .....	46	59	9.0	Twin City Terminals.....	55	14	3.4
Terre Haute Div.....	3	78	9.0	Chicago Terminals .....	18	42	1.9
<b>TOTALS .....</b>	<b>1,196</b>	<b>699</b>	<b>7.3</b>				

# SERVICE CLUBS

## "Back to the Rails" Celebration

### COUNCIL BLUFFS RAILROADERS AND BUSINESS MEN POINT TO IMPORTANCE OF CITY'S RAILROADS

With "Patriotism and Preparedness" as their theme, The Milwaukee Road and the other railroads serving Council Bluffs, Ia., recently joined the local citizenry in a rousing celebration of the city's second annual "Back to the Rails" movement. This year it lasted three days, Sept. 22, 23 and 24.

The three-day program was a full one—so much so, in fact, that on Sunday morning, the 22nd, the railroads' welfare was the subject of the sermon in many of the Council Bluffs churches. In the afternoon scores of picnic baskets were opened in the city park, to the accompaniment of the customary picnic festivities.

On the following afternoon the railroad women turned out by the hundreds for their luncheon in the Hotel Chieftain. The "Back to the Rails" Queen, Miss Retta Decker, was crowned and a fancy reception was held in honor of her and her court. The coronation was to have been held in the park, but inclement weather drove the crowners and the crownee, and others, inside. The bad weather also put a crimp in the street dance which had been scheduled for that night. Briefly, everything was wet but the spirits of the railroaders and other participating townspeople.

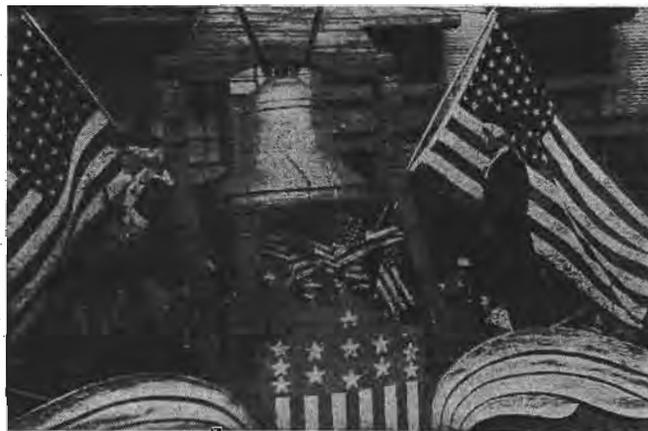
On Tuesday morning, the 24th, there were more than 50,000 people who completely forgot or ignored the over-cast skies and turned out to witness an hour-long parade, the greater part of which ran true to the celebration theme of "Patriotism and Preparedness."

The first banner in the parade, reading, "Awake America," was followed by a procession of National Guard



The Central Labor Union entered this float in the parade, pledging its patriotic support to Uncle Sam.

Cavalry portraying early American patriots.



Above: The theme "Patriotism and Preparedness" was forcefully proclaimed by many elaborate presentations.

Below: T. P. Schmidt, Milwaukee Road employe at Council Bluffs, and president of the "Back to the Rails" organization, speaks to the crowd at the banquet. Seated next to him is H. A. Scandrett, trustee, and the Illinois Central's freight traffic manager, W. Haywood.



Every railroad that enters Council Bluffs was represented. The Milwaukee Road delegation was sponsored by the Council Bluffs Service Club and had as its prize feature the Hiawatha Band, from Milwaukee. The group not only made a snappy picture and a definite sensation, but its majorette, Miss

Marion Corak, also cut a considerable swath in the ranks of the assembled males—with her baton twirling, naturally. Behind the band trailed Ambrose Sery, chairman of the Hiawatha Club, and auxiliary drum major, dressed in an indescribable get-up, followed by the impressive Hiawatha engine replica which made its sensational debut at the city's "Back to the Rails" celebration last year.

The parade was nearly two miles long. In close assembly, 17 blocks were required to arrange the formations. Different from other parades because of its mammoth size, blue prints were prepared to facilitate the assembly. Entered in the parade were 21 floats—seven from the business and professional groups of the city, eight from the railroads, five from the women's auxiliaries, and one from the Central Labor Union. Altogether, there were nine bands, all going full tilt.

Representing The Milwaukee Road in the reviewing stand were H. A. Scandrett, trustee; J. T. Gillick, chief operating officer; E. B. Finegan, chief traffic officer; E. W. Soergel, freight traffic manager; F. N. Hicks, passenger traffic manager; T. W. Proctor, assistant freight traffic manager; W. H. Penfield, chief engineer; and numerous

officials and distinguished women connected with the several railroads. Iowa's governor was also on hand.

The crowning event (not to be confused with the Queen's coronation) was the enormous banquet at which 1,300 railroaders and other railroad boosters dined together and enjoyed a very fine speaking program. One of the principal speakers of the evening was T. P. Schmidt, Milwaukee Road car foreman in Council Bluffs, and president of the "Back to the Rails" Club. Mr. Schmidt is well deserving of all the credit that has been given him by our road, by the other roads, and by the business men of Council Bluffs.

## Club Notes

### Lines West

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

### Puget Sound Club

The program arranged by Bob Brinkley, chairman of the entertainment committee, for the meeting of the Puget Sound Club of Seattle, held on Sept. 27, could have been transferred intact to the stage of any theatre. It was that good. In fact it

who won all hearts with her songs and poems, and then turned out to be the son of the Ford Dealer at the Falls.

The election of officers for the forthcoming year was preceded by a lively debate on the constitutionality of nominations being made from the floor. J. J. O'Meara stoutly maintained against all comers that such a device was not only unconstitutional, but smacked of totalitarian contempt for the sacred document. Agent W. J. McMahan contended with equal fervor that it was no such thing, and on the contrary. There were hot exchanges on both sides, and, when the report of the nominating committee was called for, and chairman Guy Anderson offered Mr. O'Meara's name for chairman (which was a surprise to Mr. O'Meara because his agent had informed him that the nomination would come from the floor) it became clear to the members present that Mr. O'Meara was up to something.

So they forthwith drafted him as chairman for the forthcoming year.

Mr. O'Meara muttered something about "highhanded procedures," but was restored to his usual good humor by the time that he was called on for his acceptance speech, and gave every indication of fulfilling the expectations of his constituents.

The rest of the election went off in orderly fashion. New officers elected were: chairman, J. J. O'Meara, chief clerk to Asst. G.F.A.; vice-chairman, Roscoe Janes, roundhouse foreman; secretary, Clyde Melberg, secretary to superintendent of transportation; treasurer, George Bahl, bill clerk.

The retiring officers, chairman C. D. McLennan, and secretary Laura Babcock, were given a rising vote of thanks for their splendid efforts in behalf of the Puget Sound Club, and responded with expressions of appreciation for the co-operation received from the members.

A spirit of rich good will prevailed.

Mr. O'Meara was seen to be grinning broadly.

the threat of war has passed, the airline companies will have an almost inexhaustible reservoir of man power to draw upon.

"No doubt this great program is necessary to national defense," said Mr. Wylie, "but, when the time comes that these planes and men are not needed for this purpose, as it surely will, then new employment will be found for them. Many will be absorbed in the expansion of existing airlines, new lines will, no doubt, be organized, and, since mass production always lowers the cost of an article, the use of private planes may become as serious a competitive factor as are private automobiles today. Nor will our freight business be safe, since they are now building planes so large that they can almost handle the normal tonnage of a freight train in mountain territory."

It was Mr. Wylie's conclusion that the Tip Card was the most effective weapon that we could use in our battle to keep the business rolling over The Milwaukee Road.

Following the meeting, during which many matters of interest to our road were discussed by those present, refreshments were served by Mrs. J. W. Remmel and Mrs. R. W. Beal of the Women's Club.

### Shadowy St. Joe Club

Avery, Idaho, the western terminus for the Milwaukee Road's electrification over the Bitter Root Mountains, and the home of the Shadowy St. Joe Club, is situated in a narrow cañon so rugged that the deer in that country have caterpillar treads.

As far as we could learn, there are only three ways to get into, or out of, Avery. The first, and most feasible, is on our super-deluxe Olympian, or the Spokane-Butte local; the second is by automobile over a road that a mule would tremble to negotiate; and the other is by helicopter, if you care for helicoptering.

It might seem, with there being no real competition in the area (we haven't been able to find a figure on the number of passenger miles flown by helicopter, but we believe we're safe in calling it infinitesimal) that the Shadowy St. Joe Club could do little in the way of developing new business, but that isn't their trouble at all.

According to the report made by Chairman C. C. Hiigel at the club's meeting on Oct. 14, the members are getting the business all right, but are failing to turn in tip cards, thereby depriving the Rocky Mountain Division of the credit. Citing the Rocky Mountain Division's current standing in the monthly tip reports as nothing less than deplorable, Chairman Hiigel spoke his mind on the matter—and he didn't pull his punches. You could just see earnest resolves breaking out all over the place.

The pinochle party that followed the meeting did much to revive the chastened spirits of the members. The Shadowy St. Joe Club plays the "race-horse" variety of pinochle, which is to pinochle what "spit-in-the-ocean" is to poker. It always seems that when, as on this occasion, there are ladies present, the simplest social game gets downright rough. We can't account for it, but we've often observed it, and every time it has cost us money.

Mrs. E. H. Shook won the ladies' honors at the nefarious sport, and C. W. McFarland, a guest, won the men's prize.

Sandwiches and coffee were served by Mrs. R. E. Townsend and Mrs. Alma Kohler.

After three rubbers of the kind of pinochle that they play in Avery, something pretty substantial in the way of nourishment is definitely desirable.

More than 150 passenger trains are operated daily across the Canadian and Mexican borders of the United States.



Officers of the Puget Sound Club. Standing, l. to r.: Leo Kord, treasurer; Roscoe Janes, vice chairman; C. D. McLennan, retiring chairman; Clyde Melberg, secretary. Seated: John O'Meara, chairman.

### Mount Tacoma Club

WHAT the vast expansion of airplane plants, and the pilot training program, during the national defense emergency, will mean to the railroads in the way of increased airline competition was forcefully brought to the attention of the Mount Tacoma Club at its meeting on Oct. 17 by L. Wylie, assistant superintendent of the Coast Division.

He pointed out that the airplane manufacturing companies' plants were being greatly expanded, with the assistance of heavy government subsidies, and their output was being increased in a manner never before dreamed of.

"At the same time," Mr. Wylie continued, "thousands of young pilots are being trained at government expense, and, when

was so good, that it kept the members rocking with laughter and applauding thunderously while the hours slipped by unnoticed, and it was long past railroad bed-time when the meeting broke up, and the members suddenly became aware that something extra special in the way of explanations would be necessary to re-establish peace with good wives waiting, none too patiently, at home.

Bob had imported his talent from his home town of Snoqualmie Falls, and, as he said, it was apparent that they do a lot of things up there besides manufacture the lumber that our line hauls. In brief, the program consisted of:

The Merry Misses, a quartette of comely lassies, who sang several popular numbers; G. R. Borden, Y.M.C.A. director, who had a kit of really clever magic tricks; and Carlmer Sorensen, a shy and winsome lass,

## Lines East

### Service Club Sidelights

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

#### ST. PAUL CLUB OFF TO A GOOD START



W. F. Davison,  
chairman



J. S. Andren,  
secretary

The club at St. Paul is the baby on the system, being the last one organized. However, it is one of those husky, healthy babies, and I feel that under the careful guidance of Chairman Davison and Secretary Andren, this club will be doing big things in the near future. They have a wonderfully fine bunch of fellows and a few women employes belonging to the club. This should be a boost for the club, as the women usually prove to be good organization workers.

At their last meeting there was an interesting discussion on the business of railroading. Mr. Balcom, chairman of the Minneapolis Club, spoke briefly and offered any assistance that his club might be able to give.

Entertainment was offered by tap dancers Joyce Dahlquist and Betty Lou Huttler, an accordion solo by Bill Kostokryz with Mrs. Wineski playing the piano accompaniments. A nice lunch was served after adjournment and everyone seemed pleased with the first meeting. I might say that I detect a slight resemblance between these two clubs, Minneapolis and St. Paul, aside from being in twin cities, as their chairmen are both yard conductors, and we will watch them with fond interest, these twins in our family.

#### JOINT MEETING OF MEN AND WOMEN

It is quite apparent that Chairman Balcom of the Milwaukee Road Service Club at Minneapolis liked that feminine touch which the lady employes gave to the club meeting held recently in St. Paul, and believed that if a few women made the meeting good, a lot of women would make it better. At any rate, the Women's Club was invited to the meeting of the Service Club and a large group of them attended. Brief talks were made by H. L. McLaughlin and W. E. Sinclair from the Freight Traffic Department, and also by Mr. D. T. Bagnell, terminal superintendent. The guest speaker was Paul Scheunemann, vice president and assistant general manager of the Peavey Elevators, who gave an especially interesting and informative talk on the services, responsibilities and problems confronting our railroad. The question of the Service Club taking part in the St. Paul Winter Carnival was discussed. This looks like it might be a very interesting winter activity for the club. After the Women's Club business meeting a drawing was held for six decks of our attractive Milwaukee playing cards,

and refreshments were served by the ladies.

#### ELECTION HELD IN MADISON, S. D., CLUB

J. A. Broderick, newly elected chairman of the Madison Club, courageously accepted a big responsibility when he took over the reins of this alive and active club. Mike Perry, past chairman, has really set a pace that is hard to follow, but I feel that with the fine line-up of helpers, Vice Chairman George McKinney; Secretary A. D. Moe; Treasurer Larry Palmer; and the enthusiastic membership in this club, they will go right on doing big things. They have not only been active in all civic affairs in the city but have also carried their good will and services to outside communities and service clubs, and there seems to be nothing too large for them to undertake. As DF&PA Clyde Zane, Sioux City, says, "They all seem willing to 'let down their hair' and go to work for the betterment of our Milwaukee Railroad."

#### ABERDEEN—WHERE EAST MEETS WEST

It just so happens that the Milwaukee Olympian No. 15 and the Milwaukee Olympian No. 16 meet and pass at Aberdeen, S. D., at a very convenient time of day, which is between 3:30 and 4:00 o'clock in the afternoon. Passengers from both trains like to get out and exercise for the few minutes stop here, and many interesting people may be seen on the platform. Aberdeen's radio station KABR has recognized this possibility for a fine program, and each Monday, Wednesday and Friday announcers Eddie Weeks and Elmer Clark may be seen on the platform with their "mike" interviewing people from east and west. This program has been highly commended by KABR listeners and is also fine advertising for our railroad.

As the Aberdeen Club enters into so many activities, it is hard to point out any one particular thing which is more outstanding than the others, unless it be the present bowling league under the chairmanship of William Kramer. These men take over the eight alleys for one night a week and really get in there and build up some fancy scores, which has given the club some fine recognition in local sports. In connection with sports, they have had soft ball clubs working all summer with a very good showing. From a business standpoint the club has offered numerous good suggestions and furnished a lot of wonderful tips for additional business. Chairman J. A. Griffin, Secretary M. D. Rue and the Aberdeen Club are certainly a live outfit, and I am betting on them keeping up their good work.



Announcers Elmer Clark (left) and Eddie Weeks (right) interview Superintendent R. C. Dods over Station KABR.

#### ATTENTION MR. RINGLING NORTH

No finer spectacle was ever witnessed under the big top than was performed by the Milwaukee Hiawatha Band at the Corn Palace Festival in Mitchell, S. D., on Sept. 28. The band, resplendent in new uniforms of Milwaukee colors, maroon and orange, gave the onlookers a thrill they will not soon forget. Miss Marion Corak, petite drum majorette, was the embodiment of the martial spirit as she led the boys down the crowded street. Her costume of white, gold-trimmed doeskin, with beautiful Indian headdress, was very fitting out here "where the west begins." Miss Marion was featured in the afternoon at the Corn Palace with Scat Davis and his band who were headlining the Palace show. F. D. Schoenauer, chairman of the Mitchell Service Club, may well be proud of the showing made by this fine Milwaukee representation. It was by the efforts of Mr. Schoenauer and J. W. Wolf, trainmaster and traveling engineer, that this band was obtained for this occasion. Meals were served to the band while in Mitchell by the Milwaukee Women's Club, the expense of which was taken care of by the willing contributions of the Milwaukee employes. Tables were set in the depot and meals served from the Interstate lunch room. Phil Grace, an official of the Inter-state, was on hand to see that everything went smoothly. Prior to their departure that evening they scored another hit by giving an exhibition of baton twirling with lighted baton and a concert of fine music.

#### SUPERINTENDENT INGRAHAM LAUDS I & D DIVISION

The regular monthly meeting of the Sioux Falls Club was held on Sept. 11 with chairman H. M. Kelly presiding. Guests in attendance at this meeting were a number of ladies, Supt. W. F. Ingraham of Mason City, Ia., and Asst. Supt. J. T. Hanson of Sioux City, Ia. It is always a pleasure to attend one of these meetings, as there is a feeling of good fellowship and their club rooms seem to lend the proper atmosphere. These rooms are the result of work well done by the employes, of which they are justly proud. Mr. Ingraham spoke briefly and expressed his gratitude for the first place ranking which the I & D now holds in tip cards. Many worthwhile suggestions were made during the evening, and Passenger Brakeman Kelly promised to continue carrying the ladies' luggage with a smile in exchange for their best traffic tip efforts. Since this meeting I understand they have had an election of officers, whereby the entire staff of past officers were re-elected to carry on their good work for another year.

#### Club Activities Here and There

By J. B. Dede,  
Public Relations Representative,  
Marion, Iowa

The clubs in eastern Iowa held a social meeting at Maquoketa, Ia., on Oct. 14 with well over 200 in attendance. A special train from Cedar Rapids and Marion brought 112 members of the Marion-Cedar Rapids Club, while others drove in from Dubuque, Savanna and Davenport.

Mayor Schrader of Maquoketa gave the address of welcome after the dinner, and Mr. Eckstein of the A. J. Elder-Dubuque Club brought along a magician from Dubuque. His disappearing acts kept the crowd amazed; in fact, the disappearing act he did when Mr. Eckstein was ready to take him home had Mr. Eckstein downright baffled.

F. M. Duffy, chairman of the Eastern Iowa Club, acted as toastmaster and a short talk was made by Mr. Oberhausen of the Agricultural and Colonization Department.

The Marion-Cedar Rapids Service Club members and those of the Marion Chapter of the Women's Club sacrificed a few hours sleep on Sunday morning, Sept. 29. The



The Marion-Cedar Rapids Service Club softball team recently crowned champions of the Marion, Ia., league. This was their first season of play. They are, l. to r.:

Lower row—H. Murphey, H. Peckosh, B. Mullaley, Bob Marsh, C. Covington, D. Dipple, E. Faylor.

Second row—J. Burrows, D. Achey, J. Beeson, Bob Newlin, L. Martin, D. Cruise, R. Little, Bob Widger.

Hiawatha Band, moving from Mitchell, S. D., to Milwaukee, was passing through Marion, Ia., on No. 104, so Superintendent Bowen arranged to hold the train at Marion long enough to allow the two clubs to provide breakfast for the hard working horn blowers and drum beaters. Tomato juice, doughnuts, ham sandwiches and coffee were the featured items on the bright-and-early menu.

At the monthly meeting of the A. J. Elder-Dubuque Club, held on Sept. 26, the following officers were chosen for the ensuing year:

- Earl Eckstein, chairman.
- F. Dohlin, vice chairman.
- Charles Wilkinson, secretary.
- Edward Doran, treasurer.

Approximately 200 were present to enjoy the excellent program. There was a talk by J. B. Dede, public relations representative. He was introduced by the outgoing chairman, H. A. Unmacht, who also extended a greeting to the retired employes in attendance. All of them had been given a special invitation to attend. The sound-color motion picture, "Gallatin Gateway Honeymoon," was shown.

A very entertaining talk was given by Fred Kammiller, a local humorist, and a smoker brought the evening to an end.

There is a new broadcasting station at Ottumwa, Ia.—Station C.W.R. In other words, C. W. Riley, chairman of the Ottumwa Club. Any one who happens to be near Ottumwa can hear Mr. Riley broadcasting about the dinner-dance to be held at the Ottumwa Hotel on Nov. 6. This bids fair to be one of the most elaborate social affairs of the season and Mr. Riley and his committee are going to make sure it is just that.

## A Glance at Some of the Club Meetings

By E. J. Hoerl  
Public Relations Representative  
Milwaukee, Wis.

### STONE CITY CLUB, BEDFORD, IND., SEPT. 10

Talk about supervising officers and guests at one meeting! Scan this list of names: W. J. Whalen, superintendent. Ed Hollis, chief clerk to DF&PA at Terre Haute. Ray Mulhern, captain of police, Terre Haute Division. T. M. Pajari, division engineer, Terre Haute. J. E. Vraney, station auditor, Chicago, Ill. Harold Barry, adjuster, Personal Injury Department, Chicago.

Each of these gentlemen gave a short talk, which was greatly appreciated. About 80 also enjoyed a supper, which was followed by card playing and dancing.

### PECATONICA CLUB, PLATTEVILLE, WIS., SEPT. 17

Mr. Ayars, trainmaster, and Mr. Boland, roadmaster, attended the meeting. It is

fine to see our supervising officers take an active interest in the service club movement. Each of these gentlemen obliged with a little talk. The refreshment committee did a good job, too.

### BLACKHAWK CLUB, WHITEWATER, WIS., SEPT. 19

Mr. Ayars, trainmaster, and Mr. Boland, roadmaster, came through again and attended the Blackhawk meeting. The club had a very good representation. Mr. Pronold, chairman, appointed a committee for entertainment and refreshments at the next meeting. Mr. Sery of the Milwaukee Hiawatha club was a guest and entertained with a talk and poem in the true Sery tradition.

### MILWAUKEE HIAWATHA CLUB, STATION EMPLOYES UNIT, SEPT. 20

About 200 people had one of those evenings you talk about. A movie, good speakers, Schlitz beer, and singing all make for *Gemütlichkeit*. Any Irishman can tell you what that word means. F. DeGroat, associate traffic manager of the Schlitz Brewing Company, was guest speaker of the evening. L. F. Donald, general superintendent, not only attended the band rehearsal, but also addressed this meeting. Messrs. Fiebelkorn and Kuhn, Miss Lindy, and Mr. and Mrs. Meyer of the Old Line Club, were guests. You know, these clubs are all one big family.

### MISSISSIPPI PALISADES CLUB, SAVANNA, ILL., SEPT. 24

What can a good service club do? Last summer this club sponsored a boat excursion on the Mississippi, that helped to replenish their treasury. Now there happens to be a goodly number of farmers in the vicinity, and stock is about ready to move. So, with a little money on hand, they invited some 60 of these farmers for a get-together. They treated them to a fine

meal, and provided some entertainment that was well received. Mr. Munson, superintendent, gave a little talk, and Mr. Robbins of the Agricultural Department of The Milwaukee Road, gave a very interesting talk on the problems of the farmer. Everyone had an enjoyable evening, and it is only natural to believe that many a "bossie" will travel the last mile by train, rather than by truck. Hats off to Mr. Roe and the entire club for a fine piece of work.

### MILWAUKEE HIAWATHA CLUB, SEPT. 25

The Hiawatha Club have a band, baseball and bowling teams, golf and archery leagues, and now a glee club is in the process of organization. The following were elected officers at their first get-together:

- Cletus Martin, director.
- Wilbur Reed, president.
- William Radke, vice president and manager.

- Erwin Weber, secretary and treasurer.
- Mrs. Harvey Zunker, pianist.
- Mrs. William Radke, alternate pianist.

By-laws will be drawn in the near future, and at their next meeting the boys will start to warble. Now they need a good quartette or sextette with the band. How's about it?

### GREEN BAY CLUB, OCT. 4

Come on, you Packers! This club got off to a good start for the season. Not only did they have about 35 present, but the mayor of Green Bay and a newspaper man also attended the meeting. The Hon. A. Biemeret told the group that the railroads were the back bone of the nation, and wondered where Green Bay would be today if it were not for the iron horse. He said the city might still be a little village; and, speaking of the present times, said there probably would be no relief if it were not for the money the rails pay, both in taxes and payroll. He also remarked that there were five railroad men on the city council, and they were a credit to the city.

They held election of officers and the following were duly elected:

- Ed. S. Reeves, chairman.
- Emil Landry, vice chairman.
- Harold E. Johnson, secretary.

Reeves appointed an executive committee, and the club gave a rising vote of thanks to the old officers for the work they had done. After adjournment, refreshments and lunch were in order, and the boys had a good time. That is one thing the service clubs want everyone to have.

### HIAWATHA BAND GIVES FREE CONCERT AT PORTAGE, WIS.

The beautiful new high school auditorium served as the setting for the Portage debut of our band on Oct. 6. The tumultuous applause inspired the band, under the baton of Director DeKarske, to give one of its finest performances.

The members of the band owe a debt of gratitude to the Portage Triangle Service Club, the Junior Chamber of Commerce, and particularly Miss Gertrude Gloeckler and Mr. Shoemaker, for a well organized program.

The Hiawatha Band was met at the station in Portage, Wis. Shown in the picture are, l. to r.: Bob Burr, president of the Band (extreme left) with Agent B. A. Gothompson and E. M. Shoemaker, chairman of the Portage Triangle Club.



### TOMAH AREA CLUB, TOMAH, WIS., OCT. 16

Mr. Harris, chairman, and the faithful members present, made plans for a little party to be held Nov. 15 at the 3rd Ward Union Hall. They felt that some members have the notion that a service club is all traffic tips and railroading. They are unmindful of the fact that this is a club, the same as any other. The civic and commercial groups have get-togethers, good-fellowships and good-times. Are the Milwaukee Road people any different, or aren't we important enough to have a club? Let's take the rails out of Tomah, and what would there be?

Remember the date, Nov. 15, and we want you to feel that this is your club and you're happy to be a member of it.

### PORTAGE TRIANGLE CLUB, OCT. 14

The Portage Club had election of officers and the following were duly elected:

Geo. Linscott, chairman.

J. H. Sullivan, vice chairman.

E. H. Stowers, secretary and treasurer.

The club gave a rising vote of thanks to the retiring officers, and Mr. Gothompson, agent, stated that he felt sure the Portage club will go forward. Mr. Dupuis, who showed the newly released film of the Association of American Railroads, "Behind the Scenes," gave a very sincere talk on why the Milwaukee Road employes should be represented in their community with a club, and make themselves known and revered in their community. Other groups not half so important have their clubs.

### MADISON, WIS., CLUB, OCT. 8

J. H. Vanderhij, chairman, said at one time, "We are going to have a good club, or none at all," and Tuesday night he said, "We have only scratched the surface in what a service club really can do." If one gives credit where it is due, he must take off his hat to the Madison Club. They certainly can hatch ideas. To keep the ball a-rollin' they are sponsoring a dance on Oct. 22.

You can't keep that man Sery away from service club meetings; he was a guest at Madison, too.

### WATERTOWN CLUB, OCT. 9

A unique idea was presented at their last meeting. A prize was offered to the lady submitting the most traffic tips over a period of 30 days. It so happened there was a tie between two of the fair sex, and duplicate prizes were awarded. Who said the ladies can't be traffic tipsters? Lunch and refreshments were served after the meeting.

### YOUR HIAWATHA BAND

Our Hiawatha Band, returning from the Corn Palace at Mitchell, S. D., coincidentally happened to be on the same train, from Chicago to Milwaukee, with the Badger Legionnaires returning from a successful convention at Boston. L. F. Donald, general superintendent, capitalizing on the opportunity, had the boys ready to play, almost as soon as they stepped from the coaches. The Milwaukee Police Band, and about 2,000 noisy welcomers, including the Hon. Mayor and the city council, were on hand to give the Legion boys a royal reception for their success in bringing the National Convention to Milwaukee in '41.

When the Police Band had finished their "On Wisconsin," our band immediately took over and blared their welcome to the Legionnaires.

The band made two trips that week, one to Mitchell, S. D., and another to Council Bluffs, Ia., and I think old man Morpheus worked overtime that night.

The average locomotives contain approximately one mile of boiler tubing.

## What's Your Hobby?



The above picture of Mr. and Mrs. Harry Murphey of Marion, Ia., was taken at their home where a hobby show was recently held to raise funds for the medical-dental committee of the local Parent-Teachers Association. Mr. Murphey, who is secretary of the Service Club at Marion, has a hobby of collecting toy elephants. His large collection shown in this picture was gathered from all over the United States and from foreign countries.

What is your hobby? If you have one, or if you know of another employe who has an interesting hobby, THE MILWAUKEE MAGAZINE would like to know about it. Send pictures, if possible.



John J. Czech, Sr., who retired in 1937 after more than 46 years' service in the Store Department.

In writing about Mr. Czech's record, J. T. Kelly, general storekeeper, Milwaukee, states:

"John J. Czech, Sr., worked for the railroad from March 14, 1891 until Sept. 1, 1937 without ever sustaining an injury to himself, nor did any of the men working under him ever have an injury. Mr. Czech began work as a laborer and progressed to the positions of store helper, counter man, shop mailman (carrying mail around the shop to the various offices), and section stockman. The latter position

was held by Mr. Czech at the time of his retirement."

## C. C. McCormick

C. C. McCORMICK, who, since Jan. 1, 1930, had been agricultural agent for The Milwaukee Road, passed away Sept. 26, 1940. Mr. McCormick headquartered at Spokane, Wash., where he supervised the agricultural development interests of the Road in the states of Washington and Idaho.

"Mac," as he was known to a host of friends, was born on a farm near Beaver, Pa. He was graduated from Geneva College, Pennsylvania, then spent a year at Pennsylvania State College after which he transferred to Montana State College from which he received his B.S. degree in Agronomy.

He did 4-H Club work, supervised the Polytechnic Institute farms and was an emergency county agricultural agent in Montana prior to becoming vocational agricultural high school teacher and farm supervisor at Boise, Idaho. For three years before employment by The Milwaukee Road, he was county agricultural agent at St. Maries, Idaho.

Mr. McCormick made lasting friends wherever he went. He did it in a quiet, unassuming way by earning the confidence of the people he worked with and in turn giving to them well considered, factual information. He never discounted his or his friends' loyalty.

Sound in judgment, conservative in statement, tactful and fact finding, Mr. McCormick improved the territory he served. It can be truly said that he will be missed.

Effective Nov. 1, Dan B. Noble, agricultural agent at Lewistown, Mont., will be transferred to Spokane, and Evan W. Hall, agricultural agent at Aberdeen, S. D., will go to Lewistown. As yet no one has been assigned to the vacancy in Aberdeen.

Class I railroads and the Pullman Company now have nearly 12,000 air-conditioned passenger cars in operation, 635 having been so equipped in the past year.

In the United States, there are 420,118 miles of railway track, enough to make 133 parallel tracks connecting New York and San Francisco.

Hundreds of lives can be saved each year if motorists will exercise increased care in approaching and passing over highway-railroad grade crossings.

All the bed sheets used by the Pullman Company, if laid end to end, would extend from New York to San Francisco, then to Portland, Oregon, a distance of approximately 3,000 miles.

Telephones are now used for the transmission of train orders for trains operating over 148,248 miles of railroad, compared with 85,107 miles over which the telegraph is used.

# SPORTS

A department devoted solely to sports activities among Milwaukee Road employees has been suggested many times and it has long been the desire of The Magazine to give our athletic men and women a corner they can call their own. Here, at last, it is.

All the material used this time, you will note, pertains to the Bowling League in Chicago. That is due to the fact that news from other points is not yet available, but it is hoped that all interested groups will choose someone to do their monthly reporting and send it to John Shemroske, room 749 Union Station, Chicago, who will act as clearing house for all sports news.

When the department gets into full swing with a great deal of news, pictures, and sassy comment, it will not be possible to allot as much space to each group as is here devoted to the Chicago aggregation. In short, be brief. Reports should be in Mr. Shemroske's hands by the 20th or 21st of each month. If, for some reason, your averages cannot be figured that early, communicate with him and some other arrangement will be made.

—Editor.

## Milwaukee Road Bowling League of Chicago

Standings as of October 15, 1940

Team	Won	Lost	Average
Varsity	12	6	769
Day Express	11	7	788
Pioneer Limited	11	7	786
Arrows	9	6	827
Fast Mail	9	6	761
Sioux	8	7	793
Southwest	9	9	794
Chippewa	9	9	777
Olympians	9	9	750
Copper Country	9	9	753
On Wisconsin	7	8	744
A. Hiawatha	8	10	781
Fisherman	8	10	776
Marquettes	7	1	794
M. Hiawatha	7	11	796
Tomahawk	5	13	769

Bowler	Team	Games	Average
W. Hettinger, Jr.	A	18	180.14
Konertz	CH	18	179.2
Haidys	M	18	178.10
Martwick	AH	18	178.2
Shemroske	DE	18	178.1
Will	CH	18	177.3
Becker	A	18	177.1
McCloskey	F	18	176.8
Peterson A. E.	M	15	173.1
Lutsch	MH	18	172.7

High Team Game—Olympians	920
High Team Series—M. Hiawatha	2614
High Individual Game—Finn	247
High Individual Series—Peterson C.	617

After six weeks of bowling, the potential strength of each team in the Milwaukee Road Bowling League of Chicago has become rather apparent. However, many of the old-timers have not reached their regular form, and as the season progresses, more of the teams will be in the tough-to-beat class. Enlarged by two teams this year, making a total of 16 in the league, it looks like a close race to the finish. For their tireless efforts to make this league the success that it is, we express our appreciation to our president, Leo Walch, and our secretary, Al Gerke. The purpose of the league has been to promote good fellowship among the railroad's employees rather than bowling skill, and we hope, as time passes more Milwaukee Road employees will participate.

## Gutterballs

At this writing Leo Walch's crew of handpicked "ringers" are in first place. . . . Could it be that our president loaded the "Varsity"? . . . I suppose many of us, when signing up to bowl, thought we were really going to go places this year, but after six weeks of bowling it looks like some of us would do better shooting marbles. . . . It appears to us that Hank Mohr puts more gray hairs on John Gannon's head than John grew naturally, and the verbal denunciation heaped on poor Hank and his famous screwball is not for timid souls to hear. . . . Did you ever notice Ben Melgaard and his spot system of bowling? Ask him sometime, and you will be sure to receive some of the finer points of the game. . . . Eddie Kusch says if he doesn't get a pretty good series soon, he's going to go back to his old ball. . . . Don't get discouraged, Ed; think how BESS would feel. . . . Steve Haugh and Red Bulman don't burn up the league, but what a time they have. . . . Then there is W. F. Miller, our freight auditor, a really quiet man with a smile and a good word for everyone. . . . Al Gerke and his famous body English is a treat for sore backs. . . . Eddie Rumps, with his famous round-house which doesn't come up to the head pin, wonders why he can't get strikes. . . . Bill Hettinger, Sr., is biting his nails, trying to pass his son, but Hettinger, Jr., is leading the individuals with a nice 180. Not bad. . . . Poor Bill Nickels has a tough time getting up there too, but he's not worried because the form will come back some time, and meanwhile, enjoy yourself. . . . Any choice bits concerning our bowling pals will be welcome. . . .

## Duly Explained

Teacher: "Why have you been absent from school, Johnny?"  
 Johnny: "Why, Mom broke her arm Monday."  
 Teacher: "But this is Wednesday. Why did you stay away two days?"  
 Johnny: "Why—er—it was broke in two places."

## Uh-huh

Willie had returned from his first day of school.  
 "What did you learn at school today?" asked his father.  
 "I learned to say 'Yes, sir' and 'No, sir,' and 'No, ma'am' and 'Yes, ma'am.'"  
 "You did?"  
 "Yeah."

## Winged, All Right

"Riches," said the teacher, "take unto themselves wings and fly away." Now, what kind of riches does this writer mean?"  
 He stared around the class, but only blank looks met his gaze.  
 "Surely someone can answer a question like that. John, what kind of riches did the writer mean?"  
 John hesitated for a moment and then answered, "Ostriches, sir."

## K. O.

Teacher: "What do we call a man who keeps on talking when people are no longer interested?"  
 Pupil: "A teacher."

## Chickens Came Home to Roost

A railroad man was ready to make his regular run. His wife instructed him to get her some turkey eggs to set.  
 In passing through a small town, a dirty country lad approached the engineer and asked him, "Don't you want some buzzard eggs?"  
 Seeking to play a joke on his wife, he gave the lad a nickel for them. About a month later he asked his wife, "How are your turkeys getting along?"  
 "Oh, I decided it was getting too late for turkeys so I just put them in your lunch pail."

## Misplaced

A group of angry and impatient men were inquiring why the 8:47 was not at the platform at 9:55.  
 A porter supplied an adequate explanation.  
 "Bill can't remember where he put the engine last night," he said.

## A "Picklement"

"Did I hear you say, conductor, that the locomotive was at the rear of the train?"  
 "Yes, ma'am. We've got a locomotive at each end. It takes an extra one to push up the mountain."  
 "Dear, dear, what shall I do? I'm always sick if I ride with my back to the locomotive!"

**T**HE world's largest car ferry recently launched by the Pere Marquette Railway Company for use on Lake Michigan, has a capacity of 34 loaded freight cars, 50 automobiles and 376 passengers.

The Railway Express Agency this year has handled more than 118,000 cages of live bees.

More railroad workers are located in Pennsylvania than in any other state, while Illinois ranks second.

# The Milwaukee Railroad Women's Club

## Chicago Union Station Chapter

Erma B. Oberg, Historian

ON Sept. 19 the members of the board had a most agreeable surprise at the meeting held in the Central Plaza Hotel, as our president, Miss Mary von Colln, was the hostess of the evening. A delicious dinner was served in one of the private dining rooms, and after the meeting was adjourned, cards were played. Several worth-while suggestions were made, including the following:

That our first meeting of the season be held in the Commonwealth Edison Building on Oct. 2 following a lecture and demonstration by the Commonwealth Edison Company and a buffet supper. The suggestion was carried out under the management of Miss Gussie Weinrich, program chairman, and proved to be enjoyable and instructive.

It was further suggested that those of the members who would be interested in a first aid course given by the Red Cross could meet in the club room each Thursday evening at 6 p. m. for a two hour lesson each week, covering a period of 11 weeks beginning Oct. 10, the only expense in connection therewith being the cost of the text book—60c

Now a few words about the gala event of the season, which no one should miss, viz: the Benefit Party and Dance for the Christmas Welfare Fund. This is to be held on Saturday, Nov. 2, in the Crystal Ball Room, Louis XIV Room, Sherman Hotel. Music will be furnished by Lill-hawks, tickets 50c each, and there will be three \$5.00 door prizes. And you may win Sylvia, the great big beautiful doll that is to be awarded during the evening. Sylvia has more gorgeous clothes than a movie queen, as well as a bed fitted with sheets and pillow cases, a hand-quilted pink and blue satin quilt and silk pillow to match. This wardrobe was made by First Vice-President Mrs. E. W. Soergel.



Sylvia

## Sioux City Chapter

Lillian Rose, Historian

AS we drove across town to Mrs. Bert Brashear's for the Sept. board meeting, Mrs. B. Mitchell assisting, we sensed the loveliness of the late summer days slipping gracefully into the soon-to-come "October's bright blue weather"; we spent a happy afternoon gathering up the threads of our club business, and listening to reports. Having been out of town part of the summer, this reporter learned from secretarial minutes—so accurately kept by Mrs. Mike Galas—that the great annual picnic was a thunderous affair. Also, very wet. There didn't seem to be anything anyone could do about it. A little disappointment perhaps, among the younger ones, but the droughty years are still vivid enough in the oldsters' minds to make them willing, even on picnic day, to join hands and sing Praise God from Whom All Blessings Flow, this particular blessing assuring northwest Iowa of a bountiful corn crop.

The Good Cheer lady, Mrs. John Carney, reported \$12.71 spent for flowers; 10 telephone calls; 10 personal calls; 20 cards and messages; also \$25 worth of food donated for dinners in bereaved homes.

As the remodeling in our station is about completed, our president, Mrs. W. L. Eckert, appointed Mrs. C. H. Embick chairman of a housewarming party we will have later this month in appreciation of this much needed restoration.

At the first fall pot-luck, Sept. 23, good-will and gaiety pervaded the well-filled hall. Our dining room hostess, Mrs. Arthur Nelson, vouches for over 100. Community singing was led by Jess Jamison. This is something that has never been equalled on any Major Bowes program. Not to be outdone by mere community singing, Mrs. A. G. Class, program chairman, threw the crowd into the nth degree of hilarity when she staged her home life tournament.

Jerry Hansen, our supt., won a manicure set for horse-shoe pitching skill. They do say that nowadays, what with the women wearing slacks, and the men with the below-the-waist-part of their shirts coming out into the sunshine. that in all probability it won't be long until tinted fingernails brighten up the masculine hand. But just between you and me (and don't tell her I said so) I bet I know what Mrs. Hansen will get for Christmas.

These around-home affairs are very enlightening. You really should have seen the speed Mrs. E. A. Murphey displayed in hanging up the clothes. We discovered C. H. Embick is the tidiest man. Sweepstakes to him for hanging out the family wash with a precision and picturesque appeal that should be a lesson to less orderly husbands.

Among the younger group. Cletus Doty and Gloria Mattison shared honors for facility in drinking a bottle of pop via a nipple. Showing that at least one mother has trained her daughter in the housewifely arts, Miss Margaret Wean outdistanced many a married woman sewing on buttons. And several other events of like nature rounded out the evening's program.

The Sioux City chapter wishes to record and extend their sympathies to Mrs. John Carney and Mrs. Pearl Bryan in the loss of their sisters. Also to the families of Mr. Nelson Dutton, Mr. Fred Hansen, Mrs. Henry Snow and Mrs. Jennie Datri we offer our condolences in their bereavement.



## TO GOOD BUYMANSHIP

Mail order selling is essentially an American idea. It is the simplest and most economical of all methods of retail selling and could thrive only in a country where the rule is one price, plainly marked, and merchandise honestly described. Mail Order selling eliminates all haggle and barter and all misrepresentation. It is also the most convenient way to buy as you do not have to leave the comfort of your own home to make your purchases. The mail order method is truly the American Way to good buymanship.

Today over 5,000,000 American families turn to The Chicago Mail Order Company to trade, because here the American Ideal of selling by mail is a realization. We maintain our own testing laboratory where each and every item must be approved for quality and value before it is offered to you. Consequently, for over 51 years The Chicago Mail Order Company has stood firmly behind every single purchase made from its catalog—your complete satisfaction is absolutely guaranteed or your money is cheerfully refunded.

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Join the millions of other Americans who have discovered that the American Way to Good Buymanship is by mail—and the best way of all is to trade at The Chicago Mail Order Company.

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## St. Paul Chapter

Marion Cashill, Historian

**A**FTER two months of being in the background, St. Paul Chapter started out to make this a bigger and better year, holding its first fall meeting at the Degree of Honor Hall, Sept. 10.

Membership Chairman, Mrs. Frank Washburn, reported 100 voting and 284 contributing members.

Welfare Chairman, Mrs. E. A. Blechler, reported as follows: June, \$23.03; July, \$19.55; August, \$6.23; or a total of \$48.81 spent for welfare during the summer months when the activities of the club are at a standstill.

Good Cheer Chairman, Mrs. E. Chamberlain, reported 8 personal and 15 telephone calls, 3 cheer cards and one sympathy card.

A board meeting was held at the Lowry Hotel on Sept. 27, to make a final check on the expenses and profit from the Booya held on September 22, at Highland Park. There were 668 bowls of Booya served by Mrs. J. H. Sitzmore and her committee and a profit of \$135.38 realized. Mrs. Wolke would like to take this opportunity to thank each and everyone who served in any way with the Booya—it was their willingness and unselfish cooperation which helped to make this a huge success.

We wish to extend our best wishes for a speedy recovery to Mrs. H. L. Rickard, our telephone chairman, who has been ill for two weeks.

Our deepest sympathy to the Lucker family. Albert Lucker worked for many years as clerk to the trainmaster and was held in highest regard by everyone who came in contact with him—he died very suddenly on Sept. 5. Surviving him are his wife and six children.

To Geo. Mueller, chief yard clerk, we owe thanks for the privilege of using this picture of his family. They have entertained our club a number of times and we enjoyed them very much.

Mrs. Geo. Mueller and family, of St. Paul, Minn.



## Fullerton Avenue (Chicago) Chapter

Alice M. Church, Historian

**A** GOOD time was had by all who attended our first meeting of the fall on Oct. 3. A delicious luncheon was served in the cafeteria, followed by a business meeting conducted by our president, Mrs. Kraeber. There was an attendance of about 150, with several new members and several guests from the Chief Disbursement Accounting Office present. These included members from Tacoma, Minneapolis and Milwaukee Chapters, and we hope they liked us well enough to become members of our chapter. Our guests were each given a corsage of fall flowers.

We are quite proud of our Membership Chairman, Miss Elmear Martell, and her committee. We have a membership of 1,011 and received \$40.00 in prize money from the General Governing Board for increasing our membership as of July 1 over that of December 31, 1939, and have been placed on the Honor Roll.

\$1,916.84—balance in treasury as of September 31, as reported by our treasurer, Miss Anna Nashelm. Our Welfare Chairman, Mrs. Barber, reported \$82 spent for welfare during the month of September, 10 personal and telephone calls made and four families given aid. A total of \$801.40 was spent for welfare work during the nine month period January 1 to September 31, 102 personal calls and 43 families aided. Our Good Cheer Chairman reported \$3.64 spent for flowers and good cheer during the month of September.

Our circulating library is used by a large number and we invite more to take advantage of obtaining the latest books at a nominal charge. This is a feature of our club that the contributing members as well as our voting members like. Miss Kennedy, librarian, reports a total of 1,121 books on hand and 382 given out during the month of September. \$67.42 was spent for new books during the month.

Election of officers will be held at the November meeting.

The fall dance and

card party planned last spring, will not be given, but we will cooperate with the Union Station Chapter's Party, which will be held on Nov. 2.

Our program chairman, Mrs. Martin, presented Miss Willa Thurman Doubson, of the Chicago Cinema Club, who showed her colored movies of the New York and San Francisco World's Fairs and the Indian Country at Santa Fe, New Mexico. The pictures were lovely and were well received. Also, we were all glad to see the movies taken of our members at Plentywood Farm in June. Our surprise pictures were scenes of the wedding of Mrs. Kraeber's daughter, a member of our chapter.

## Austin Chapter

Mrs. W. J. Lieb, Historian

**W**E have started our new fall work with a large balance in the treasury and a full membership. Although we have had a three month vacation our welfare work and good cheer have gone on just the same.

Mrs. L. L. McGovern, our president who was seriously ill during the spring months, was back to preside at our first meeting this fall. Another member of our Milwaukee family who was ill at the same time, Mrs. Walter Chestnut, is able to have visitors.

## Minneapolis Chapter

Mrs. John G. Nordal, Historian

**D**URING Minneapolis Chapter's vacation farewell parties were given by the board members for our departing officers from the accounting dept.—Mrs. R. E. Risberg, Mrs. E. B. Gehrke, Mrs. Mickey, who have been transferred to Chicago, and Mrs. Carl Hammer to Milwaukee. We know the Chicago and Milwaukee chapters will enjoy these new members as they are grand workers.

A joint meeting with the Foster Service Club was held at the Masonic Hall Sept. 19. Lunch served by the Women's club and a lecture was given on the railroads and national defense.

The chapter's second meeting was Oct. 7—a chicken dinner served at usual time and usual place. The entertainment was another picture of England and Canada by the courtesy of Adult Education Dept. of the public schools.

Mrs. Melquist, membership chairman, reported a total membership of 813. Mrs. McDermott, Good Cheer, reported 42 good cheer calls, telephone and cards.

Mrs. French, Refreshment Chairman, reported on the dinner, serving 70, and thanked chairman, Mrs. Ed. Bull and her committee for the splendid work.

Tickets are available for our fall dance to be held Dec. 6, at Coliseum Hall.

## Janesville Chapter

Mrs. P. J. Wallace, Historian

**N**OW that the vacation season is over Janesville Chapter expects to get back into harness and do things, although they have not been idle the rest of the year. We were busy building up our membership the first half of the year, with such good results that we received \$32.50 in prizes. We now have 160 voting members and 166 contributing members. This was very encouraging to our Membership Chairman, Mrs. Geo. McCue and her committee, who worked very hard.

The Ways and Means Committee, of which Mrs. Wm. Jackson is chairman, has been busy in various ways raising money for welfare work. We had a bake sale in April, which was very successful, and an old time dance, which did not bring in much money but provided a very good time for those attending. We also held cooking-school classes, sold wax paper, sold chances on a ton of coal that was donated by one of our local fuel dealers, awarded hand-made rugs and sold cosmetics and had a monthly card party, one of which was planned as a lawn party in June. It rained, however, and the party had to be held in the Club House. Mrs. Geo. Ryan gave a dessert-bridge at her home in July and in August a series of dessert-bridge parties was started, with a grand prize for high score to be given at the end of the series. A comforter was tied during September and will be awarded at our November meeting.

Several pot-luck suppers and a number of showers were given for members by the Sunshine Committee and several new card tables purchased for the club rooms.

***THE following is an excerpt from a talk made by C. M. Owen, agent at Sumner, Wash., before the local Rotary Club at a luncheon on Sept. 24. The conditions which he points to as those largely responsible for the passing of the small town are of concern to all persons interested in the future of rail-roading — and that includes just about every one.***

In casting about for a subject that will be of mutual interest, it occurred to me that usually a railroad man can talk of only railroads, particularly, as your chairman has mentioned, after 37 years continuous service in that work. However, it seemed to me that a subject of interest to all of you is, and vitally so, the destruction of the small town. I mean that term "destruction" literally, not in the sense that small and large towns are being bombed to destruction in Europe, but the destruction by a process of deterioration that is going on all over the country.

I mean the town with a population of from 200 to such little cities as our own and up to six or seven thousand. I do not propose to consider the ghost towns that result from depletion of natural resources, but the communities which are located in farming centers, and which have every right to expect a continued existence, at least, and a reasonably comfortable existence, even if no additional growth occurs.

Each such community has had its inception by virtue of some natural advantage in location, such as being located on a river, a trail, or other point where transportation is available. When the railroads spread over the great farming areas of the central states, literally hundreds of small towns sprung up, as the railroads planted their stations, with their maintenance crews, at short intervals, first on main lines, later on dozens of branch lines. Along the railroads lay safety, supplies, fuel, necessities of all sorts, and doctors. These communities grew and prospered, each according to its natural advantages, and according to the type of citizen who inhabited it.

So, then, by virtue of the presence of the railroad, the small town became a fact. The trading post became a general store. Grain elevators were built, creameries established, stock yards, food processing plants and banks came into being. There were churches and everything that goes to make for a normal, American way of living. Some of these towns reached their growth in a short period of time and became, although reasonably prosperous, static. Others, with, perhaps, citizens of broader vision, or which were more strategically located as regards railroad transportation, grew into larger centers, and became the small manufacturing towns in addition to providing the necessities of the smaller villages.

The small town in the central states, then, enjoyed a reasonable prosperity along with the rest of the nation, until the early 1920's, when the hard-surfaced road came into more general use. And the destruction of the small town is directly traceable to the inception of the hard-surfaced highway.

Now—mistake me not—this is not an attack on good roads. No single thing has contributed as much to the general welfare of the people in general, and the farmer and small town citizen in particular, as have good roads. It meant the liberation of the farmer and his family from what was practically imprisonment on his plot of ground, and improved conditions in ways too numerous to mention. But it did sound the death knell of many small towns.

Let me detail for you what occurred in one village of a couple of hundred people. I am very familiar with this because I was born there, and spent my first 15 years there. Also, little by little, my father, who spent 44 years there as Milwaukee agent, lost all but a small amount of his life's savings, not through poor judgment, but from the results of deterioration of values

## ***The Death of the Small Town***

brought about by the misuse, for profit, of hard-surfaced roads.

When I was a youngster at home, we had a beautiful little village, near a long narrow oak forest, and generally surrounded by the best farming land in the state of Iowa. We had a church, a bank, two general stores, an implement and hardware dealer, blacksmith shop, creamery, elevator—everything that goes into the making of the village of a couple of hundred people. Opportunity was present for every individual, each according to his capacity, or his ambition. A nearby road, formerly a military route, was the first hard-surfaced road in the vicinity. At first, it was wonderful to speed over its smooth surface, but it soon was clogged with farmers' trucks all bypassing our village to go to the big town to sell, and to buy.

This was not an overnight development, of course. Little by little, our village folded up before the eyes of its bewildered business men. The elevator closed; its two interested families disappeared. The creamery shut down; the cream was being hauled to the big town. The implement men failed. No business; farmers bought where they sold their grain. One store closed. More families moved away, and more houses were vacant. In 1932 the bank failed to re-open. Eventually, it was consolidated with another bank, which was also in a small adjacent town struggling to hold its own. The

consolidation paid its first dividend 8 years later. The destruction of my home town as a business center is complete. About half those still there are on relief, the other half are of a new generation with jobs in the nearest big town.

Here we have, then, one instance of the destruction of a small town chiefly because of the presence of the hard-surfaced highway. The destruction of one small town in this manner does not mean a great deal when we all know that with progress must come harm to some individuals, and it would be folly for me to try to convince you that the hard-surfaced highway is not in line with progress. It definitely is. But, of recent years, there has sprung up a cancerous growth upon these communities. I do not refer to the so-called legitimate motor operation for profit upon the public highways at all, although it may be said in passing that that form of transportation is feeding on subsidies from your pocket and my pocket to a tremendous extent.

I refer to the motor truck owner who operates as a wild-cat, or gypsy merchant trucker. It is this type of operation for profit upon the public highways which is reaching into every town on a good highway, and is gradually strangling, not only the little town, but the farming community round about. His function is to buy, transport, and sell all sorts of merchandise from perishables to posts and from liquor to lumber. He pays only such taxes as he cannot avoid, and drives into and out of any state where fancy takes him. He is the greatest force for "market busting" in existence. Let me give you an idea, by specific reference, how this "market busting" takes place.

In a publication published by and in the interest of the Associated Producers and Distributors at Kansas City, Mo., we read that truckers bringing watermelons into the Chicago and St. Louis markets have time and again broken the melon market to a point where neither the farmer, the trucker, or the grocer has been able to make a profit. When melons in these centers are marketed in orderly fashion by rail, the dealer in the large markets knows just what is expected to arrive, through advice provided by the railroads, and is in a position to maintain a steady flow of melons at a price where all concerned can make a reasonable profit. But when several hundred truck loads are dumped on the market without warning of any kind, no method has yet been devised for adequately coping with the situation that arises. When these gypsy truckers arrive in a major market center and cannot dispose of their produce at fair prices, they immediately spread

out through the city and sell to anyone who will buy, at any price they can get. This, of course, eliminates the jobber and the grocer as a distributing agent for the product handled.

The mention of the melon market is merely one illustration. As I stated, traffic goes on in every conceivable type of merchandise. The principal reason that markets are broken down in all such transactions is that the gypsy must keep on the move, and must empty his truck at once, and get on another load. He cannot, like the railroads, hold his product for the customer a day or two, or a week, under ice, awaiting a favorable market. His market is only favorable the first day he enters it. By the next day he has broken it down.

How does this destroy the small town? Let us see. In orderly, railroad handling, the producer brings his product first into the small town, where he sells, and where he makes his purchases. This makes traffic for each little industry in the little town, and each transaction represents some profit. On these many little profits the little town makes its reasonably gainful existence.

The next step in orderly marketing is the transportation by rail to the larger centers, with adequate advice provided by daily reports prepared by the railroads, so that each of the larger centers may know what to expect; with this advice in the hands of expert market men, good control of each product is obtained—a proper supply is available at all times, and a reasonable profit accrues to all concerned.

Under gypsy truck control, or lack of control, no commodity is safe for more than the first day of marketing, and in the long run, no one profits.

It may be argued that the consumer profits in lower prices. But, if the consumer, as I have shown, has his livelihood cut from under him, what do distress prices avail him?

Let us speak briefly of a local application. We raise berries, cherries, and other small fruit. Across the Cascade Range are raised peaches, pears, apricots, hay, and grains. When the gypsy hauls your berry crop across the range, he breaks your berry market down. When he hauls soft fruits, hay, grains, potatoes, etc., from the other side, those markets break down.

Let me give you one illustration. An independent berry grower attempted to ship berries by express to Ellensburg. He set a price of \$1.00 per crate to the grocer in Ellensburg, which, as you know, is a low figure. On the day the grocer received the shipment, a chain store in Ellensburg was retailing the same berries at 75 cents. Now the farmer here paid 25 cents to have the crate picked, 24 cents for the crate itself, he pruned, fertilized, cultivated and paid taxes on his farm. At 75

cents, you know where he got off after the gypsy trucker and the chain store got a few cents out of that crate of berries. I have personally seen a gypsy trucker sell part of a load of apricots to one grocer, part to another, and then start right down the street to sell fruit to the customers of the grocers, and I know the prices he was accepting couldn't pay the farmer for producing the apricots.

If I have made myself clear in this rambling talk, then, it should be plain that this form of marketing is a serious menace to the small town; in fact, it is destruction.

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## Stray Bits

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### Family Talent

OUR roving reporter, who specializes in irrelevant and disconnected happenings, notes that at most of the Service Club picnics he has attended during the past few months, the 50 yard dash for men was won by the husband of the woman who won the rolling pin contest. That, so help us, is an observation.

### Cumbersome's the Name

One of our good friends was trying to explain to a fellow why our railroad is known as The Milwaukee Road. Desperately he tried to make clear to him the desirability of a short, easily-rolled-off-the-tongue name. "You see," he said, "the corporate name is Chicago, Milwaukee, St. Paul and Pacific Railroad Company. Consequently, because of its length, the name is cumbersome."

"Nope, I don't get it," said his friend. "First you tell me the name is 'The Milwaukee Road.' Now you tell me that because of its length the name is 'Cumbersome.' How do you get Cumbersome out of Chicago, Milwaukee, St. Paul and Pacific?"

### It's "Milwaukee Road"

J. N. Wandell, division storekeeper at Milwaukee, says that if Deputy Sheriff Charles Asti ever again has occasion to go to Minneapolis, he'll surely remember not to refer to the Chicago, Milwaukee, St. Paul & Pacific Railroad as the "St. Paul Road."

He had an appointment to meet a man at our station in Minneapolis and he boarded a streetcar that he knew went near there. He asked the conductor to tell him when they reached the "St. Paul Station" and he rode and rode and rode some more. The time for his appointment approached rapidly and the trip seemed much longer than he thought it should be, so Charlie meekly said: "You haven't forgotten that I want to get off at the St. Paul Depot, have you?"

"I told you I'd let you know when

we get there and I will, so relax," snapped the conductor.

Charlie tried to but it wasn't easy. When he was finally told, "There's the St. Paul Station," Charlie realized that he was in St. Paul. He was pretty sore about it but there was nothing for him to do but hop into a cab and ride back about 11 miles to the Milwaukee Road depot in Minneapolis. His man was still waiting for him, but he had just about given up.

### Telegram

(Received Oct. 18)

"I claim 'who's G.W.?' prize. He's my husband.

"Martha Washington."  
And you can keep him, Martha.

### "Cran-" and Otherwise

This being cranberry month, I just happened to be reminded of that rapidly fading expression, "the berries." . . . "It's the berries." . . . "She's the berries." . . . Then there was the young man's father who was always spoken of as the elder Berry.

G. W.



Veteran Pump Repairer Louis Moe and his grandson, Tommy Bonner, of Denver, Colo. Mr. Moe has been an employe of the Road for 48 years, 41 of which have been spent in Horicon, Wis.

For each locomotive in active service there are approximately 23 railway employes on the railroads of the United States.

# ON THE STEEL TRAIL

## Freight Car Dept.— Milwaukee

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

### ROUND 'N' ABOUT THE SHOP

At this writing Ed Kilgren is impatiently waiting for "Hay Fever Sneason" to fold and the first frost to set in. Thoughtful Joe Ryback recently presented Ed with a lovely bouquet of Golden Rods. (Ka-ach-oo.) We are glad to report that Art Grothe, on Oct. 1, was promoted to position of assistant car foreman at Terre Haute.... We also lost Joe Keller this month, who has accepted a position with a railroad equipment company... We understand that Les Miller found himself behind the wheel of a Chevrolet truck which was in "first crash condition" upon his return from a trip to Horicon, Wis.... Wilbur Reed was elected president of the Hiawatha Glee Club which was organized recently... Our sports caster, John Novak, lost his amateur standing during the recent world series. Nick Hill is one of several that paid John, due to the outcome of the games... Clarence Nolan and Frank McGarry received their first income tax exemptions this month. Mr. and Mrs. Nolan are the proud parents of a five-pound baby boy and Mr. and Mrs. McGarry are equally proud of their seven-pound baby girl... A wedding of interest to Freight Shop employees was that of Miss Marceda Zweifel and Bob Grueschow... It is a pleasure to report that Alex Pechalski is making a speedy recovery at the Milwaukee Hospital where he recently underwent an operation.

### VACATIONISTS

August Walters to Quebec via Washington, D. C., and New York... Ike Ketchpaw and wife a 2,100-mile tour through the southern states... Ted Talzman and wife conventioned at the Legion Convention in Boston. Rumors have it that Ted did his part in getting the convention in Milwaukee for 1941... Fred Glaser is associating with the "elite" this month, attending the National Homing Pigeon Club Convention

at the Biltmore Hotel, Los Angeles. Fred assured us that he would come back knowing the proper formula for raising bigger and better pigeons... Walter Braun and wife vacationed in Cicero, Ill.

## Milwaukee Terminals

L. J. Cooke, Correspondent,  
Milwaukee Coach Yard

Ralph Nick and Dick Seiden, coach yard employees, both bought new cars, Ralph a Chevrolet and Dick an Oldsmobile.

Captain Ed Berndt and his coach yard bowlers leading their league despite tough opposition—if they duplicate the feat performed by the coach yard ball team foreman, Geo. Schneider will have another trophy for the office.

Following the lead of several other cities, the Union Station red caps now charge a flat fee of ten cents for each bag or parcel they carry, thus abolishing the tip system and reducing the number of pennies they have to handle.

Thirteen must be doubly unlucky for Ed Radtke, a switchman who works in the Terminal; crossing 13th street Oct. 6, he was struck by one auto and flung into the path of another. His condition is still very serious. Both speeding drivers were held by the police. He received a possible broken neck, fractured ribs, arm and leg.

The coach yard is well represented on the Glee Club, about eight of the boys here being signed up so far. Your correspondent has agreed to join as soon as Kate Smith gets the moon over the mountain.

## Davies Yard, Milwaukee

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

The Davies Yard Bowling Team, The Varsity, opened the season with a bang, winning three straight games, but success obviously has gone to their heads, for at the present writing they have won

seven games and lost five. We're certain that with more moral support from the Davies Yard, the team will get back to its original form.

Sincerest sympathy is extended to the family of John Jung, of the Davies Yard, who passed away Oct. 7, at the age of 54.

Mr. and Mrs. Jerry Riesmeyer spent their vacation on the West Coast. The first stop of their itinerary was Seattle. From there they visited W. E. Campbell of Tacoma, who very obligingly showed Jerry through the shops. Mr. Campbell sent his best regards to all his acquaintances at the Davies Yard.

Congratulations to Mr. and Mrs. Clarence Beyer! Clarence, of the Davies Yard, was married Sept. 14. The newlyweds

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\$100	\$ 8.95	\$ 6.10
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\*These installments repay your loan and cover all costs, including a \$2 service charge.

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## Young Men In Conductors' Ranks



To take the place of veterans who were pensioned under the provisions of the Railroad Retirement Act, 11 young men were hired in train service on the Coast Division in 1936. Now, having completed the necessary 4 years as brakemen, they are eligible for promotion as conductors.

Three of the young men, M. H. Schwabke, 29; Thomas Barton, 32; and D. W. Stoliker, 26, have already received their promotions. The others, C. J. Horr, 27;

C. C. Davis, 36; L. G. Weiland, 22; E. H. Bowers, 27; R. G. Freeman, 28; F. H. Lansdell, 35; A. W. Swift, 28; and C. F. Doten, 26, will be promoted as rapidly as they pass their physical and operating rules examinations.

Pictured comparing time with D. C. Leaming, veteran conductor of the Olympian, are, l. to r., F. H. Lansdell, E. H. Bowers, Thomas Barton, M. H. Schwabke, conductor Leaming, and C. C. Davis.

spent their honeymoon at Waterloo, Wis. Mrs. Vernon Allie underwent a major throat operation recently. We are happy to report that her operation was a success and that she has fully recovered.

Hans Wilm, of the Airline, one of the archers of the famous Hiawatha Archery team, has shot hundreds of arrows during his two years of archery, but at last cupid had shot an arrow in his direction. Hans was married Sept. 28.

The Archery team opened its season on October 11 in full regalia. Their maroon and gold shirts were flaunted on the archery range and we were equally proud of both the team and the shirts. We know without a doubt that they will repeat their performance of the past two years and bring home another trophy for the current year. Anyone desiring to join in this team may contact Manager Andy Schilhansl at the Davies Yard, or at the L. C. Whiffen Indoor Archery Range, located at 828 W. Clybourn street, Milwaukee, any Friday evening.

## Drafting Room News, Milwaukee Shops

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

**BITS FROM HERE AND THERE**  
Welcome home! Commander Lawrence A. Cochrane of Post 18 of American Le-

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BOSTON, MASS.

gion. Welcome home! "Old Mike" took our Junior Hiawatha to Boston and with others from the Milwaukee Road helped bring the 1941 American Legion Convention to Milwaukee.

Lee Voltz (might) join West Point before being drafted. As cadets major in three sports, Lee has decided on: bowling, fishing and sheephead.

Howard Melzer, touch football expert, played at Mequon one Sunday a. m. 'Twas a misty morning and Howie removed his glasses. A pass came his way and he snatched it. He didn't see a wire fence and it sure threw him back for a loss. Yes, even touch football is rough.

Tyrone Cannon was on the sick list for a few days while having his tonsils removed. Reports everything in tip top shape.

Forward March! !!—to Wauwatosa Field. The Wauwatosa Home Guard meets every Monday nite. Al Jung and Elmer Kuntz are two of the young recruits.

L. Horton donated his auto to his son to enter into the West Allis homecoming parade. No, it wasn't entered in as is, the boy dolled it up a bit.

### SPORTS

1940 Bowling Averages Thus Far:

Carl Jaeger's 580 brings average up to 174.	Bill Schroeder 177 . . . . . Monty 184
. . . . . Schultz 164 . . . . . Chandler 163 . . . . .	Al Hoppe 159 . . . . . C. Wellnitz 154 . . . . .
Jay Fedler 154 . . . . . Art Hempel 149 . . . . .	Engelke 144 . . . . . Ted Schendel 141 . . . . .
H. Odegaard 136 . . . . . Harry Gunther 170.	The Tomahawks won 6 lost 6. The Mar-
quettters won 5 lost 7. L. A. Cochrane has not bowled as yet. A. Schultz's back is again holding him on the side lines. H. Chandler is also seeing service on the bench due to a leg ailment. (Old age creeping up slowly?)	

Attention, Mr. Fiebrink:

H. J. Montgomery does not bowl on your Chippewa team as was erroneously stated last month. He is now with the Marquette.

## Supt. Car Dept. Office, Milwaukee

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

Welcome! Kenneth Moschea to Supt. Car Dept. Office. Kenneth, formerly with Mr. Wood, ticket stock clerk at Union Depot, Milwaukee, took up his duties as sec'y to asst. supt. car dept. on Oct. 1. We hope you like your stay, Kenneth.

We certainly were sorry to see J. R. Harris leave his position as production engineer in the Mechanical Dept. "Bob" left the Milwaukee Road to enter the employ of Progressive Welder at Detroit as sales engineer. We wish to extend our good wishes to Bob on his new job.

Well, Marquette and Wisconsin started

their football season with their annual game at Madison. The Car Dept. was well represented, the Football Special having included as its passengers Al Groth, Clayton Minkley and Lucile Deppe. They separated at Camp Randall though, because as we understand it, Lucile rooted for Wisconsin, while Al and Clayton are loyal Marquettters.

Edithe returned from the American Legion Convention, foot-sore but happy. She visited New York and Washington, D. C., and climbed to the top of Bunker Hill—294 steps in all. Before descending, she was heard to say, "If I had the Wings of an Angel!" Report from Legionnaires—"She sure is a good sport."

W. E. Campbell visited our office last week. Everyone was glad to see him again.

Frank Skola took one whole day of vacation last week. Did you see all the sights, or did you paint? ? ?

Did you hear the rumor of the unwelcomed guests in Ethel's car? It seems she left the windows open and a swarm of bees made themselves at home.

## I&D Division—West

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

Railroad employes from several nearby towns, as well as a large number from Mitchell, enjoyed a get-together stag party at the Mitchell Country Club Sept. 15. Golfing, kitten ball, horse-shoe pitching and other games were indulged in and a real swell dinner was served for the guests. Prizes were given in all contests and the local committee should be congratulated on the fine arrangement of the day's outing.

The local rails recently held a farewell party for "Dad" Bunting, retired engineer, who has left to make his future home with his son in Oklahoma. He was presented with a beautiful chair by the boys after an enjoyable evening of various entertainment.

We wish to extend our best wishes to P. S. McMahon, long time roadmaster on the west end, who has decided to spend the rest of his days away from the railroad and has retired on pension. We know that his many friends will miss Mac's smiling face along the road, where he has spent the past 30 years, keeping up the road beds of the west I&D.

Well, the annual fall festival held at Mitchell in the world's only corn palace has again become history. The show was great and to top it off, the Milwaukee Road Service Club band from Milwaukee paid the city a call with one of the best and most entertaining bands that has ever played for the festival. After their noon arrival they paraded up and down main street attired in their new uniforms and rendered music that rang in every one's ears. The huge crowd followed their marching up and down the street and to show their appreciation the band rendered many selections at different places on the midway and kept it up all the while they were in the city. Aside from the good music, Miss Marian Corak, majorette, drew rounds and rounds of applause for her clever work with the baton. She also furnished the corn palace audience with some of her clever acts, which were greatly enjoyed. The local service club committee should be congratulated on securing this fine musical organization for a visit with us.

### AROUND THE FAMILY TREE

Conductor Harmon spent several days at Mason City, Iowa, the past week. All the boys reporting that pheasants are numerous and all are getting their share. Former round house foreman E. O. Wright of Cedar Rapids visiting friends and doing a little hunting. We welcome H. F. Larson of Red Wing to our midst. Mr. Larson has been ap-

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pointed roadmaster here, succeeding P. S. McMahon, retired. George Anderson is working as relief operator at Mitchell during the increased amount of traffic. Operator Burke of Canton was successful bidder on dispatcher's position at La Crosse and has moved there with his family. Del. Agent Hathaway of Okator has been appointed agent at Chancellor, succeeding Mr. Long, who has been transferred to Marion Jct. The big smile that you notice on coach cleaner M. Henzlick is due to the fact that another baby girl came to gladden their home the past week. Mr. Hixon, of Rapid, is enjoying a short vacation. Yard foreman M. Winters has been on the sick list the past week. Cond. Bill Hynes busy the past week moving in a new dwelling to be erected on his lot. Donald Berry and family of Mason City visited with home folks over the week end.

While on a vacation at the Black Hills this summer, Cond. McComish and R. Boeckman enjoyed a bit of rare refreshment as may be seen in the accompanying picture. The picture tells the story and we will let you be the judge as to its flavor.



Rudy Boeckman (left) and T. McComish enjoying a Black Hills delicacy.

### I&D Division—Central

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

George W. Ransdell, retired agent, formerly of Lake Andes, died at Ottumwa, Iowa, suddenly, Sept. 30 while visiting friends. He retired from active service on August 1 and had planned to make his future home in Texas. Funeral services were held at Lake Andes, Oct. 2, with a large attendance from the Platte-Stickney Line Service Club.

Now we know who hangs out the wash in the Dispatcher Embick family. Recently at a meeting of the Milwaukee Women's Club they had a contest to see who could hang up wash the fastest. Of course, the men had to get in on it too. Dispatcher Embick nosed out CPA Robson to come in on top.

Switchman and Mrs. Clark Overcash, Sioux Falls, recently spent the week end in Rantoul, Ill., where their son Don is stationed with the air service.

The Sioux City Passenger Station, with its new interior decorations and entrance is quite attractive and a great improvement.

Al Ostoff is back on the job, whereupon Fred Costello took off for Louisiana and points thereabouts with the expectations of shooting southern turkeys and sampling the mint juleps that Honeychile Graves tells abouts.

Engineer John West, Sioux Falls, retired on September 30, with no statement what the future plans will be.

Jens Mathison, 72, retired coaling plant employe, Sioux Falls, died at his home, Oct. 8, after illness of one week. He had retired from service in 1938.

Crossing flagman C. S. Kemp, Sioux Falls, announced the arrival of a baby girl at their home on Oct. 3.

Something new to Switchman Hunter of Sioux Falls was a white Pheasant and he didn't know whether to shoot at it or not, but finally did. That's the story and he'll stick to it.

MAYBE YOU'VE HEARD—Relief operator Smith at Dell Rapids while Ed Doering is vacationing or something; Kehrwald at Westfield; Bahr at Yankton, and Isaacson at West Yard. Does this account for all of them? . . . The Harveys from Charter Oak ventured Sioux City a few Sundays ago and it rained and Floyd is still bemoaning the fact that some mud got on the Nash . . . 518 Willkieites traveled by special train from Yankton to Sioux City, Sept. 26, to hear talk given by Presidential Nominee Willkie . . . The Arrow Service Club met at the Eagles Home, North Riverside, Sept. 12, very well attended and lunch was served . . . TF&PA Steben convoyed South Dakota football team to Iowa City, Oct. 5 . . . Retired Conductor Tom Biggs made an appearance in Sioux City from the land of unusual weather (California to you) recently . . . Frank Miller, Fairview, married to Canton girl and will live at Vermillion . . . We're all set for unusual pheasant hunting stories and Harry Brann, Avon, says they are falling all around him and to date three fell into his kitchen.

### I&D Division—East

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

Well, here we are in the middle of the beet season with beets everywhere, but we are doing a good job of handling them this year with the cooperation of all concerned.

EXTRA. Anyone having any cows to milk get in touch with Local Ice House Foreman Chris Serakas. Chris won the County Cow Milking Contest held in the stock yards here Sept. 6. There were about 20 contestants and Chris won over all by a pint and three squirts.

We are sorry to report the death of Frank Waychus, car man, who died Sept. 21 after a long illness. We extend our sympathy to the family.

Oscar Larson, car foreman, has returned from his vacation spent visiting in Oklahoma and looking after his oil holdings in Texas.

We are glad to report that Conductor Wm. Ross is getting along fine and is able to be up after several weeks' illness. Mr. Ross wants to thank all the fellow workers who were so kind to him during his illness.

E. Barton and family, while returning from Sioux City Oct. 6 met with a seri-

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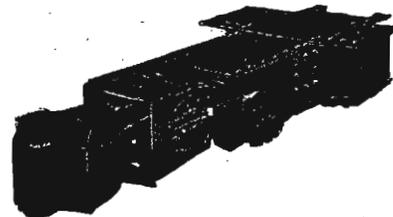
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ous auto accident just east of Garner. We are glad to report they are out of danger now, and getting along fine. Mr. Barton is a signal supervisor in his district.

Well, it looks like C. E. Blanchard, lineman, has decided to make this his permanent home. He has purchased a fine home and has moved the family in.

### H&D Division

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

Unaccustomed as I am to public speaking, the wedding bells rang on Sept. 1, when Elaine Mills, daughter of Branke L. Mills, and ye scribe were united in matrimony. Thanks for the many congratulations.

Bud Evald and wife of 2 months reported a very enjoyable honeymoon spent at San Francisco world's fair and New Mexico.

R. W. Lawrence, Engr. on the West H&D, returned to work after spending

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his vacation at Hudson, N. Y., with former Engr. C. E. Mesick, now retired.

J. H. Rankin, retired boilermaker, has returned to Aberdeen from his summer cottage.

Jim Morley, boilermaker foreman at Aberdeen, is now at St. Petersburg, Fla., recuperating from a long illness. We sincerely hope he will be back with us next spring.

Pete Materi of the Aberdeen Freight House recently took the pension after working a good many years.

Hurley Madsen has been appointed transfer clerk at Aberdeen, S. D. John Roehr has returned to work at the Aberdeen freight house. A. H. Roberts has taken over duties as engineer on the Sisseton Line. Bill and Clarence Schmitz, conductor and engineer on the Andover Line, have left the windy plains of South Dakota for the warm weather on the West Coast for the winter. Pat Sullivan and Cleve Schmitt are doing the honors on the Andover Line in their absence.

Bob Olson, Roscoe, has hired out as agent-operator and went to work the day after taking his exam. Have had a lot of support this month on the news and thanks a lot, boys—keep it coming as long as you want to, I won't kick about that. Col. Weatherly is coming along fine with his train order device. The Milwaukee road has purchased 10 to date.

The bowling league at Aberdeen for the Service Club members has started and quite a number have turned out for the bowling. Might as well come up to the meetings also, boys.

Seems like an odd way to become a brakeman, Gus Carlson, Jr., when you have to chase cows off the track.

P. J. Walsh has been appointed agent at White Rock. Ole M. Sletten was appointed agent at Correll, Minn., permanently. F. F. Beck was appointed agent at Virgil, S. D., permanently.

Two stalls in the Aberdeen Roundhouse are now being extended to accommodate the S-2 engines so they can be put in the house and service during the severe weather.

A report is being circulated by Captain E. Burke of Aberdeen that John Dougherty of Minneapolis, was one of the persons who rode elephants in the Willkie parade at Fargo, N. D.



Retired Agent John Elker and his grandson, Bobby. Mr. Elker's entire railroad service was with the Milwaukee; he was agent in Marion Jct., S. D., until a short time ago.

### Chicago Terminals

Chester Phelps, Correspondent,  
 care of Crew Director,  
 Bensenville, Ill.

Frank Reed, retired C. T. train director, was fatally injured while on an automobile trip in Indiana during the latter half of September.

George Hogan, yd. cond., has applied for the pension. George has not been feeling very well for some time.

Engr. Bob Ready and sons, Robert Jr. and Wesley, have arrived at New Orleans, after a trip via the Canal and Mississippi River, in their 20 foot sail boat. The boys built the boat themselves over a period of five years. From New Orleans the Readys expect to sail to some of the South Sea islands. Wesley has not been in the best of health, and it is hoped he will be better after the trip.

Tom Seidel, YM, spent a month in the hospital, and came out minus 47 pounds. He is back at work.

J. J. Buelting, who needs no introduction, had a nice case of "shingles" recently. One eye was swollen completely shut; he really looked bad.

Morris Mathison and wife were visitors to the New York Fair, and Boston, during the month.

Engr. Art Dolan has returned to work after helping his uncle harvest the crops down Missouri way.

Nick Kosloske and wife visited with relatives in Wisconsin during the month.

## I&SM Division—West

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

### VACATIONS

J. C. Whalan, agent at Fulda, Minn., and wife spent two weeks' vacation at Winona, Minn. Mr. Whalan is being relieved by R. E. Gilbertson, of Erwin, S. D.

Joel M. Johnson, agent at Mapleton, Minn., is taking a month off his regular duties attending to business matters in the South. He is relieved by G. F. Jones of Pipestone, Minn.

Mr. Lars Westby, condr., took off several days from his regular run between Madison and Fulda. He spent his time hunting pheasants up around Butler, S. D.

F. B. Easton, agent at Bradley, S. D., off the month of September, vacationing in the Black Hills. He was accompanied by his son Ross, who has been in ill health for several weeks. Mr. Easton was relieved by R. E. Gilbertson of Erwin, S. D.

R. D. Mathis, dispatcher, Madison, S. D., is taking his two weeks' vacation. He is relieved by F. W. Walton of Austin, Minn., extra dispatcher.

### MISCELLANEOUS

O. D. Theophilus, Jr., son of O. D. T., day operator at Jackson, Minn., left the latter part of September for Rantoul, Ill., where he enlisted in the U. S. Air Corps at Chanute Field.

Lawrence Ludvigsen, trucker at Jackson, Minn., was married on Sept. 28 to Miss Mabel Malone, also of Jackson. Miss Malone is the daughter of William Malone, conductor on the East End.

A. E. Golden is back at his post at Fulda, Minn., as section foreman after having been employed as extra gang foreman of a gravel crew during the summer between Jackson and Albert Lea, Minn. He was relieved by Mr. Clarence Schumacher of Okabena, Minn.

Dick Theophilus, son of O. D. T., is filling in as night trucker at Jackson, Minn., while L. H. Okre was appointed clerk at Hollandale during the rush vegetable shipping season.

Ronald Westby, son of Lars Westby of Madison, S. D., made his first student trip over the SM on Oct. 3. He has passed his examination okay and now is waiting for a date to start his rights.

### DEATHS

We all wish to express our deepest sympathies to Joe Gundmanson, section foreman at Wentworth, S. D., in the passing of his wife on Sept. 27.

Our deepest sympathies are expressed to Mrs. Simon, agent at Oakland, Minn., when death called her only son, Max Simon, in an accident near Austin, Minn. Max used to be second trick operator at Fulda, Minn., working under Agent Geo. B. Turner. He later worked as telephone manager salesman at Fulda and the last several years was an insurance salesman at Jackson, Minn. Max was a friend of everyone.

## I&SM Division—First District

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

H. L. Weihn, Rosemount, underwent operation at University Hospital, Minneapolis. Is doing fine at this writing. H. C. "Slim" Langdon, warehouse foreman, Faribault, was also operated on at St. Lucas Hospital, Faribault. Will be back to work soon, we hope. J. W. Greear, opr., Mendota, off for several weeks. L. R. Stokes, opr., Comus, and wife motor-ing to Florida and other points south. F. W. Walton, opr., Comus, dispatching trains at Madison, S. D., for a few weeks. Understand Pat Bedney, cashier, Owatonna, was sick last month but should be back by now. S. P. Freeman has been assigned permanent position as agent at Bixby. G. C. Samuel assigned permanent position as agent at Lansing. H. A. Lick assigned permanent position as cashier at Northfield.

Night operators at Rosemount have been hearing spooky noises for some time during the small wee hours of the morning. Not that they were afraid or anything of the kind but investigation disclosed that old settlers claim a man was killed during a fight near the depot years ago and was buried close by. Know that their minds will be at ease now.

Will have to retract statement made last month about the Milwaukee Road running the fastest scheduled train in the U. S. One of our competitors between the Twin Cities and Chicago has a slightly faster average than we have now since the time change short time ago.

A helper will be installed at Le Roy starting Oct. 16; Clyde Henderson of Le Roy has been appointed.

## I&SM Division—East

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

Yard Clerk L. W. Severson was off two days recently due to serious illness of his father who is somewhat improved at this writing.

Did anyone win any baseball or football pools, besides Dick Hogan?

Superintendent Hotchkiss has been confined to his home account illness since latter part of September. We are all hoping he will be on the job and enjoy-

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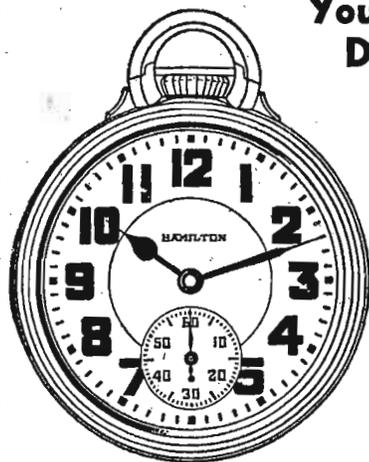
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## D&I Division—First District

*Eunice Stevens, Correspondent,  
Care Supt., Savanna, Ill.*

Donald C. Cooper, retired engineer, of Savanna, died at his home, quite suddenly, on Oct. 2.

Mr. and Mrs. Herman Georges attended the American Legion national convention held in Boston, Mass. While visiting the Bell Telephone Co. at the fair in New York City, Mrs. Georges was announced for a free long-distance call, and talked with her family in Savanna.

Engr. Charles T. Wright, Savanna, was honored at a railroad party, Sept. 18, given by the Bro. of LF&E, at which time he was presented with a 52-year badge, having been in the organization that length of time; also received 52 American Beauty roses, each rose representing a year of his membership.

And still another well-known railroad man, Condr. Wm. Hyde, formerly of Savanna but now residing in Davenport, was presented with a 55-year button from the Bro. of Railway Trainmen, at a meeting in Davenport on Oct. 13.

Robert Marth has accepted the position as secretary to assistant superintendent at Savanna, formerly held by A. C. Novak, and Charles Thompson is filling the position in the superintendent's office vacated by Mr. Marth.

## D&I Division—2nd District

*Lucille Millar, Correspondent,  
Clerk, Dubuque Shops, Iowa*

Sympathy is extended to the family of Watchman Louis Spielman, who passed away at his home in Dubuque recently.

A few years ago it was a base ball nine, but now it's a football eleven at Frank Freiburger's house. This is brought about by the arrival of a brand new boy at Frank's home Sept. 19.

Duck hunting! Our local boys are going in for this sport in a big way. We sure hope that the ducks see Charlie Pullen before he does—we don't ordinarily wish a brother such bad luck but when a news gatherer is presented with news that isn't authentic, said reporter refuses to accept further items from that quarter. (Meow!)

"Miley" McLaughlin and "Red" Brandt, our local Isaac Waltonites, are hurrying home for their fishing tackle after working hours these days. Rain or shine, makes no difference, and they do say that the fish are willing to cooperate.

But with "Ty" Maus it's "different again"—the old fashioned fishing pole is too slow for him. That boy dives for his fish!

Joe Piltz and his Mrs. celebrated their 40th wedding anniversary this past month. Congratulations, good folks, and if you'll let us in on your 50th we'll have a real celebration.

Mike Betz says he is a regular "Adam

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ing his usual good health by the time this goes to press.

Mr. and Mrs. V. J. Williams, former P. F. I. at Austin, now located at Minneapolis, are the proud parents of a daughter born Oct. 10.

### "LISTENIN' IN"

Did you go pheasant hunting? How many birds did you get—did you see many—where did you go hunting?

Are they getting up a quartet among the switchmen? Heard Ed. Tuckek giving a solo out in the field.

P. E. Berg is working the side table job at Austin during the grain and vegetable rush.

We were sorry to learn of the serious automobile accident in which Signal Supvr. E. D. Barton and family were involved, and glad to know that they are all improving nicely.

Chester M. Hanson, brakeman, who was injured at Good Thunder, Oct. 9, is getting along as well as can be expected.

Our sincere sympathy is extended to Mamie M. Siman, agent, Oakland, account the death of her son who was fatally injured in an automobile accident.

R. M. Olson, agt., Alden, off Oct. 4 to 9, Fred J. Olson, relieving. E. F. Carey, agt., Easton, off Oct. 9 to 15, George F. Jones relieving. J. M. Johnson, agt., Mapleton, off Sept. 24 to Oct. 1, Geo. Jones, relieving. George also relieved R. A. Helser, agt. at Wykoff from Oct. 2 to 8.

L. E. "Skinny" Beers, is receiving treatment at Washington Blvd. Hospital, Chicago.

Engr. Bob Herrman is receiving treatment at the Rochester Clinic.

Lazonga"—for he's come to the definite conclusion that "no woman can resist him."

We know that our Captain of Police, Mr. M. Hobde, is a very fine man on his regular job, but rumor has it that when he puts on his little cap marked "Chef" and starts dishing out the soup, he's a wow!

Willie Stafford, clerk in the DF&P Office down town, was seen in "The Hub" t'other day trying to exchange a pair of grey spats for some hob-nailed boots.

It was so nice to see Herman Klatte and family from Car Dept., Milwaukee, in Dubuque again. Mrs. Klatte had told her sister, Gladys, so much about our lovely city that when she decided to be married on Sept. 28, she chose this historic river-town for the wedding and G. Gordon of Chicago for her husband. The Klatte's accompanied the wedding party to Dubuque and ye scribe kissed the bride.

### Trans-Missouri Division —West

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

#### VACATIONS

J. E. Fleege, machinist, Miles City, planned to leave during October for a visit with relatives in Pittsburgh, Pa.

Mr. and Mrs. Mike Kransky of Miles City vacationed in Los Angeles, San Francisco, and points in Oregon.

Brakeman W. H. Fellows and wife made an auto trip to Yellowstone Park, Cheyenne, Wyo., and Salt Lake City, Utah.

Chas. Arnold, retired machinist, who now resides in New York, spent a short time in Miles City during the month of October, renewing old acquaintances.

Mr. and Mrs. R. H. Jensen of Miles City attended the Minnesota-Iowa Football game in Minneapolis, Oct. 26.

Ira Rogers, ticket clerk, Miles City, vacationed in San Francisco, Los Angeles and other western cities in October.

Mrs. Ann Anderson, stenographer in the Superintendent's Office, returned Oct. 5 from a trip to San Francisco.

#### RETIREMENTS

J. J. Martin, conductor on IM Div., and Mrs. C. L. Kirby, agent-operator, Red Elm, N. D., have retired.

C. L. Davidson, machinist, Mobridge, S. D., has accepted the position as motor car maintainer at New England, N. D.

Allen Easlinger, son of Engineer W. J. Esslinger, has been employed as switchman at Miles City.

Retired Conductor Chas. Hicks, formerly of Miles City, visited with old friends several days in October. He resides at 1303 Broadway, Tacoma, Wash.

A. Frelick is relieving Bryan Nelson in the Freight House at Miles City, while Mr. Nelson is in the local hospital undergoing treatment.



Mary Lynn, 2 year old daughter of Conductor H. E. Zeulke of Miles City, Mont. She's a first class Milwaukee Road fan.

### Rocky Mountain Division— Northern Montana Branch

Mabel Newbury, Correspondent,  
Trainmaster's Clerk, Lewistown, Mont.

#### MARRIAGES

Conductor-Brakeman C. K. Hatton to Miss Mary Bart on Aug. 26.

Agent-Operator G. L. Beall to Mrs. Marie Shaeffer on Sept. 29.

#### OBITUARY

Fireman William Wesley Sauer at Townsend, Mont., Oct. 5, from injuries received in an automobile accident Sept. 29. Our sympathy is extended to his mother and two sisters who survive him.

#### SICKNESS

R. J. Spurling, claim adjuster, was confined to the hospital for a few days, suffering from a very severe cold.

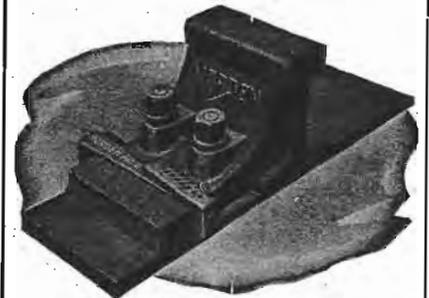
Engineer C. P. Warner has been in the hospital for a few weeks but is much improved at this time.

Robert Reighard, carpenter with Carl Justus' crew, had the misfortune to fracture his left heel while working at Win-

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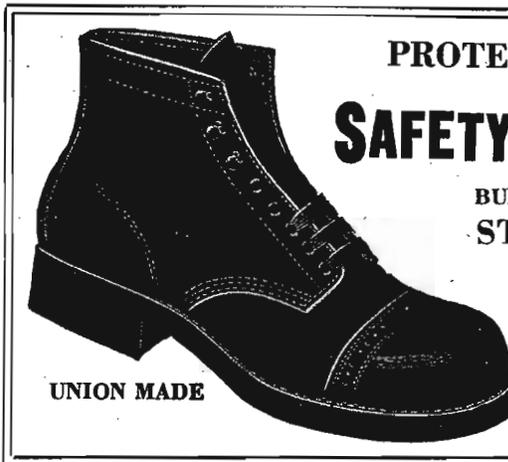
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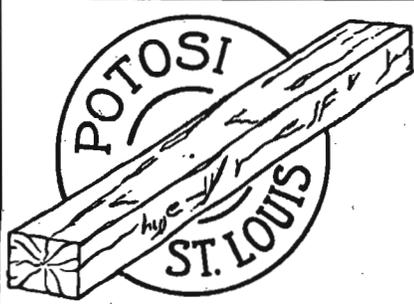
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TREATED AND UNTREATED  
CROSS TIES  
SWITCH TIES  
PINE POLES

**Potosi Tie & Lumber Co.**  
ST. LOUIS DALLAS

nett last week. He will be confined to the hospital for several weeks.

Mr. and Mrs. Tom Trackwell are spending their vacation in Chicago, Newark, N. J., New York and Boston. Mr. Trackwell is section foreman at Fairfield.

Section Foreman Charles H. Ginther and wife of Piper are spending their vacation in Jefferson, Ia., visiting friends and relatives. They made the trip east in a new Buick sedan. Section Foreman C. E. Rozell and L. E. Joslin have been relieving at Piper.

The latest type of steel water tank has just been installed at Lewistown Roundhouse by the Pittsburgh-Des Moines Steel Company under the supervision of Foreman Rich Rogers. This tank furnishes water for both incoming and outgoing engines.

D. B. Noble and family expect to leave for Spokane the latter part of this month, where Dan will take up the duties of agricultural agent at that point, replacing C. C. McCormick, deceased.

### Tacoma and Coast Division —West

R. R. Thiels, Correspondent,  
Care Agent, Tacoma

We are sorry to chronicle the death of Fireman Louis A. McGee, of St. Marie's, who died Sept. 20 after a brief illness. He leaves his widow, Mrs. Lucile G. McGee, who is now at Seattle.

Ralph Goodale, electric welder at Tacoma Shops, is back at work after several weeks' illness.

Mrs. R. F. Lehman, wife of Switchman R. F. Lehman, recently sustained painful injuries in an automobile wreck on the Mountain Highway, but she is getting along all right.

Members of the former forces at Dock One, Tacoma, will be glad to learn that

Mrs. Grace Clark, the former Miss Grace Erickson, is now rapidly recovering after a serious illness, and is leaving the hospital today.

Miss Jean Marion Gordon, youngest daughter of Joe Gordon, retired freight-house man at Tacoma, was married Oct. 2 to Philip R. Kloepfel.

Ray Curtis of the Store Department was married Sept. 26 but has kept it so quiet that we can do no more than merely mention it. He gave up his city environment and has gone out in the valley to live.

E. B. McCann, conductor, has taken leave of absence for two weeks on account of illness.

F. L. Olmstead, who has been agent at Thorp for many years, retired Oct. 12 after 31 years' service, and Wm. T. Terry, conductor on the Bellingham Line, retired Oct. 1 after 38 years' service.

R. F. Rader, formerly agent at Enumclaw, has bid in the position of agent at Bellingham, left vacant by the death of J. M. Gillim. W. P. Woods, formerly at Centralia, drew Enumclaw, while W. C. Smith from Mineral, drew Centralia. H. R. Carrell, who was formerly at Hyak, drew the agency at White Bluffs.

Guy S. Bell bid in the job of chief time reviser in the Superintendent's Office.

Miss Mabel Viets drew the assignment as cashier at Spokane Local Office; Harry Miller bid in the job as claim clerk at Spokane Local Office; Ed Gehrke drew a checker's job and H. E. Harris got the job as night watchman and clerk at the same.

Train Dispatcher H. L. Wiltrout was sick for a few days recently and was relieved by Clinton Miles; since then Clint has returned to the Yard Office.

We mentioned last week that Mr. Kearns of the Accountant's Office, had bumped Ellen Noble in the Cashier's Office at Seattle. He reconsidered that since and instead bid in a job in the Accounting Department at Chicago, leaving here early in September; but before he left he took Miss Emma Palmer of this city for wife. She expects to follow him to Chicago in a few weeks.

W. S. Burroughs of the Depot Ticket Office left Oct. 9 for 10 days' vacation to join his wife at Los Angeles, where they will visit their son. Ray Fink relieved him.

Forest Mason bumped Lee Boyd of the Superintendent's Office; we haven't heard yet what victim the latter has selected for a similar operation.

Kingsley Clover, son of Cashier Fay Clover, is attending the College of Puget Sound since school opened, and David Powels, son of chief clerk O. R. Powels, is doing the same.

Several of our brakemen were lent to Mr. Hill and worked on the East End of the division lately: R. H. Weston, F. H. Krembs and S. M. Liddane; while a number of them worked for the M. P. during the recent heavy troop movement: M. A. Johnson, M. Sanvold, R. W. Weaver, J. G. McLean and N. F. Thomas. And three student brakemen were hired lately: Don Morris (son of Engineer Ed Morris), R. E. McNabb and Neil Sizer, while A. J. LeBlanc went on the switchmen's roll as student.

Conductor Joe McCammon took two months off recently and Brakeman J. J. Hoheim is off for three months.

Alex Gollwas, blacksmith helper, retired on Sept. 30 after long and faithful service.

### Seattle Terminals

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

### General Offices

N. A. Meyer, genial supt. of trans., came back from his vacation with a wonderful coat of tan. Wonder if he got that working in his shop.

Maxine Herron, daughter of Mrs. Eloise Herron, of the Western Traffic

## LOW COST...

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## MERCANTILE NATIONAL BANK OF CHICAGO

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MEMBER FEDERAL DEPOSIT INSURANCE CORP.

Manager's Office, was married to John Frederick Fuller on October 11.

Dorothy Nelson, daughter of Mrs. Mildred Nelson, secretary to Mr. McEwen, was married to Edmund Keith MacDougal last August 3.

Dave Mankey of the Vice-President's Office, spent a pleasant vacation in Ohio visiting friends and relatives.

Ruth Walla of the Legal Department is recovering from a serious operation at Providence Hospital. We hope to see her back soon.

Helen Jones of the General Freight Department is another recent vacationer. When questioned as to where she spent her vacation, she said, "at home" which in our estimation is a real vacation.

### Car Department and Yard Office

Engineer and Mrs. L. C. McDonough left September 28 for the South and returned about October 15.

We miss Fireman A. E. Ratcliffe who has been off sick for more than a month now.

Frank Shook, former car foreman at Bellingham and general car foreman at Spokane, threw us a visit on about September 18. Frank looked fine.

According to the Seattle P. I., Frank Nelson, Seattle switch foreman, is credited with saving the life of a would-be suicide, who attempted to jump from a viaduct to the railroad yards below. Just as the would-be victim was about to jump Frank happened by and yelled up enough reasoning to change the man's mind. After the second attempt, Frank called the police who made the final rescue. Good work, Frank; you sure won that argument.

On October 10 and 11 electricians installed indirect lighting in the Yard Office and Car Foreman's Office. This was much wanted and is appreciated by all.

### Local Freight Office

Merrett Hurd, who has been confined to the Veteran's Hospital in California for the past several years, was a visitor at the local Freight Office the other day. He is much improved and has been home for several months. However he is expecting to return to the California hospital for another short stay.

Martha Prentiss of the Bill Room has been off for two or three weeks on account of the illness of her mother, but we are glad to report her mother greatly improved and Martha again back on the job.

A baby girl was born to Mrs. Fay Fox in the Maynard Hospital on September 29. Mrs. Fox is the wife of Yard Clerk Fay. The cigars and candy have made their rounds and the entire Milwaukee family extend congratulations to the lucky couple. You should also see Grandpa Fox step around since the blessed event.

Bert Roberts, perishable freights inspector, and wife and daughter recently spent the day at the Puyallup Fair. Bert, in some manner become lost from the ladies and the next thing they knew they found him in the squirrel cage. There he was trying to cop the prize by catching the squirrel with the longest tail. We understand he succeeded and came home with the Cash Prize but minus a part of his wearing apparel. Since then he has been known as Squirrel Roberts.

Mrs. Daisy Webb Heester is taking a few weeks' layoff. Her position is being filled by Harry Anderson.

We are glad to report that Marian Williams is again with us in the bill room. We understand she intends to return to her studies at Pullman for the winter.

Business is good at the Local Freight office. New business is coming in every day and everybody's desk is loaded to the guard.

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**Spokane and Inland Empire**

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

Effective Oct. 14, the following changes were made in the Local Freight House organization in Spokane: Mabel Viets was made cashier, Harry Miller assigned to the claim desk, Henry E. Harris, bill clerk, Don B. Hays, weighmaster, and Tom Quinn night watch clerk.

Matt Faestel, train baggageman, has returned to work after a trip to Milwaukee.

Gus Meyers, first trick operator, St. Maries, laid off for three weeks during October.

Condr. C. M. McCauley of the Marengo run, spent a few weeks vacationing in Iowa.

Condr. F. C. Quimby and wife recently returned from a trip to the World's Fair. Mr. Quimby runs out of Malden.

Erakemby Tom Casey left Oct. 11 for a two weeks' visit in Wisconsin.

Agent Frank Severs has returned to work at Cusick, Wash., after an extended trip to California.

J. C. Maddox is doing relief work as agent at Ione, while Marvin Helmer, regular assigned agent at that point, is operating the second trick at Spokane.

Our heartfelt sympathy is extended to the family of Fireman Louis McGee who passed away on September 20 in the St. Maries hospital. Mr. McGee was operated on for ulcers of the stomach, from which he did not recover.

On the morning of Sept. 23, the Milwaukee hauled out of Spokane a 25-car passenger train on the National Guard

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**Everett, Washington**  
on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound  
Established more than forty years ago.  
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destined to Camp Murray, Wash., near Tacoma. The train was pulled by engine 251, Engr. Theo. May, and Fireman Ed Kalinoski.

Mrs. Katherine Knapp, telephone operator, Spokane, left on Oct. 4 to spend a month visiting relatives in and around Chicago.

C. C. McCormick, agricultural agent at Spokane, passed away the night of Sept. 26 after a lingering illness. Mr. McCormick was 53 years old, and a graduate in agriculture at the University of Pennsylvania.

Chris Finsand, night inspector at the Union Station, Spokane, had a real touch of the "flu" in October. Chris was off for several days and lost several pounds in weight.

Jim Holmes, electrician, Spokane, made a trip to Tacoma early in October. Jim said it was a little early yet for smoked salmon.

Perhaps we had better crow while we have a chance. At the present time the Milwaukee Olympians are leading at the Railroad Bowling League in Spokane.

The American Ditcher Outfit is working on the St. Maries branch under the supervision of Roadmaster Fuller. Ditcher Enr. O'Bryan is in charge of the ditcher. Phil Westling is conductor, and Dick Eseke, engineer.

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Sidetrack ordinary heels and soles for BILTRITE... get a longer run for your money! BILTRITE HEELS and BILTRITE Cord-On-End Soles stand up on the hardest job! In the yard, atop swaying box cars, in roundhouse, or plowing through slag and cinders, BILTRITE delivers more safety... more comfort... more foot mileage to the railroad worker than any other heel and sole!



Have your shoes reBILTRITE today at nearest shoe repair shop.

The main line switches have been removed from the following stations on the POR line account logging operations being now completed: Dimeling, Hodgins, Benson, Coleman and Wolfred.

The planer of the Panhandle Lumber Co. at Ione, Wash., shut down for the last time on Friday, Oct. 4. The machinery and equipment of both the Spirit Lake and Ione mills are now being shipped away, as both plants have been closed.

Lawrence Schulz has been made Foreman of the section at Whittier, Wash., and has moved his family there from Lost Creek. Matt Johnson, formerly at Ione, is now laborer at Lost Creek, and Karl Schulz, is at Ione.

Tom Gaston, laborer on the section at Rathdrum, Idaho, is very proud of his record of having completed 22 years of continuous service on the same section. By the way, this happens to be the only railroad experience that Tom has ever had. He is going to take the pension next June.

Some nice shipments of ore are being received from the mines in the Metaline Falls district, and the Cement plant there is also making heavy shipments.

Visiting Officials who attended the funeral services of C. C. McCormick in Spokane on Sept. 26 were Messrs. Scandrett, Gillick, Earling, Finegan, Ryan and Penfield.

Elmer Brunett of Spokane Repair Track attended a rally of the Moose Lodge held at Missoula, Mont., Oct. 13.

## Freight Traffic Dept., Chicago

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

Winter has officially arrived. Madame Boo Hoo, erstwhile telephone operator of the Payroll Department, made it official by closing all windows, turning on steam and then catching cold.

Joe Schmitt took his vacation this year during the New Year holidays. Happy Yom Klippur, Joe.

In a recent popularity poll of radio programs, "Handball" Sauter stated that his favorite was the First Nighter program.

Incidentally, doesn't "Handball" look funny with that mirror on his back?—placed there so Joe doesn't have to pull out his drawer.

Admiral Boland, U.S.N., recently retired from active duty when his flagship was suddenly torpedoed by H. M. S. Emjayell.

Everett Larson, cartographer extraordinary, comes by his hobby naturally. He looked in a mirror one day and said, "What a map!" so he's been making and remaking them ever since. He has customers from as far away as Minneapolis.

Have you noticed that John Burke and Rex Wilson have portraits of their offspring on their desks.

F. Donald Basil, roly-poly second baseman of our softball team, is playing handball this winter on a doubles team. It seems that Frank has a little trouble scooping them off the floor, so he will take the high shots and his partner the low ones.

The Traffic Department, being athletically inclined, will in the near future,

organize a group of teams for various competitive sports and games. The personnel will be announced in the next issue.

Word has been received from Harold Scott, former employee and resident of Marquette Manor (and now living in Terre Haute, Ind.), stating that he will sue somebody if an apology is not forthcoming to that community for an article in this column insinuating that Teddy Lyons was not popular in Marquette Manor.

We are certainly sorry that you took offence, because there were many from your old district at the game, two anyhow.

## Kansas City Division

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

After more than 34 years of service on this division, Engineer Henry B. Galpin recently retired. Prior to his retirement he was in service on the Marion Line subdivision wayfreight.

Effective Oct. 7, Engineer W. M. Davis retired from active duty, having entered the service of the Milwaukee at Dubuque in 1892.

The son of C. E. Phillips, engineer, Private Clarence Phillips, a member of the first school squadron at Chanute Field, Rantoul, Ills., was transferred to Lowry Field, Denver, Colo., where he will receive further training in aviation construction.

Conductor John D. Green's son, John R., recently left for Rantoul, Ills., where he is in the medical detachment at Chanute Field.

Roadmaster C. L. Boland and wife of Chillicothe spent a vacation of two weeks in Janesville, Wis., with the brother of Mr. Boland during September.

Patricia Whiteford, daughter of division engineer, has entered the State University at Iowa City.

We are glad to report that Roadmaster P. M. Loftus is recovering from a recent emergency appendectomy; he is now at his home.

The vacation of Harold Henson during September was spent in a most profitable manner; with the enlargement of the basement under his house and the installation of a new furnace, he is now all ready for "Old Man Winter."

Because of ill health, D. Nicholson, conductor, with his wife and daughter, will leave Ottumwa on Oct. 18 for Rondono Beach, Calif., to remain indefinitely.

Merwin Taylor's brother Cliff, correspondent from Cedar Rapids, and their father, O. R. Taylor of Perry, were in Ottumwa during the latter part of September for a brief visit, while Cliff was recuperating from a minor arm operation and completing his 1940 vacation.

The National Convention of the B. of L. E. in San Antonio, Texas, was attended by Mr. and Mrs. F. E. Orvis, Mr. and Mrs. Wm. Fry, Mr. and Mrs. I. Cottrell and Mr. and Mrs. C. W. Becker, Oct 4-6.

On Oct. 5 F. M. Barnoske and wife departed for St. Louis to be with their daughter and family for a few days, thence to Hastings, Nebr., to spend the remainder of their vacation with their son and family.

A ball game between the Yanks and White Sox was enjoyed by Traveling Engineer E. J. Kervin while vacationing in Chicago during September.

Agent G. M. Reisch and wife of Braymer are vacationing in the West and will be away indefinitely. F. B. Sutton is working the position as agent during the absence of Mr. Reisch.

Announcement has been made of the marriage of Conductor E. C. Welch's son, Wm. C. Welch, and Miss Reva Bielser of Oquawka, Ill., on Sept. in Burlington, Iowa. They will establish their home in Ottumwa.

## Twin City Terminals

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

As fall follows summer, so does the hunting fever follow that of fishing. Duck and pheasant dinners are again in order.

The football specials, which are perennially popular, are again attracting much attention and doing a good business, thus making Tom Morken's face beam.

A sailor has a girl in every port (so they say)—Bob Adams, messenger, has one in every travel bureau (so it appears).

Catherine Murphy, telephone operator, spent a three weeks' vacation visiting relatives at Spokane and Portland, returning via San Francisco and Los Angeles. The scenery and the World's Fair were the high-lights of the trip.

Emma Faldet, Engineering Dept., spent her vacation touring the New England States by automobile. Otto Pontzer took in the New York Fair. . . . Joe Carter spent a week in Northern Minnesota.

The week end of Oct. 12 Kathryn Jiran entertained Elizabeth Hessburg, Leda Mars, and Florence McCauley of the Local Freight Office, and Mrs. Sil. Smith at a pheasant dinner at her home in Groton, S. D.

Mrs. Bowles, wife of Don Bowles, Local Freight Office, was rushed to the hospital last month for an appendectomy. At the present writing she is coming along nicely.

## La Crosse & River Division —1st District

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

Frank Groth, veteran retired trainman, passed away recently in Portage after a long illness. He retired from active service about 22 years ago and operated a grocery store near the depot where he built up a large trade among the railroad people and general public. Two sons-in-law, Alvin Nitz, fireman, and Julius Klemp, signal maintainer, are employed on our division.

Conductor Rob Ramsay is on the sick list, but is well on the road to recovery.

Now that the leaves are starting to fall, it makes a feller think about getting out the hugmetights against the cold winter blasts to come. So sharpen up that snow shovel. It won't be long now.

## Car, Store and Mechanical Depts., Twin Cities

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

Traveling Electrician H. N. Griffin and two sons, while on vacation and returning from a successful pike fishing trip, sustained cuts and bruises in an auto accident. All are recovering nicely and Mr. Griffin says: "For safety, ride our trains."

Ivy Crogan of Trainmaster's Office, attended the Railway Business Women's Association Nationalization meeting in Chicago on Oct. 6.

On Oct. 8 at St. Joseph's Church, Pierz, Minn., occurred the wedding of Miss Lavina P. Hartmann (daughter of Mr. and Mrs. Phillip Hartmann of Pierz) to Lieut. John M. Smythe (son of Mrs. Smythe of Car Dept. Office). The newlyweds will reside at Ft. Sheridan, Ill., where the groom is stationed with the 61st Coast Artillery, U. S. Army. Best wishes and congratulations are extended.

While many of the boys are hunting ducks and pheasants, we have two nimrods (Arthur Evans and Lee Nelson), keen-eyed mushroom hunters. Lee has trained his dog to spot the mushrooms on the trees, but Evans' portly 240 lb. discourages climbing, so we suggest a trained monkey as a retriever.

At Mason City, on Sept. 21, Carman Frank S. Waychus passed away, following three months' illness. Sympathy is extended to the family.

Olaf Benson, equipment maintainer, Hastings, Minn., became a Benedict on Oct. 5. We did not learn the bride's name.

## Iowa Division—East

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

Trainmaster Glenn Larkin and wife went to Boston Sept. 21 to attend the National Legion Convention, representing Marion Legion Post No. 298 and its Women's Auxillary.

The waiting room of the Marion Passenger Station has recently undergone a radical change and looks quite attractive with its new painting and modernized ticket window. The shed roofing around the north and east side of the station has been removed. A new boiler and chimney through the center of the building was recently installed.

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After a brief illness, R. L. Merrill, 58, passed away Sept. 23. He had been operator and dispatcher on the Milwaukee Division and on the Iowa Eastern Division for some several years. He was chief operator in Marion. Surviving him are his widow, two daughters and a son, two sisters and a brother.

The railroad between Oxford Junction and Dixon, Iowa, was discontinued Sept. 21. A train now runs both ways between Dixon and Bettendorf and between Oxford Junction and Worthington daily except Sunday.

Third Trick Operator J. E. McGuire of Oxford Junction was seriously injured Sept. 26 when his sedan plowed into the back end of a semi-trailer truck southwest of Anamosa. At this time (Oct. 11) his chance at a hospital in Cedar Rapids is thought to be about even. C. W. Field of the chief dispatcher's clerical force, did emergency work during Mr. Merrill's illness. M. W. VanSickle relieved Mr. Field.

E. H. Claussen has been appointed agent at Oxford Junction and Bruce Devoe agent at Hopkinton.

Locomotive Engineer G. W. McRae of Cedar Rapids retired Sept. 21. He entered the service as fireman in 1898 and was promoted to locomotive engineer in 1903.

Agent N. J. Edwards entered the employ of the company in 1891, retired Sept. 22, after nearly a half century of service.

Mr. and Mrs. Jack Monahan of Marion report a delightful two weeks' visit to

San Francisco and San Diego the latter part of September.

Ed Mullaley has been appointed chief operator at Marion and Marl Marchant second.

During the months of September and October Dispatcher and Mrs. Leamon spent part of two weeks visiting in Minnesota and Mr. and Mrs. Willis Jordan spent part of the time visiting the Smoky Mountains in Tennessee.

Retired Chief Dispatcher and Mrs. H. C. Van Wormer of Cross Lake, Minn., visited friends in Marion early in October on their way to Texas for the winter.

Superintendent and Mrs. W. G. Bowen of Marion went to Tomah, Wis., Aug. 13 on account of the serious illness of Mr. Eowen's mother.

## La Crosse & River Division —Wisconsin Valley

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

A daughter was born to Mr. and Mrs. A. Clarence Chagnon Sept. 10. Mr. Chagnon is warehouse foreman at Wausau, Wis.

Miss Jane Vachreau, daughter of Dispatcher H. L. Vachreau, has returned to River Forest, Ill., to resume her studies at Rosary College.

Engineer E. A. Griffith has moved his family to Merrill and will make that city their permanent home.

Conductor J. E. Dexter has retired from active service and says he is "going places and take it easy."

Miss Lucille Yates, daughter of Night Roundhouse Foreman Arthur Yates, was married on the evening of Oct. 10 to Sidney Knuth of Chicago, at the home of her parents.

George McMullen, towerman at Wausau, passed away suddenly of heart failure at his home the latter part of September. Henry Kriel is filling the vacancy.

Mrs. Erie Gehrke and daughters Lorraine and Joann, Minneapolis, Minn., visited in Wausau during September, before joining Mr. Gehrke, in Chicago. Mr. Gehrke is traveling accountant and will make Chicago his headquarters.

## Fullerton Avenue Building, Chicago

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

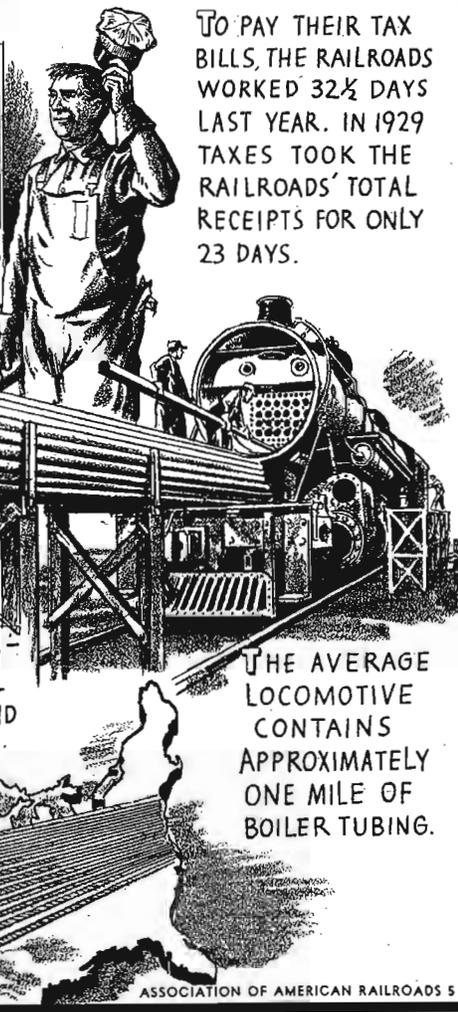
Wedding bells rang for Eleanor Blumenthal on Oct. 12. Bill Sheehan was the party of the second part. She received a beautiful silver service from the Computing Bureau and the Car Accountant's gals threw a shower for her. Very popular.

Two more who take the leap soon are Rosemary Fortier, who will say "I do" on Nov. 9, and Bob Zahnen, who beats her by a week. He loses his freedom on the 2nd. Perchance a few gala celebrations in the offing, eh what?

**IDLE CHATTER . . .** Pete Walton's birthday provoked a bouquet of nauseating and slightly used flowers. Pete stuck the day out with these ancient florals in front of him. . . . Rhiney Eickelman missed his first City series in years. Could August 25 have anything to do with it? . . . Bill Olson becomes a soldier in the Engineers Regiment of the National Guard. . . . If what we hear is true, Tim O'Meara plays football two or three nights in a row. . . . Dorothy Rozek left our midst on the twelfth. Good luck, Dotty. . . . Song publisher Warren Burg informs us that Dan McCarthy's new song hit will be ready for the ashcan soon. . . . Lucky Eileen Delaney and Ethel Brodbeck hit the jackpot on the social club draw—50 simoleons. . . . Tom Kiley has more buttons on his person than an Admiral. Tom's advertise Willkie, though. . . . Ed Cunningham looked over the situation in Canada recently. . . . The tennis club climaxed another successful season with a small shindig for members and friends. . . . Bill (Oats) Granz has two promising rookies he would let the Army have for a price. . . . Chuck Woeffler informs us the mixed doubles in bowling will be held early in November. . . . The femmes are rolling along merrily now. . . . Surprising us by their vast improvement are Marge Glowienke, Pauline Fischer, M. Schuster and LaVerne Koch, not to mention a host of others. . . . Two former Milwaukee gals, D. Huseby and L. Williams are right up near the top. . . . Sioux still heads the league with most of the others close behind. . . . Day Express and Varsity are neck and neck in the men's league. . . . Hettinger, Jr., holds second high game with 586 being topped by Carl Peterson, an alumnus of ours. Carl has 617. . . . Konertz heads one end of the average sheet and Dan McCarthy the other. . . . High series so far is 2614, held by the Morning Hiawathas. . . . Many people must have taken that invite to see the bowlers seriously, because Tuesday and Wednesday seem to be regular social nites at the alleys now. Well, that's the way it should be. See you there sometime.

# Rail oddities

1939																														
JAN.			FEB.			MARCH			APRIL																					
<b>TAXES</b>																														
5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
MAY			JUNE			JULY			AUG.																					
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
SEPT.			OCT.			NOV.			DEC.																					
3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		



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Bronze Engine Castings*

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