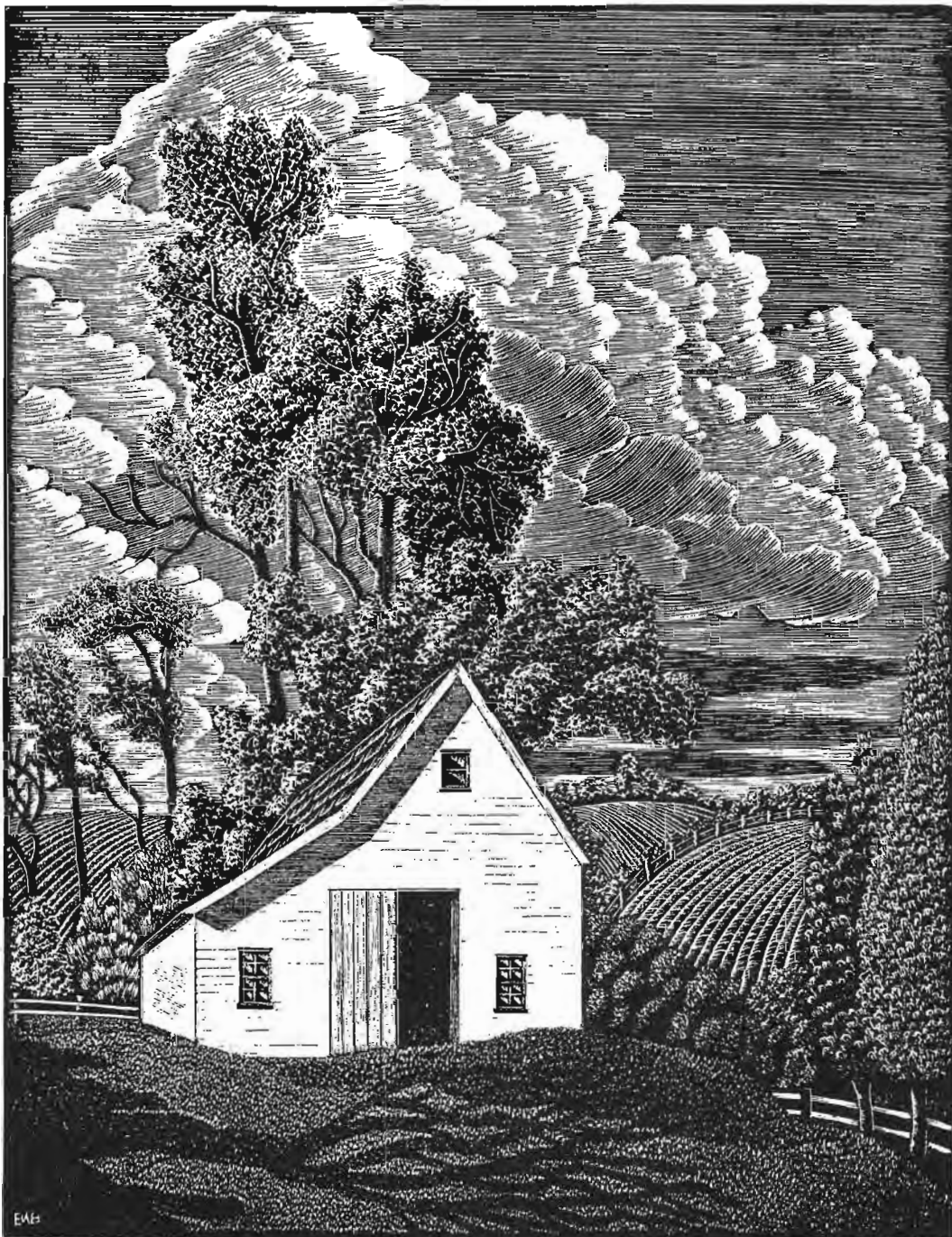


The Milwaukee Magazine

July, 1941



Rolling Country

E. W. Bartlett

Co-operation in National Defense

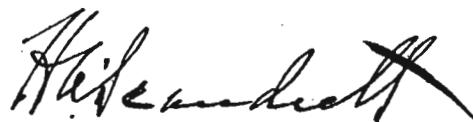
For some months the railroads have been handling an increased volume of traffic and it is expected the volume will become greater due to the stimulation of business throughout the country by the defense program.

Although this is an abnormal condition, which will come to an end when the conflict ceases, it affords railroaders an opportunity to demonstrate the essential nature of rail service, particularly for national defense. No other form of transportation could perform the major task which will fall to the railroads.

It is fortunate the characteristic progressive policy of the railroads was continued during the past 11 years of slack business. Stronger and speedier locomotives have been provided; capacity of freight cars has been increased; tracks and other facilities have been improved and well maintained. As a result, the railroads are in better condition than ever before to meet extraordinary demands.

As the situation develops and we are called upon to take a greater part in the movement of traffic growing out of defense requirements, every one connected with The Milwaukee Road should find much satisfaction in the knowledge that he is engaged in work of such vital importance to his country, and resolve to do his part well.

No other railroad can claim a group of men and women who have shown greater ability in operation, maintenance and other activities connected with the business of transportation. I am confident, therefore, that The Milwaukee Road will give a fine demonstration of first class railroading, whatever may be the demands upon it.



Barge Line Loss

Last Year

THE Inland Waterways Corporation, which operates the government barge line service on the Mississippi system, reports a net loss of only \$273,725 in 1940. Gross operating revenues of \$7,442,083 are reported, with total tax payments of only \$26,421. The barge line taxes last year, therefore, amounted to little more than three and a half mills out of each dollar of operating revenue. Railroad taxes in 1940 amounted to more than nine cents out of each dollar of operating revenues.

If barge line taxes last year had been in the same ratio to revenues as railroad taxes, the barge line taxes would have been about \$650,000 more than the total shown in the annual report, and on that basis the net loss would amount to \$923,725, instead of \$273,725.

If the amounts expended from federal appropriations to maintain navigable channels on the Mississippi system in 1940, which, of course, were part of the real cost of the transportation service it afforded, were added to that amount, along with interest at the current rates on the investment of public money in the system, the annual report of the Waterways Corporation would present a more accurate picture of how much barge line service on the Mississippi really cost the taxpayers last year.

Authoritative State Findings on Subsidies to Trucks

IOWA and Nevada now are added to the list of western states in which Highway Department officials have made definite findings concerning the extent to which heavy truck operation is subsidized. Like findings had been announced previously in Illinois, Missouri, and other western states. Statements that trucks are not paying their fair share of the cost of the Iowa roads they use were joined in recently by Fred R. White, chief engineer for the state highway commission, S. L. Miller, professor of transportation at Iowa University, and Doctor Edward D. Allen, professor of economics at Iowa State College.

"Today the ordinary passenger automobile is paying about two and a half mills per ton mile for travel," Chief Engineer White said, "while the average truck is paying only about one and one-half mills per ton mile, or about 60 per cent as much. The excess paid by the passenger car owners amounts to a subsidy they pay to the truck traffic. Is there any reason why passenger car users should subsidize the truck traffic?"

It was further suggested that a two and a half mill ton-mile tax on heavy trucks would not be excessive, along with the further showing that in Iowa, motor vehicles with gross weight of three tons or less travel an average of

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Editor

A. G. DUPUIS,
Manager

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only 7,500 miles a year, while those with gross weight of 21 to 22 tons travel an average of 55,000 miles a year each.

A study made by the Utah Tax Commission found that trucks in that state are subsidized to the extent of \$1,094,552 a year, the subsidy to trucks of above nine tons, unladen weight, amounting to upwards of \$700 a year each. It was further found that if trucks in Utah paid their full share of highway costs in that state, their total payments would be on a basis amounting to four and one-tenth mills per ton mile.

Tax Money Kills a Railroad

A CERTAIN fine railroad was built and for years furnished adequate service and made a little profit for the investors whose money built it. Then the people, through their government, went in for "cheap transportation." Alongside the railroad, through the log-rolling rivers and harbors bill, they built a fine canal, with harbors and docks, all provided and maintained with tax money. On the other side they built a superb highway, again with tax money, which commercial trucks and buses, no less than private cars, could use "free." Above the railroad they built an airway, with beams and beams and landing fields, also "free" for the commercial user.

Finally, the railroad, which had to pay its own way and also had to pay tremendous taxes to help pay for the "free" facilities of its competitors, folded up and quit. The individuals, the life insurance companies, the banks and all others who thought railroad stocks and bonds were safe, lost their investments and the community lost a railroad.

What happened to this railroad has happened to many others.—*Kingman (Kan.) Journal.*

Outlook for the Coal Industry

THE situation in the coal mining industry, with its attendant bearing on railroad employees as transportation men and women and as individual consumers, is graphically analyzed by Hugh B. Lee, vice president of The Maumee Collieries Company of Terre Haute, Ind., in a brochure issued in June.

"The coal industry of the United States has adequate capacity to meet all demands that may be made upon it," Mr. Lee says, "provided only that the full flow of production is maintained through the summer months of 1941."

He stated further that industrial coal users and retail dealers are today confronted with a situation that has not existed for many years. The recent prolonged mining suspension, consequent reduced stocks, increased industrial demand, and other factors all point to the necessity for substantial early storage of steam and domestic coals.

As Mr. Lee went on to point out, a number of reasons related chiefly to the national defense activity have indicated the necessity of increasing 1941 production from the 1940 aggregate of 453 million tons to a total of from 500 to 525 million tons. In order to meet that requirement, the coal mines of the nation will have to produce, from the first of June to the end of the year, an average weekly rate of 10,400,000 to 11,300,000 tons. The lower of these two figures is in excess of the current rate of production.

"The railroads," Mr. Lee stated, "will be called upon to handle an unprecedented volume of coal in the months to come. This will require the full use of their equipment during the remainder of the year. For a great many years the coal buying public has depended on the almost over-night service which could be rendered by the nation's coal mines, with their more than adequate capacity, served by railroads operating at increasing efficiency and having an abundance of coal cars. The conditions that made a day-to-day coal purchasing policy possible no longer exist. Only the full realization of the seriousness of the restrictions now affecting the coal industry and the transportation agencies and the prompt recognition of the necessity of buying and storing for future requirements both industrial and domestic coals, can avert an acute crisis in the early winter."

"Prompt and complete co-operation of buyers with the coal producers and the railroads which serve them may still avert a most serious situation next winter, and assure an abundant coal supply to the nation's householders and industries."

Law Department Appointments

**M. L. BLUHM, GENERAL
SOLICITOR**



M. L. Bluhm

THE appointment of M. L. Bluhm as general solicitor of The Milwaukee Road, succeeding C. S. Jefferson, who died June 2, became effective June 16. Since 1931 Mr. Bluhm had been general attorney of the road.

A native of Indiana, Mr. Bluhm was graduated from the University of Indiana, and from the University of Chicago Law School in 1917. That same year he enlisted for service in the World War and served in the Navy as ensign. Following his discharge in 1919, he engaged in law practice in Chicago until 1922 when he entered the service of The Milwaukee Road as assistant general solicitor. He is a member of the Chicago and the American Bar Associations.

Henry D. Weiss

Henry D. Weiss, engineer accountant in the office of auditor of investment and joint facility accounts, Chicago, passed away on June 16 after a prolonged illness.

Mr. Weiss was born at Cedarburg, Wis., on Dec. 26, 1885, and moved to Chicago in 1921. He entered railroad service in the Locomotive Department at Milwaukee, and was transferred to the Valuation and Order Three Departments in Chicago in 1921.

Henry Weiss' genial manner made a host of friends for him, and he will be greatly missed. He is survived by his wife, one son, and one daughter, to whom the Milwaukee employees extend their sympathy.

**CARSON L. TAYLOR, COMMERCE
COUNSEL**

Effective June 16, Carson L. Taylor, commerce counsel, was appointed general attorney and commerce counsel for The Milwaukee Road.

Born in Iowa, Mr. Taylor entered the service of the road as assistant general solicitor in 1929. He attended the University of Iowa and was engaged in the practice of law at Cedar Rapids and Des Moines, Ia. In 1916, at the age of 26, he was appointed judge of the Superior Court at Cedar Rapids, the youngest judge in the country at that time.



Carson L. Taylor

Other Changes in Law Department, Effective June 16

William L. Hunter, assistant general solicitor, is appointed assistant commerce counsel, and will continue to assist Mr. Taylor in the work of the Commerce Department.

Edwin R. Eckersall, assistant general attorney, is appointed assistant general solicitor.

Larry H. Dugan, chief clerk, is appointed assistant general solicitor. Mr. Dugan will also assist Mr. Taylor in the work of the Commerce Department.

Railroads expended more than \$61,300,000 for fuel oil and gasoline in 1940.

The longest stretch of straight railway track in the United States is on the Seaboard Railway between Wilmington and Hamlet, N. C., a distance of 79 miles.

**J. N. Davis, Assistant
to Trustee**



J. N. Davis

THE many employees of the Milwaukee Road on both Lines West and Lines East who know J. N. Davis, were happy to learn of his appointment to the position of assistant to trustee, with headquarters in Seattle. He succeeds to the duties of H. B. Earling, western representative of the road, whose retirement from active duty on June 15, after 62 years of service, is reported elsewhere in this issue of the Magazine.

Mr. Davis will continue as general attorney of Lines West, which position he has held since September, 1939. Previously, he was commerce counsel with headquarters in Chicago. He entered the employ of the road in 1911 in Chicago as assistant general solicitor.

Mr. Davis is a member of the Washington, Illinois, and American Bar Associations and is affiliated with civic and social organizations in Seattle.

Facts

THE average load per car for all commodities transported in carload lots was 37.7 tons in 1940, the highest on record.

The increase of nine-tenths of one ton in the average load per car in 1940, compared with the preceding year, was equivalent to the addition of 26,000 freight cars to the available car supply.

Two-thirds of the accidents at highway-railroad grade crossings in 1940 took place when weather conditions were described as "clear."

Thirty-five per cent of the total number of accidents involving motor vehicles at highway-railroad grade crossings in 1940, resulted from motor vehicles running into the side of trains.

H. B. EARLING, western representative, located in Seattle, retired from active service on June 15 after 62 years of continuous service with The Milwaukee Road.

As a fitting close to the long career of Mr. Earling, dean of western railroad men, a dinner was given in his honor at the Olympic Hotel in Seattle on June 12, and 155 of his closest friends and associates on the road were present to bid him farewell. J. N. Davis, then general attorney at Seattle, and now assistant to trustee, presided as toastmaster, with Mr. Earling seated at his right. Others of the Milwaukee Road family at the speakers' table were Joshua Green, member of the road's board of directors; N. A. Ryan, general manager, Lines West; M. H. McEwen, western traffic manager, and C. B. Sanderson, general manager of the Milwaukee Land Company. Messrs. Geo. T. Myers, R. D. Merrill, J. H. Bloedel and Harvey Fetter of Seattle, and S. A. Perkins of Tacoma, all close friends of Mr. Earling from outside the railroad fraternity, also occupied seats at the head table.

E. C. Miller, a prominent lumberman from Aberdeen, Wash., who attended, brought from his own garden the beautiful bouquet of roses which formed the center piece, extending four or five feet along the speakers' table and draping gracefully down over the outside edge of the table. In acknowledging the toastmaster's thanks, Mr. Miller spoke briefly of his high regard for Mr. Earling. Thomas T. Aldwell of Port Angeles, a friend of long standing and a pioneer in the development of the Olympic Peninsula, recounted some of his experiences with Mr. Earling in bringing new industries to that vast

H. B. Earling Retires

The Milwaukee Magazine is happy to publish the following letter which was addressed to it, dated June 13, 1941:

"I do not know whether it is going to be possible for me to make individual acknowledgments of all the letters and telegrams received incident to my retirement from active service. In any event, I would esteem it a favor if space in the next issue of The Milwaukee Magazine could be spared to print this letter as expressing my acknowledgment and deep appreciation for a host of communications conveying the good will of my fellow workers on the system, both active and retired. I shall treasure these tokens of remembrance as my most priceless possession.

"My gratitude and thanks to all.

"Sincerely,

"(Signed) H. B. Earling."

area of territory tributary to The Milwaukee Road.

Besides affectionate tributes paid to Mr. Earling by those at the speakers' table, the toastmaster called on representatives of various departments. Among others, Messrs. W. C. Ennis, E. B. Crane, N. A. Meyer, N. H. Fuller, George H. Hill, and Dr. H. Eugene Allen responded with warm words of admiration for the many very human qualities which had endeared Mr. Earling in the hearts of his fellow workers. Numerous and engrossing were the anecdotes related, dating back to quite early days in the railroad's history, particularly the time of the construction of the Puget Sound line. The emphasis in almost all of these was on Mr. Earling's unfailing patience and consideration for the other fellow, and this regardless of the demands on his own time.

Following Mr. Green's response ex-

tending felicitations and well wishes to Mr. Earling, Mr. Davis read a few of the many

telegrams and letters received from fellow officers and associates who were unable to be present.

In brief but appropriate words, Mr. Davis then tendered Mr. Earling three souvenirs of the occasion—two leather-bound books, one containing the signatures of all those present, and the other bearing the signatures of employees of the Trans-Missouri Division, headed by Superintendent Hervin, who were unable to attend; and a large silver loving cup in the form of an antique wine cooler. In addition to the recipient's initials engraved on one surface of the bowl, the following inscription appeared: "To H. B. Earling, as a token of affectionate regard from his many

friends and associates, after 62 years with The Milwaukee Road—June 15, 1941."

Notwithstanding the natural emotional strain of the occasion, Mr. Earling was in fine fettle. He recalled the time, at the age of 12, when he first tinkered with a telegraph instrument in the home of his brother, Albert J. Earling, who later became president of the road. He reviewed the growth of the system, recalling the day when two heavy trains a day were required to handle European emigrants moving into the northern Iowa, Minnesota, and Dakota territory, and how, during rate wars, the road even carried emigrants from Chicago to the Twin Cities free. Then followed the Milwaukee's pioneering of manual block signals, central heating, and electric illumination for passenger train equipment, berth lights, steel cars, electrification, roller bear-

Speakers' table at banquet honoring H. B. Earling on his retirement. L. to R.: C. B. Sanderson, G. T. Myers, N. A. Ryan, S. A. Perkins, H. B. Earling, J. N. Davis, Joshua Green, H. J. Fetter, M. H. McEwen, and J. H. Bloedel.



ings, and later, streamlined fast passenger trains.

In closing, Mr. Earling expressed his deep appreciation of the good will, cooperation and courtesy extended him at all times by his fellow employees, and for the unfailing loyalty and support given him.

Mr. Earling was born in Wisconsin on Oct. 30, 1862, and educated in the public schools of Milwaukee. At the age of 17 he entered the service of The Milwaukee Road as an operator and was an assistant train dispatcher in Milwaukee at 21; four years later he became chief dispatcher. In 1893 he was appointed trainmaster, in 1897 he was made superintendent of terminals, and a year later was advanced to the position of division superintendent at Milwaukee, later going to Marion, Ia., as superintendent. In 1903 he was appointed assistant general superintendent of the Middle District at Milwaukee, and was transferred to the Northern District at Minneapolis in that position in 1906.

In the latter year, construction was begun on the western extension from Mobridge, S. D. Because of his wide and varied railroad experience, Mr. Earling was chosen, in 1907, to be general superintendent of the new line, with headquarters at Miles City, Mont., later moving his offices to Butte, as the steel was thrust westward.

Construction on the western extension being completed in 1909, Mr. Earling was called back to Chicago as general superintendent of the road's eastern lines. Three years later he was appointed assistant general manager. In January, 1913, he was elected a vice-president and moved to Seattle as western representative for the road, the position he occupied at the time of his retirement.

Naturally enough, Mr. Earling plans to spend a good deal of his time traveling now that time is a commodity of which he has plenty. He plans to spend the remainder of this summer in Alaska visiting his son, Roy B. Earling, who is vice-president and general manager of the U. S. Smelting, Mining & Refining Company at Fairbanks.

Thus terminates the active career of an illustrious and greatly loved officer whose name has been a tradition on The Milwaukee Road.

Claims paid by the railroads because of loss or damage to freight while in transit are now less than one-fourth of what they were 20 years ago.

Enough linen was laundered in 1940, by the Pullman Company to have furnished a clean piece to every man, woman, and child in the United States.

The number of railroad employes in 1940 averaged 1,026,000, or an increase of nearly four per cent compared with 1939.

All the passenger carrying cars in operation on the railroads of the United States, including Pullman cars, have an aggregate seating capacity of 1,738,645 persons.

The Song of Hiawatha



Pageant Director Carl H. Parlasca (in war bonnet) gives one of the players a pointer before the show. As the performance takes place outdoors at night, it is very nearly impossible to picture it in its correct atmosphere.

A REMARKABLE pageant called *The Song of Hiawatha*, was given at Elgin, Ill., on the nights of June 21 and 22, with a number of Milwaukee Road officers who live within easy reach of the city as honored guests.

Although this year's performance is the 14th annual presentation by the Elgin Council of the Boy Scouts of America, it is the first time that the Milwaukee has been asked to identify itself with it, the reason being that this is the first year that the Midwest Hiawatha has served the city of Elgin, thereby creating a relationship between the railroad and the pageant. Each of the several officers who went out to Big Timber Camp in the country near Elgin to witness the thrilling spectacle came away profoundly impressed and enthusiastic.

Set in a natural amphitheater so that the audience faces a small artificial lake with a steep-faced island, the pageant opens as twilight deepens. On a promontory overlooking the outdoor theater, Carl H. Parlasca, director and scout executive, aided by an amplification system, recites Longfellow's poem, *The Song of Hiawatha*. His voice is mellow and expressive, and the traditional music, which accompanies his recitation, casts an indescribable spell

over the audience as the Big Timber Players enact the famous scenes. The entire action is in pantomime, the perfect medium for such a drama. Most of the Scouts who take part are older boys.

The performance lasts two hours. On the evening the writer attended, there was a brilliant orange sunset for a backdrop. As the light gradually failed, camp fires were kindled on the island, around the shores of the lake, and in the surrounding hills. The fires illuminated the Indian tepees and there, far in the distance, could be seen the Indians, some on foot and others on horseback, moving in silhouette against the faintly lighted sky.

As complete darkness closed in, attention was drawn from the camp fires in the hills to the little lake; the camps were floodlighted just enough to establish a brilliant-moonlight atmosphere.

Here the episodes of the pageant were enacted. As the performance began, Mr. Parlasca recited the prologue: "Should you ask me whence these stories, whence these legends and traditions, I should answer, I should tell you—from the Land of the Ojibways, from the Land of the Dakotas."

And then, with the action reflected in the still lake, the episodes unfolded in this sequence: Gathering of the Tribes, Hiawatha's Childhood, Hiawatha's Boyhood, Hiawatha's Fasting (legend of the corn), Hiawatha's Wooing, The Wedding Feast, Death of Minnehaha, The Coming of the White Man and The Departure of Hiawatha.

A group of these Big Timber Players have been invited by The Chicago Tribune to appear at the Chicagoland Music Festival in Soldier's Field in August to bring to life McCutcheon's famous drawing called *Injun Summer*.

In order that every employe within reach of Elgin may have an opportunity to see this breath-taking pageant next year, the Magazine will carry a notice of the dates far enough in advance that plans can be made.

It is worth going a long way to see.

C. S. Jefferson

The following tribute was prepared by O. W. Dynes, recently retired counsel for trustees of The Milwaukee Road, who was for many years a close friend and associate of the late C. S. Jefferson, general solicitor.

ENDING an illness of more than a year, death came to Carl Smith Jefferson, 65, on June 2. He was born Aug. 31, 1876, in Madison, Wis., one of three sons of Beverly and Ann Smith Jefferson, and was there reared and educated.

When a student in Wisconsin University he pursued a literary course. Delta Tau Delta was his university fraternity, and Phi Delta Phi his fraternity in the university law school from which he was graduated in 1896, the year of his admission to the practice of law in Wisconsin. Two years later, on June 15, he was employed by the Chicago, Milwaukee & St. Paul Railway Company as clerk in the office of its general counsel, George R. Peck, where he studied Illinois practice and procedure and later was admitted to practice in Illinois and in federal courts. He was in the service of The Milwaukee Road continuously to the time of his death with the exception of his service period in the Army during 1918. In his railroad career he progressed by normal stages from law clerk to general solicitor, which position he held during the last 10 years of his life.

These facts can but inadequately translate the colorful personality and record of Carl Jefferson, whose passing leaves with a host of friends, in and out of the railroad business, appreciative memories of an exceptional man. In the span of his more than 40 years in The Milwaukee's Law Department he built for himself a reputation for regularity in duties, meticulous attention to daily details, conscientious care of matters in his charge, generous co-operation, legal ability, and a high order of loyalty to the management and the organization in general.

As a citizen, he lived for more than a third of a century at 1135 Judson Avenue, Evanston, Ill., in his own home, where his children were reared and educated. His loyalty to his country is exemplified in a measure by the fact that he entered its service as a volunteer during the World War and attained a captain's commission.

Socially, in his wide circle of friends, he was noted for his cordiality and courtly manner. He keenly enjoyed his friends, and dinners with small groups were among his chief relaxations.

He married Esther M. Magill in 1903. She and their three sons, Beverly F., William M., and Carl S., Jr., survive him, as do two grandchildren. In his home his devotion to the family was reflected in the warm hospitality which distinguished the entire group.

An unusual man has passed.

Conductors Ride Milwaukee



MEMBERS of the Order of Railway Conductors attending the triennial convention in Chicago traveled to Milwaukee on board a Milwaukee Road special train for a Sunday outing on May 25.

In the picture, l. to r., are: J. G. Yahnke, Milwaukee Road, chairman of the Chicago general committee; F. H. Nemitz, vice president, Order of Railway Conductors; R. O. Hughes, vice president; B. C. Johnson, vice president; L. Legendre, general chairman Quebec Central R.R.; G. M. Dunn, general chairman Lines East, The Milwaukee Road.

The Milwaukee Road Choral Club sang for the conductors while they were in Chicago, and J. G. Yahnke (see

above), had the following to say about the singers in reporting the convention to the editor of the Railway Conductor:

"Those who wanted good music could not help being thrilled with the rendition of several numbers by The Milwaukee Road Choral Club. Stanley Martin is to be highly complimented on the training of his chorus. He handles his baton with the sure detachment of a master, dominating yet respecting his splendid people and they, in turn, responded beautifully.

"My committee and I wish to join with the hundreds that were present in wishing every success and a brilliant future to you, Mr. Martin, and The Milwaukee Road Choral Club."

R. P. Rockefeller

THE many friends and admirers of Roy Polk Rockefeller, 59, assistant treasurer of The Milwaukee Road, were profoundly saddened upon hearing of his death on June 22. Mr. Rockefeller died suddenly while playing golf at the Ridge Country Club near Chicago.

Mr. Rockefeller's career was quite varied and interesting.

Born in Phelps, N. Y., on Dec. 1, 1881, he grew to manhood in the East and was graduated from Cornell University with a degree in civil engineering. In September, 1901, he entered the employ of the New Jersey Terminal Railroad as transit man and later became resident engineer. In August, 1902, he went to the Delaware and Lackawanna Western Railroad as assistant engineer. In May, 1903, he was employed by the Rock Island Railroad, where he remained until August, 1916, holding various positions in the Engineering Department, including that of division engineer. From December, 1916,

to May, 1917, he was with the Santa Fe Railroad, and was with the Burlington Railroad as assistant structural engineer and later as structural engineer, Valuation Department, until October, 1918, at which time he came to The Milwaukee Road as assistant to the late W. W. K. Sparrow, who at that time was corporate chief engineer. Following the termination of federal control he was in the Engineering Department for a short time.

In the succeeding years Mr. Rockefeller was closely associated with Mr. Sparrow in the Financial, Accounting and Real Estate Department. He occupied the position of assistant treasurer from April, 1927, in which capacity he was serving at the time of his death.

Mr. Rockefeller is survived by his wife and one brother, Norman Rockefeller, of Phelps, N. Y.

Capable, courteous, and of quiet and unassuming manner, Mr. Rockefeller was in every respect a gentleman, and had many friends on The Milwaukee Road.

Singing Fireman Wins National Music Award

CHARLES CLAYTON YORK, 18, of Terre Haute, Ind., part-time fireman on the Terre Haute Division, is off to a flying start in an unusual career which is half musical and half railroading.

"Jackie," as his grandfather, veteran Engineer Van Winkle of the Terre Haute Division, says, "sang his first song at the age of 19 months and filled the radio waves with his warbling at three and a half years." When he was seven he went to Hollywood, where he made a short motion picture, played a number of stands at local theaters, and generally got the feel of the boards. After leaving Hollywood he toured the country in vaudeville until he was 12.

Upon completing his vaudeville run as a juvenile singer, he turned his musical ability to the saxophone, and in 1940 and again this year received first honors in the Indiana state high school music meet, making second division in the national contest at Battle Creek, Mich., in 1940, and at Flint, Mich., this year. The latter distinction also entitled him to a scholarship at the Indiana State Teachers College.

During his 18 years, Mr. York has won 14 awards in the field of music, but despite his musical ability, his compelling ambition is to be either an engineer on a Diesel locomotive or to study Diesel engineering; it makes little difference to him, just so a Diesel engine figures in the picture somewhere.

We are telling you all this in order that you won't be too surprised the first time you hear one of the road's big Diesels coming down the line with a saxophone accompanying the throb of the motor, and with Charles Clayton York doing the vocal refrain.



Charles C. York

Agent's Daughter Makes Professional Radio Debut as Vocalist



Mrs. Frances Regina Anderson

Conservatory of Music, and was soloist in some of Chicago's largest churches. At that time she also sang with a choir over N. B. C.

To further her voice study, she went to New York City, where she lives with her husband, James Anderson, whom she married on Sept. 15, 1940.

In New York she has not only studied voice but has for the past year been soloist in a Great Neck church, and has appeared in several musical features. Among them was the patriotically stirring musical show, "American Jubilee," at the World's Fair.

The talent displayed by Mr. Williams' daughter has won her an outstanding reputation, and the many friends of the family follow her career with great interest. She not only has talent, but

UNDAAUNTED by the fact that she was singing in competition with several well-known concert singers, Mrs. Frances Regina Anderson, lyric soprano, lovely daughter of Mr. and Mrs. Frank Williams of Mobridge, S. D., tried out for and won a spot as guest star on the "Saturday Night Serenade" program, making her professional radio debut on Apr. 5 in New York City over Columbia network. Mr. Williams has been the road's agent at Mobridge for a number of years.

This was the biggest and most brilliant event in the singing career of Mrs. Anderson, who sang her way through high school to a superior rating in the state high school music contest, and then continued her study of music at St. Olaf College, where for four years she was a member of the famed St. Olaf College Choir, with which she toured the principal cities of the United States.

Following her graduation from St. Olaf with a music major, she continued her voice culture on the advice of her instructors. She took a summer course at McPhails School of Music in Minneapolis, and then went to Chicago, where she studied at the American

beauty and a personality which, with her ambition, account for her rising popularity and success.

Teacher: "Can any of you girls tell me what makes the tower of Pisa lean?"

Fat Girl: "I don't know. If I did I'd take some myself."

"Sambo," said the judge, "do you realize you are a deserter? You deserted your wife—a mean, cowardly act."

"If you knowed dat lady as I does," replied Sambo, "you wouldn't call me a deserter. Ah is a refugee—dat's what ah is."

Second (to boxer): "Well, old man, I'm afraid you're licked now."

Boxer (gazing dizzily across to opposite corner): "Yeah, I should have got him in the first round when he was alone."

Wanted: Old Songs, Ballads, Poems

The letter quoted below was received in the office of *The Milwaukee Magazine* recently from the Wisconsin State Historical Society, 816 State Street, Madison, Wis. It makes an interesting and long-needed appeal which speaks for itself:

"I am endeavoring to gather for the files of the Wisconsin State Historical Museum as many as possible of the songs and ballads formerly sung by railroad men and others in the railroad construction camps, on the freight trains, and in the railroad shops and roundhouses.

"It is possible that among the readers of *The Milwaukee Magazine* there may be some railroad men and wives and sisters of railroad men who remember some of these old songs and who would be willing to write them out and send them to me at Madison. It is very desirable that all songs of this nature should be preserved because of the picture which they present of the life of the men who early assisted in the construction and operation of our great Northwest American railway systems. We know that there were many such songs and that only a very few of them have been gathered and are preserved for future use. Railroad poetry will also be very acceptable.

"STATE HISTORICAL MUSEUM,
"(Signed) Charles E. Brown,
"Director."

C.O.D. System One Hundred Years Old

THE "C.O.D." as an American business institution was 100 years old in June, according to Railway Express Agency. The letters are a familiar abbreviation for "Cash on Delivery."

Early annals of the transportation business in the United States indicate that the "C.O.D." system was introduced in express service in June, 1841. Erastus Elmer Barclay, a New York merchant, went into the Broadway office of Harnden's Express Company, the first in the United States, established two years before, and placing a package on the counter, said:

"I want to have this sent to my customer at Fulton, in Oswego County, but don't let him have it until he pays \$16.50. If he does, send the money to me and I will pay you for the service."

Harnden, known for his enterprise, agreed and the deal was carried out successfully. Barclay's odd request 100 years ago actually established the "C.O.D.," and its use and expansion in the express business led to its adoption in commerce and industry generally.

Handling express shipments with C.O.D. collections to be made from consignees before delivery of the goods, has become a fixed practice in all fields

Rolling Country

The Cover

Rolling Country, the wood engraving reproduced on the cover, is from the hand of Elwood Bartlett, a clerk in the Division Engineer's Office, Milwaukee. The scene is one typical of his native Walworth County, Wisconsin.

Mr. Bartlett is no amateur as a wood engraver. In 1940 his *Early Spring* was accepted for the annual exhibit of the National Academy, America's oldest art society, whose exhibitions come near to being the annual United States salon. That year there were only two Wisconsin artists represented—Bartlett and Robert Von Neumann, widely known for his oils of Great Lakes fishermen.

Mr. Bartlett has sold six of his prints to the Library of Congress in Washington, D. C., and the New York Public Library has purchased one. In addition, he has sold a number to individual collectors throughout the country. Several art dealers handle his work, and his prints are now exhibited at all of the leading print shows in the United States. One print, which was sent to Italy in 1940 for the American exhibit at the Venice Biennial, was caught by the war and now rests snugly in the bomb-proof depths of an ancient Italian cellar, awaiting peace. And that is precisely as it should be, for Mr. Bartlett's work, all of which is touched with a beautiful yet nostalgic, half-melancholy feeling, has little in common with war.

Without having had a single lesson in art, Elwood Bartlett decided rather suddenly one day in 1932 that he wanted to make wood engravings. So, with the help of books on the subject from the Milwaukee Public Library, he learned the rudiments, got a block of wood, took his pocket knife and went to work. Then, as now, he worked directly on the wood, creating the reversed picture with the point of his knife. You will be interested in knowing, however, that he now has more than a pocket knife to work with, and his medium is soft, fine-grained pearwood which he soaks in linseed oil and white lead before touching a tool to it.

John Taylor Arms, America's leading etcher, and Carl Zigrosser, author of "Six Centuries of Fine Prints," were attracted to Bartlett's work a few years ago and have since been of great help to him by offering suggestions and by giving him the encouragement which, like every young artist, he needed as a supplement to his ability and originality.

Mr. Bartlett has been employed in the Division Engineer's Office in Milwaukee since first coming to the road in 1929. He is married and is the father of two small boys, both of whom are avid admirers of their father and the things he does to wood.

E. W. Bartlett is shown at the work table in his home studio with prints from some of his wood engravings.



of retail merchandise selling and distribution.

In 1940, the Express Agency handled approximately 6,000,000 C.O.D. transactions and collected from consignees, on delivery of shipments, an estimated total of \$47,380,000.

"Hello," said a voice over the telephone, "is this Jake?"

"Sure, it's him."

"Doesn't sound like Jake."

"It's me, all right."

"Can you lend me \$10, Jake?"

"I'll tell him as soon as he comes in."

Service Clubs



There was a great deal more than eating went on at the Mount Tacoma Club's picnic.

Lines West

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

Mount Tacoma Club Picnic

"The mildest winter I ever put in," Mark Twain once said, "was a summer on Puget Sound."

The statement is libelous, of course. What we have in Washington is a truly temperate climate, and the success of the picnic held by the Mount Tacoma Service Club at Wapato Park on June 15, a gusty day with fitful sunshine, proves conclusively that blazing heat is not necessary for a thoroughly enjoyable summer day. More than 200 Mount Tacomans brought

their basket lunches, and signed up for the free ice cream and coffee dispensed by the Milwaukee Women's Club.

During the lull that inevitably follows a picnic lunch, a jack-pot drawing was held. Winners were Gil Garrison, G. C. Hensley, Cecil Snyder, Ray Fletcher, A. Broz, F. Cline, W. Williams, J. R. Ludwick, W. Jennings and George Kurbski.

An athletic program that was little short of Olympic rounded out the day. Winners

were: boy's races—Jake Hartman, Wallin Swanson, John Bolden, Dicky Van Rody; girl's ditto—Francine Pisani, Irene Evans, Arlene Jones; women's football kicking—Marie Bronwer; girl's ditto—Betty Evans; boy's sack race—Lester Jones, Virgil Weed; girl's ditto—Betty Evans, Lorene Swable; boy's football passing—Gordon Prengel, Dick Swanson, Adam Hoffman; girl's ditto—Betty Evans; women's shoe race—Mrs. M. Koehler; girl's ditto—Betty Evans; boy's ditto—Lester Jones; boy's air-hose coupling race—Joseph Roller; girl's ditto—Irene Evans; three legged race—Mr. & Mrs. W. E. Roberts.

Much of the success of the Mount Tacoma Service Club can be traced to the diligent efforts of the committees appointed by Chairman C. M. Owen, W. E. Roberts, Elmer Casaday, Rud Roller, H. W. Montague, W. L. Curtice, and Paul Jasmer composed the smooth-working team that organized this enjoyable event to cap the Mount Tacoma Club's most successful season.

There was quite a throng on hand for the Mount Tacoma picnic held in Wapato Park on Sunday, June 15.

Inland Empire Club Banquet

Climaxing the most successful season in the history of the Inland Empire Club of Spokane, Chairman Fred Beal welcomed more than 125 members and guests at a banquet, held on May 27, to commemorate the 30th anniversary of the running of the first Olympian.

G. H. Hill, assistant superintendent at Spokane and toastmaster for the occasion, called on Veterans T. J. Sibbert, Bert Noland, Ed Breedin, and George McGee for reminiscences from the colorful early days of railroading in the West. Although some stirring stories were told, the gentlemen were, for the most part, noncommittal when called on to tell just where they were, and what they were doing, on that day, 30 years ago, when the first Olympian went through. We will take it for granted that their taciturnity was in no way due to the fact that they had their wives along.

Speaker of the evening was W. C. Givens, Coast Division superintendent, who pointed with pride to the Milwaukee's super-streamliner, Hiawatha, as illustrative of the great advance made in passenger train design, and operation, in the 30 years since the first Olympian was run.

"Not the least of the Hiawatha's revolutionary features," said Mr. Givens, "is that, in contrast to those dark days when passenger trains were operated at a dead loss as a public service, the new Hiawatha is one of the highest revenue producing trains in the nation."

Entertainment was provided by talented youngsters of the Claris Sharp Riley School of the Dance; readings by Miss Pat Turnbull; piano solos by Miss Grace Helmer, gifted daughter of M. C. Helmer, operator at Spokane (and when we say gifted, we mean that Miss Helmer plays with fluid ease the kind of stuff we can't even pronounce); and vocal solos by Miss Patsy Rice, accompanied by Miss Helmer.

Surveying the sartorially swank gathering, who were dealing with the chicken a la king strictly from Emily Post, retired Superintendent Neuman Fulle remarked





View of the banquet hall when the Inland Empire Club of Spokane commemorated the 30th anniversary of the running of the first Olympian.

that the social status of railroad people had certainly leaped a number of notches in the past 30 years, and told this story to illustrate what he meant:

"Thirty years ago," said Mr. Fuller, "there lived in Miles City a lad who was the sole support of his widowed mother. Finding little opportunity in what was then a small frontier town, he announced his intention to go to the city and make his fortune, and, with his mother's blessing, he set off for Chicago.

"In a short time the widow lady began to receive monthly remittances from her son, and they steadily increased in amount until she was able to purchase a neat little cottage, and live quite comfortably.

"One day, several years later, a friend of the widow's announced that he was going to Chicago, and the widow asked him to look in on her son, saying that, although he sent her money regularly, he had never said much about his personal life.

"Arriving in Chicago, the Miles City man looked up the widow's son, and found him doing very well. He had a nice home, a charming family, and gave every evidence of being comfortably well off.

"Shortly after I came to Chicago," he told the Miles City man, "I got a job with The Milwaukee Road, calling crews. Not long afterward, I had an opportunity to go switching, and then braking, and finally was promoted to conductor. I've had a steady run for the past five years."

"Your mother will be very happy to hear of your good fortune," said the Miles City man.

"For Pete's sake," cried the conductor, "don't tell her that I'm a railroad man. She thinks I'm tending bar!"

Northern Montana Club Picnic

Since boyhood we have been exceedingly fond of the great American folk custom of picnicking. To us, summer means picnicking, and vice versa. At a conservative estimate we have consumed, at one time and another, along with picnic potato salads, enough sand and gravel to ballast the roadbed from Maple Valley to Bagley Junction, including spur and side tracks. We've come to like it.

Imagine, then, our delight when we were invited to the Northern Montana Club's picnic at Great Falls on June 9. What visions of heaping bowls of potato salad, with hard-boiled eggs, like nuggets, buried in the gleaming yellow conglomerate, and the whole generously salted with good Montana grit! Of slathers of golden baked beans, sifted o'er with flaky wood ashes! And heaping platters of ham and ant sandwiches! What agonies of indecision as we tried to make a choice as to which pair of slacks, the gray or the brown, would show off the grass stains to best advantage. But there was no indecision concerning our choice of shoes. Nothing but the all white would do. Because of the high affinity between pipeclay and chlorophyll, nothing quite brings out the beauty of a grass stain like an all-white shoe.

Arriving in Great Falls, we were informed that, because of the threatening weather, the picnic would be held on the depot lawn, so that, come rain, the picnic could be moved into the club rooms.

DF&PA C. S. Winship protested that it was rank ingratitude to label as "threatening weather" the life-giving rains that were bringing to full head the finest Montana wheat crop in years. We were not impressed. Thinking of potato salad, served indoors, without sand, we decided that DF&PA Winship was being irrelevant. Besides, hadn't he already said that business on the Northern Montana branch was up 100 percent? Should we be hogs? (Ham and ant sandwiches—Oh boy!)

We were out of luck. Came picnic time, and the picnic committee, Claude Brown, Bob Randall, Carl Nelson, Art McCabe, took a sniff of the gusty wind, and decided to take no chances. Tables were set up in the club room, and the picnic provender committee, Mesdames C. Nelson, D. Amick, R. Ray, C. Winship, A. Hawkins, laid out the feast cafeteria style.

And it was a feast! The potato salad bulged with hardboiled eggs, but not a grain of grit. The baked beans were a luscious brown, but not a flake of wood-ash. The ham sandwiches were sweetly succulent, but not a sign of an ant. It was in every way, as the society reporters put it, a delicious luncheon. But not a picnic. The essential elements were lacking, and we were unhappy.

We perked up a bit when Program Chairman Art McCabe announced that races, with prizes, would be held on the depot lawn. (The rains had not come.) Races,

with prizes, are definitely an essential picnic element. Something, at least, might be saved.

We hesitate to report the results of the races. In fact, we think that Art McCabe should have held up the prizes, and called in the Montana State Racing Commission to investigate Conductor Jim Toy. Jim Toy, Jr., won the boy's race. Ruth Toy won the girl's event. Jack Toy walked off with the little boy's scamper. Ruth Toy repeated to take all in the mixed event. And, in a special match sprint, Jim Toy, Sr., ran Service Club Chairman Bob Ray into the ground. Literally!

It looked to us, from where we crouched behind our candid camera, like a family frame-up.

But just then we were regarding the whole business with a decidedly jaundiced eye. We had been invited to a picnic, and what did we get? A delicious luncheon! Anybody knows that you can't have a picnic without ants. The whole thing boiled down to a matter of journalistic ethics. How could we report that we had been to a picnic when — — —

Smack! Right on the back of our neck we were bitten by a mosquito as big as a turkey buzzard. And, whistling happily, away we went to our stint.

With mosquitoes, it makes a picnic.

Lines East

ACTIVITIES IN GENERAL

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

Marquette Club Plays to Packed House

The Marquette Club has come along with a new twist to a not-too-old idea. They recently got hold of the road's color film called "Gallatin Gateway Honeymoon" and another called "Batting Around the American League", and presented the films at the Star Theater in Marquette, free of charge to any citizen who cared to exert the energy to walk in. The response was so great that a second showing was required to accommodate the crowds.

Southwest Club Gives Banquet for Business Men

In step with the most progressive principles of the Service Club movement, the Southwest Club of the Kansas City Division again hung out their lathstring and played host to the business men of Chillicothe, Mo., on May 22. They set the business men and themselves down behind as succulent a board of banquet fare as ever made a man disgusted with what he gets





Seated at the speakers' table at the banquet in Chillicothe, Mo., were, I to r.: M. F. Pollard, chairman of the Southwest Service Club; G. M. Reisch, agent at Braymer, Mo., secretary; F. R. Doud, superintendent; A. G. Dupuis, assistant public relations officer; Murray Windle, mayor of Chillicothe; Allen Moore, president of Chillicothe Business College, and P. H. Draver, general southwest agent.

at home. Altogether, there were about 130 present.

M. F. Pollard, chairman of the club, was the toastmaster. Some of the speakers on whom he called were Mayor Murray Windle, E. Harvey, secretary of the Chamber of Commerce, and F. R. Doud, division superintendent.

A. G. Dupuis, assistant public relations officer, Chicago, was the principal speaker. He conveyed a very graphic conception of the relationship that exists between the local business men and the railroads. He pointed out to the business men assembled that they are in reality our bosses—not merely in the sense of being our customers, but in the sense that they control railroads through their representatives in government.

The evening spent with the business men of Chillicothe was a very successful one. Chairman Pollard, who has promoted many civic activities through his club, is now making plans for the Kansas City Division homecoming in September.

More about that later.

Marion Line Club

The Marion Line Club held their May meeting in the I.O.O.F. Lodge hall in Sigourney, Ia. Mr. Leonard Knight, agent at Sigourney, was in charge of the interesting program. There were more than 100 present, including business men of Sigourney, Hayesville, and Hedrick, Ia., and 13 members of the Ottumwa Service Club.

The program opened with music by William Ireland and his orchestra, followed by Howard Botts, agent at Hedrick, Ia., who is the state champion bugler. Harry M. Neas, Sigourney lumberman, spoke for the business men, tracing the history of the Milwaukee in Sigourney from the time it was built in 1883 to the present.

H. W. Warren, DF&PA, Des Moines, and Superintendent Doud, both spoke briefly and to the point.

David Noller, winner of a perfect rating in the National Music Contest at St. Paul recently, sang two solos, accompanied by Bill Kracht at the piano. After a brief expression of appreciation to the business men, Chairman C. C. Carnes brought the meeting to a close and refreshments were served.

Mme. Ara, Hats,
New York, N. Y.

Dear Mme:

I wear the front of my hat backwards because the front part back makes the back front more becominger. Is it a mistake?

Bella F. ———

SERVICE CLUB SIDE-LIGHTS

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

Minneapolis, St. Paul, Austin and Faribault

A glance at the impressive printed program reading, "All Employees' Picnic at Faribault sponsored by Minneapolis, St. Paul, Faribault and Austin Service Clubs," assures us that this was a celebration on a large scale. It is almost necessary to use some of those hackneyed movieland adjectives to tell the story, for it was gigantic and stupendous. The 15-car special left Minneapolis station at 9 a. m., filled with enthusiastic picnickers, arriving at the Faribault Picnic Grounds at 11:20. The crowd on the special train from Austin swelled the crowd on the picnic grounds to about 1500 people.

This beautiful park at Faribault is an ideal place to hold such an affair. We couldn't even complain about the heat, for the weather was slightly on the wintry side, which gave every one the urge to participate in the games which had been planned so carefully by the committee. Races for boys and girls, contests for the women, and diamondball, horseshoe pitching, and tug-of-war for the men were some of the activities for which prizes were offered. A prize of \$5.00 was also awarded the party holding the lucky number on the printed programs, which went to a Faribault youngster. Orchids should go to General Chairman Frank P. Rogers and his committee for this well planned and smoothly managed party. In fact, orchids did go to Frank in the form of a beautiful blanket presented to him by the Faribault Service Club in appreciation of his fine work. The committee, in turn, wish to acknowledge their appreciation to the Milwaukee Women's Clubs of Minneapolis, St. Paul, and Austin, the several railroad organizations who made cash donations to the picnic fund and those friends who donated prizes, the volunteer train and engine crew handling the picnic trains, and to Mayor John J. Lyons, Councilman Andrew J. Keller, and Mrs. S. B. McGinn, our agent at Faribault, all of whom rendered valuable aid in making arrangements for the picnic. The second annual picnic of these clubs will go down in club history as a success from every angle.

Miles City Club

Thirty years ago the first Olympian train made its transcontinental journey from Chicago to Seattle. This fact prompt-

ed the Miles City Club to get the railroad family together and cite some of the changes and improvements since that early day. Some of the employes and retired Veterans who told of incidents in connection with the coming of the first Olympian to Miles City were: Joe Kern, C. H. Preston, Bill Leffard, F. L. Reynolds, S. A. Mayo, H. J. Fierfelder, Peter Martinson, Nels Hamre, M. W. Eastwood, Archie Harris, and Slim Moss. Judge George Farr, who has resided in Miles City for the past 46 years, expressed his appreciation of hearing from the many old timers present and also brought to mind other names and incidents. Supt. A. W. Hervin gave a very enlightening talk on the important part The Milwaukee Road plays in the National Defense program, and the necessity of full co-operation of all of our people in all branches of industry in order to support this program. The importance of Service Club work in promoting this co-operative spirit was pointed out.

Tom Delaney, a recent graduate of Custer County High School, gave a splendid talk on the Constitution of the United States, and what it means to all of us under present world conditions. A splendid musical program followed with songs by Charles Stewart, accompanied by Mrs. Roy Erickson, accordion solo by Mrs. Frank Robinson; piano selections by Fred Pilling and community singing led by Mr. Pilling and accompanied by Mrs. Robinson. With over 100 in attendance at this very fine program, the evening of May 28 was one of complete satisfaction to Chairman George A. J. Carr.



J. C. Pease, retiring agent at Kadoka, S. D., who, with Mrs. Pease, was feted by the White River Valley Club at a banquet on May 6.

White River Valley Club

The meeting of the White River Valley Club on May 6 was marked by a farewell banquet for Mr. and Mrs. J. C. Pease. Mr. Pease, agent at Kadoka, is retiring from active service after many years with the Milwaukee Railroad. His railroad career began in 1892 at Manilla, Ia., and his first regular job as operator was at Mapleton, Ia., in 1898. When the line was extended to Rapid City, Mr. Pease became the first agent at Kadoka, which position he held until his retirement Feb. 15, 1941.

Flowers from the Milwaukee Women's Club and a purse from the employes of this division were presented to Mr. and Mrs. Pease, and many fine tributes were extended to them of their many contributions to the community in the past.

Traveling Engineer J. W. Wold gave a talk on the proposed change in train schedule to Rapid City and about side trips through the bad lands and the Black Hills. All members present were enthusiastic to hold regular meetings of the club.



Recently elected officers of the Junius Springs Club. L. to R.: Kenneth Gebhart, secretary; George Lucas, vice chairman; Mort. Doan, chairman.

Junius Springs Club

The picnics this season have been varied, especially in the way of weather. The evening chosen by the Junius Springs Club was June 11, which proved to be a wet one, with the rain coming down by the bucketful. However, after waiting for seven years for just such weather, it could hardly have a dampening effect on the spirits, and really had the opposite effect.

The affair was held in the Community Kitchen at Ruskin Park, Forestburg, S. D., and everyone present who had anything to say for the good of the railroad and our Service Club proceeded to get it off his chest. This was followed by a wonderful musical program. It seems that the young people from this community made a fine showing in the National Music Contest in St. Paul this spring and they were very gracious in doing their stuff for our entertainment. Those who entertained were: Doris Greene, bass horn; Harold Piper, vocalist, accompanied by Warren Grey; Theresa Davis, harmonica; and a quartette composed of Doris Greene, Lavone Kelsey, George Clarke and Duane Doan. Dancing and a delicious lunch completed a very happy evening.

Missouri River Valley Club

A meeting of the Missouri River Valley Club was held at Chamberlain, S. D., on May 27. A very interesting talk was given by Agent D. F. Moran of Pukwana, in which he described how the schemes of an unfair competitor were brought to light. A discussion of tip cards and their results, and plans for a picnic on American Island at Chamberlain, June 22, constituted the business of the evening. After adjournment a very good lunch was served by Mrs. J. W. Simon.

Middle H & D Club

A meeting of the Middle H & D Club was held on May 28 at Milbank, S. D., in the Women's Club rooms, with vice chairman E. S. Hanson presiding. Selection of officers to carry on the work was taken up,

Officers of the Middle H & D Club. L. to R. B. M. Connell, secretary; E. S. Hanson, chairman; J. S. Nilan, vice chairman.



and because of Chairman Lloyd Curfman's transfer to Renville, Minn., vice chairman E. S. Hanson was made chairman. Mr. Hanson appointed J. S. Nilan as vice chairman and B. M. Connell as secretary. A report of the tip card situation was given by W. J. Kane, division traffic tip supervisor, and a discussion of trucking competition was made by D. F. & P. A. Burns.

A GLANCE AT SOME OF THE CLUB MEETINGS

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

Mississippi Valley Club Goes Night Clubbing

The members of the Mississippi Valley Club didn't have to cut a hole in the rug in order to see the floor show. The wives of members didn't have to cook a meal that evening. In fact, they were treated to one and turkey to boot. The Mississippi Valley Club went beyond the usual run of meetings.

The Oaks Nite Club at Minnesota City, Minn., was the locale. The orchestra was tops, the food excellent, and the floor show—Hmmm! Misgivings that members would not enjoy this sort of thing were banished when over 100 members and friends frolicked on this night of May 7.

Two long tables were attractively decorated. The flickering lights of the candles threw shadows across the beautiful dance floor. Soft music came from the orchestra, and turkey from the kitchen. Chairman J. L. Maher acted as toastmaster and as usual did a noble job.

Much credit for the successful affair can be given to secretary J. M. Hemsey, who was ably assisted by B. J. Ahlman, Alvie Day, Herman Vollmers, J. T. Brandt, and A. C. Curtis.

We can't say anything about the floor show, or just what time the boys got home. The wives, most likely, handled this part of the program.

Stone City Club Treats Bedford Business Men

They do big things down on the Terre Haute Division. We mean the employees, the members of the Stone City Club. Ask the business man of Bedford for an expression of opinion. It can be nothing but good, when employees in an employee enterprise fete the merchants of the town. A good speaker, a 14-piece orchestra, dancing, refresh-

ments, souvenirs, and favors were all on the gala program to entertain about 200 people assembled at the Community House in Wilson Park on the evening of May 16.

The Stone City members enjoy a convincing speaker, as well as they love to dance. They had the pleasure of hearing the former congressman, Hon. Eugene B. Crowe, who was guest speaker of the evening.

Mr. Crowe, responding to Chairman Hyslop's introduction, used "Co-operation" as the theme, and said he liked the word because it is founded on unity, and that groups working toward community betterment, as does the Service Club, deserve credit. The railroads play a major part in establishing property values in any community, the speaker told his audience, and said, wherever there is poor railroad service or none at all, values are usually low. Mr. Crowe continued with a discussion of the railroads as safe mediums of travel, and said that in 1938 there was no paid passenger on any railroad in the United States fatally injured. As an example of speedy and modern travel, Mr. Crowe cited the Hiawatha running from Chicago to Minneapolis at a speed of 100 m.p.h. He also complimented the members of the club on the spirit that has made possible a total absence of strikes among railway employees of this locality for the past 20 years.

The orchestra then kept the large crowd in a gay and dancing mood. The Stonemen deserve bouquets. Bouquets for a fine job done.



W. D. Hyslop, chairman of the Stone City Club.

Jottings

La Crosse Club

The 50 piece Hiawatha Band, the Hiawatha Replica, games, and all the fun that goes with a picnic will be offered by the La Crosse Club on Aug. 3 at beautiful Myrick Park, La Crosse. R. E. Hiler, picnic chairman, extends an invitation to all to attend this mammoth affair.

Old Line Club

A group of Hiawatha Club members accompanied 20 musicians of the Hiawatha Band to Beaver Dam on May 21 where, with a night parade and all, Beaver Dam realized The Milwaukee Road had some doings. Ed. Bannon, superintendent of the Milwaukee Terminals, again was the entertaining *em cee*. The Old Line and Ripon Area Clubs will again hold a joint picnic, July 20.

Land O'Lakes Club, Watertown, Wis.

A new Service Club? No. In order to avoid too much emphasis being placed on Watertown, the former name, "Watertown Area Service Club" has been changed to "Land O' Lakes Service Club." With the acquisition of the new Moose Hall, this club has one of the finest meeting places on the system. Superintendent H.C. Munson was a welcomed guest at the June 11 meeting.

The Milwaukee Railroad Women's Club

Minneapolis District Meeting

THE second district meeting of this season was held May 22 at Hotel Radisson, Minneapolis, Mrs. Kendall presiding.

Nine general executive committee members were present: Mrs. Isabell C. Kendall, president general; Miss Etta N. Lindskog, secretary general; Mrs. W. R. Dolan, recording secretary general; General Directors Mrs. F. M. Washburn, St. Paul; Mrs. E. H. Soike, Aberdeen; Mrs. J. T. Hansen, Sioux City; and Mrs. L. K. Sorenson and Mrs. C. C. Steed, Milwaukee; and Mrs. Wm. Hovey, Sparta, general safety chairman.

Eleven chapters were represented: Aberdeen, Mrs. Glenn Smith, pres.; Austin, Mrs. P. J. Weiland, pres.; Glencoe, Mrs. Wm. Wisch, pres.; La Crosse, Mrs. Victor Hansen, pres.; Madison, S. D., Mrs. Ivan Callies, pres.; Marmath, Mrs. J. Richmond, membership chairman; Miles City, Mrs. A. W. Herven, pres.; Minneapolis, Mrs. L. A. Hindert, pres.; Moberg, Mrs. C. A. Crowley, pres.; Montevideo, Mrs. J. H. Murphy, good cheer chairman; and St. Paul, Mrs. A. E. Biechler, pres. Total attendance was 132, including 16 members of Milwaukee Chapter and Mrs. J. L. Brown of Chicago-Union Station Chapter, who honored us with their presence.

Mrs. Kendall extended a cordial greeting, congratulating members upon the large representation. After her talk Miss Lindskog read report of Mrs. W. W. K. Sparrow, treasurer general, covering audit of the general governing board accounts to Mar. 31, 1941. She followed with report on work of club since Jan. 1. General Executive Committee members gave their reports, all of which contained some excellent suggestions. Chapter and committee reports were full of interest and indicated that the several chapters represented are doing wonderful work and with a continually growing interest in welfare and good cheer, and "friendly co-operation."

Under "New Business," reports were called for concerning Milwaukee Road employees who have gone into military service, and it was found these cases were all well taken care of, but chapters will continue to watch the situation and, if any cases of need develop, take immediate action. Many chapters reported their members are working with the Red Cross in church units, which Mrs. Kendall said is, of course, desirable, but that it would give the railroad more publicity if this work could be carried on in name of The Milwaukee Railroad Women's Club. The Club

Bulletin was next discussed. The Bulletin is to be discontinued for the summer, and the two pages the Magazine gives us used. Matter of reissuance of Bulletin will be decided after all chapters commence work again in the fall. Meeting adjourned at 12:30 noon on motion of Mrs. Soike.

Luncheon was served in the Gold Room. Mrs. Kendall again extended a welcome and congratulations on success of business meeting. At close of luncheon a program, arranged for by the St. Paul and Minneapolis Chapters, was enjoyed by all. Shirley and Gordon Lexon, daughter and son of an employee in St. Paul, entertained with a group of songs, Miss Betty Melquist, daughter of a Minneapolis employee, with tap dancing, and the Minnehaha Eastern Star Glee Club with several delightful numbers.

At four o'clock a reception was tendered by the Minneapolis and St. Paul chapters to visiting members in the Italian Room. Light refreshments were served and an enjoyable social hour was spent.

Tomah Chapter

Mrs. Wm. Monahan, Historian

May meeting was held at Legion Hall, the occasion being our spring luncheon. A program by high school pupils was much enjoyed. Good cheer chairman reported five families reached, one message sent, \$2.00 spent. Welfare chairman reported \$5.75 spent, one family helped; ways and means took in \$5.39. Plans made for picnic at next meeting, with ice cream for the children. Rummage sales planned. Contest for various articles donated by members. Door prize given. All in all, we had a very nice luncheon and meeting.

Sparta Unit of Tomah Chapter

Mrs. Wm. Hovey, Chairman

Members present at Apr. 10 meeting numbered 20. Short business meeting with reports. Good Cheer sent 3 cards; Ways and Means cleared \$3.00; Sunshine collection, 55c. A very instructive talk was given by one of our Red Cross representatives. Two sewing machines were donated for two days by Singer Sewing Machine Co. The afternoon was spent in Red Cross sewing, and guessing contests. Luncheon was served. Mrs. A. Anderson, Red Cross representative, was our guest.

Green Bay Chapter

Madeline Maloney, Historian

Meeting was called to order by Mrs. Geo. P. Bloomer, president, Apr. 3. Potluck dinner, with meat furnished by the club, was served, 50 members attending. At a board meeting Apr. 28 a check-up on membership showed 430 to date. Hope to reach our quota soon.

We had the iron lung on exhibition at Prange's Store. Many people stopped to inspect it.

Miles City Chapter

Mrs. Pearl Farr, Historian

Mrs. A. W. Herven, our president, opened the April meeting. Mrs. Ed Rehn read report showing activities of the club for the entire system for year 1940. Mrs. E. A. Farr was elected to represent chapter at Custer County Child Welfare Council meetings.

Mrs. McKinley Gilmore introduced the evening's speakers. Mr. Jas. Masterson spoke on gold and placer mining in Montana, after which Elizabeth Morang gave a talk on dieting fads, speaking from a humorous standpoint. Miss Ella Pleissner delighted her audience with an informative talk on the "Way of Modern Art," using pictures to illustrate her remarks. Cards were enjoyed under direction of Mrs. D. C. O'Brien. Delicious refreshments were served by Meses. Frank Spear, A. W. Wickersham, and Swan Nelson.

Mitchell Chapter

Mrs. Ben Holt, Jr., Historian

Our president, Mrs. J. A. Smith, presided at banquet May 12 for voting members. There were 84 members and 4 guests present. A string quartette entertained during the dinner hour. Mrs. J. G. West presented several high school singers and a one-act play by a number of college students. We were happy to have with us Mrs. E. H. Soike, Aberdeen, and Mrs. J. T. Hansen, Sioux City, general directors, and Mrs. W. L. Eckert, pres., Sioux City Chapter. They responded graciously when called upon for talks. Another outstanding feature was presence of Mrs. R. D. Miller, first president of Mitchell Chapter. Reports: Membership—112 voting and 188 contributing; food to one family; one funeral dinner served; flowers to the sick, and six good cheers calls.

Davenport Chapter

Mrs. F. L. Brenton, Historian

At May 12 meeting it was reported a good sized crowd visited iron lung exhibit at Parker's store. Ways and Means reported \$22.00 made on recent card party, \$4.10 received on pillow case and towel drawing. Sunshine spent \$11.03, made eight calls, reached 10 persons. Membership, 50 voting, 82 contributing. Members voted in favor of Bulletin. A picnic will be held late in June for Milwaukee Road employees, club to furnish rolls, coffee, cream and ice cream.

Butte Chapter

Margaret Hickey, Historian

Meeting held May 5. Following business, luncheon was served to 53 members, the occasion being yearly get-together of Deer Lodge, Three Forks, and Butte Chapters. Twelve Deer Lodge and 14 Three Forks members attended. Mrs. R. M. Fields, chairman, was assisted by Meses. Byrne, Jersey, Peterson, Kohlase, C. O. McPherson, E. T. McPherson, and Hayes. We have gone "over the top" in both voting and contributing membership.

Our Garden Division, Mrs. C. A. Olson, chairman, planted two new trees and shrubs in front of passenger station. Good Cheer reported three messages sent, seven personal and six telephone calls made. Two gift boxes were sent to sons of members in camp, Arthur Jersey and Allen Schumacher.



Members of the Women's Club in attendance at the Minneapolis District Meeting in the Hotel Radisson, May 22.

Great Falls Chapter

Anne L. Hawkins, President

Regular meeting held May 12 with good attendance, following which we joined the Service Club in a social hour with program given by Wm. Haney in "Magic." Lunch was served. On May 27 a social meeting was held, with Mrs. Ray and Mrs. Brown hostesses. Bridge was played. A joint picnic will be held June 9 in conjunction with Service Club.

Dubuque Chapter

Mrs. P. H. McGough, Historian

May meeting was held the 6th with 17 members present. In the absence of Mrs. Graham, Mrs. J. Chaloupke presided. An interesting report on district meeting was given by Mrs. Litscher. There was \$8.25 spent for shut-ins and sick at Easter; also \$1.50 for flowers; calls made 17, messages sent 19, persons reached 26, Miss Lucille Millar, chairman. Mrs. Kramer, Ways and Means chairman, reported \$1.56 earned, penny march 32c. Mrs. Lee, a new member, was welcomed. Bridge and refreshments followed meeting.

Minneapolis Chapter

Mrs. S. F. Philpot, Historian

Our last meeting before summer recess was held May 7, preceded by a luncheon, with cards following. Reports: membership, 84 voting and 428 contributing; ways and means, Mrs. W. H. O'Neil, chairman, reported \$45.50 cleared on dance; good cheer, 12 personal calls, 18 messages; welfare, groceries and one ton coal given, and \$29.80 in assistance to family whose home was burned down. Mrs. Hindert, our president, very generously gave her time to this work, and collected supplies for this grateful family. Door prizes won by Mmes. Muir, Hindert, O'Neil and Gallagan.

Austin Chapter

Mrs. H. J. Keck, Historian

Chapter met May 13 with a picnic supper, program and cards. Board meeting held previous Thursday. Welfare report includes \$4.90 for coal and \$2.49 for groceries for two families, \$5.00 valuation gift at no cost to club, six calls made. Sunshine report, seven cards, 10 personal and 22 telephone calls, eight bouquets, and 15 families reached. Cleared \$4.65.

Madison, S. D. Chapter

Mrs. George McKinney, Historian

Regular business meeting held May 13, with cards and lunch. Good cheer chairman reported five families reached and 10 calls made. Social meeting May 27. Whist and bridge were played. Lunch served by Mmes. Earl Gere, Roy Wood, Emil Kuckenbecker, Wm. Baker, and Frank Kovalaski.

La Crosse Chapter

Mrs. C. J. Wethe, Historian pro tem

May 7 meeting was held with a 1 p. m. luncheon, 84 voting members, including Miss Etta Lindskog, of Chicago, attending. A fine program was given, also talk by Miss Lindskog, who brought greetings from Mrs. Kendall. Penny march \$1.37. Eighteen members attended Minneapolis District Meeting. A committee of our club members has been appointed to assist with serving at Service Club picnic Aug. 3. Our annual picnic will be held June 25 at Myrick Park.

Seattle Chapter

Mrs. W. L. Mason, Historian

May meeting was held in club rooms of Wonder Bakery, where pictures were shown of New York World's Fair. Re-

freshments were served by the bakery and members taken on a trip through its plant, where we saw each step from mixing and baking 8,000 loaves of bread at a time, to mechanical wrapping of each loaf. As members left each was presented with a loaf of this very fresh bread. Hostesses: Mmes. Scott McGaillard, John Agner, and F. O. Finn. The ladies working for Red Cross under Mrs. Clyde Medley have completed 108 garments and to the first of May had given 372 working hours.

Bensenville Chapter

Florence M. O'Donnell, Historian

Met May 4. Reports: 49 sick visits during April; 36 books received for library. Now have 1,460 books. Book rentals \$14.88, 258 books given out. Five appreciation letters read. Coin march 94c. Mmes. Hill and Findley served Housecleaning Day. Other members aided valiantly in making club house radiate cleanliness. Annual birthday dinner held May 23. Red Cross Chairman Mrs. Capoot explained work and announced that Mrs. Reinking will have charge. Work was given out. Our unit will meet first Wednesday each month. Mrs. Heming won door prize. Mrs. Harney gave report on district meeting. Laura Rands won birthday money guessing contest. Board met May 27.

Deer Lodge Chapter

Mrs. J. J. Flynn, Historian

Under direction of ways and means committee a 1:30 luncheon was served May 16 to 65 guests and members. Spring flowers were displayed in profusion. Members from Butte and Gold Creek were present. Cards were played, honors going to Mmes. Jillson, Schreiber, Torseth, Welton, and Pilly. Committee responsible for this outstanding party was composed of Mrs. Earl Wilson, chairman; Mmes. Coly, Graeter, Wellman, Ugland, Brantigan, and Coffin. Realized \$20.00.

Council Bluffs Chapter

Mrs. Roy Michael, Jr., Historian

May meeting held the 7th. Good cheer chairman reported 14 cards sent; welfare chairman, \$2.59 spent; ways and means, \$2.50 received from waistline measurement fees. Hostesses, Mrs. Gallagher and Mrs. Roy Michael, Sr. Picnic planned for June.

Ottumwa Chapter

Miss K. M. Gohmann, Historian

At meeting May 2, preceded by a co-operative luncheon, chapter voted to take up Red Cross work as a unit. Mrs. Leroy Beckert was appointed chairman of committee to make arrangements. Members were guests of the John Morrell Packing Co. at a May breakfast the 13th. After breakfast a very interesting motion picture was shown and members were taken on a tour of the Morrell plant. Mrs. Mike Reynolds served as chairman of our May breakfast in club house the 27th for all paid voting members.

Portage Chapter

Mrs. L. B. Smith, Historian

Our "May Morn" breakfast was a breakfast to be remembered. More than 100 women waited and visited about the club lawn until call for breakfast. At 9 a. m. the front door was swung wide, and the women in colorful house dresses gathered around and stood for prayer by Mrs. Grothman. Serving was by domestic science girls. Outside was a May pole, the winders ready for use. Flowers decorated the club rooms. A candy bouquet favor and napkin faced up with a cheery "Good Morning" greeted each member. Mrs. Ralph Jorns, pres., and elective officers were breakfast committee.

Chicago-Union Station Chapter

Erma B. Oberg, Historian

Short meeting held May 8. Membership chairman reported 80 voting, 222 contributing members. Librarian reported 102 books, \$9.89 spent for new books, realized on rentals \$7.95. Upon adjournment members and guests proceeded to Better Home Making Institute, where a tasty repast was served at a nominal cost. Cards followed.

Tacoma Chapter

Mrs. R. W. Beal, Historian

Mrs. W. B. Alleman and ways and means committee have been very busy. In competition with 17 other Women's Clubs our chapter won first prize of \$50.00 in People's Store contest for maximum sales during its semi-annual Women's Day sale. All club members credited their club with their purchases, asking friends to do likewise.

On Apr. 25 an evening card party was much enjoyed. Many prizes and good eats. Net profit \$12.70. Regular monthly luncheon netted \$8.15. Mrs. Sowles and her committee serve refreshments each month to Service Club. Mrs. Otto Johnson reports substantial increase in membership and hopes to go "over the top" by June.

Avery Chapter

Mrs. E. H. Shook, Historian

May meeting held the 7th, 32 members present. Mrs. Murray, pres., presented chapter with framed club motto. Roll call was answered by what as a child you desired to be. Good Cheer Chairman, Mrs. Killipp, has been doing some fine work. Mrs. T. T. Baker reported on spring party, which was a great success, 53 attending. Women wore old-fashioned bonnets. Mrs. Stearns won prize for oldest-fashioned hat. Favors were old-fashioned hats on stands for ladies, and cigarettes and matches tied on paper doilies for the men. On May 7 meeting a surprise handkerchief shower was given Mrs. T. T. Baker, who is leaving Avery. Mrs. Therriault and Mrs. Hillsdon served lunch. Mrs. Therriault then showed moving pictures she had taken of flood in Avery in 1938 and her trip to Nova Scotia and back again. Very interesting and enjoyed by all.

Aberdeen Chapter

Mrs. R. A. Burns, Historian

Meeting held May 5 opened with singing "Good Bless America" with assistance of men's chorus of Service Club. Mr. Soliday, director, suggested women organize a glee club. Reports: membership, voting 241, contributing 367; good cheer, expended \$14.06; 20 personal and telephone calls, 39 messages of cheer and sympathy, 16 persons reached. Welfare, spent \$15.98, estimated value donations no cost \$25.00, five personal and telephone calls, three families given aid. Ways and means earned \$100.03. Club decided to continue the two annual "Lydia T. Byram" music awards of \$5 each to high school students. Bridge was played, prizes won by Mrs. Fedden and Mrs. Bea Gillick.

Chicago-Fullerton Avenue Chapter

Alice M. Church, Historian

About 85 members and mothers attended our Mother's Day Meeting May 13, preceded by dinner in cafeteria. Our welfare and good cheer chairmen were exceptionally busy during April. Mrs. Block, welfare chairman, reported \$93.86 spent, 17 calls made, many families given aid. Mrs. Lindahl, Ways and Means chairman, reported \$80.80 earned. Miss Martell, membership chairman, reported 906 paid members. The mothers of our members were each presented with a carnation. An enjoyable evening was spent playing cards.



THAT *Very Important* OUNCE

HERE they are—the officers of Lines East who took part in the safety meetings at Chicago, Milwaukee, and Minneapolis in May and June. Strange as it seems, the weightiness of the subject at hand, combined with the efforts of all these men, produced just *one little ounce*.

But it was a big little ounce, for it was an ounce of prevention, the one which used to be worth a pound of cure but which because the lives of men and, perhaps, so, the ounce was compounded of a memory of an accident there, and, the operation of this railroad safe for railroad.



The meeting in Chicago was held on May 26, followed by a similar one in Milwaukee on May 27; the Minneapolis meeting convened on June 3, and on June 25 the officers of Lines West met in Seattle, but it was impossible to report that meeting in this issue of the Magazine.



Presiding over all three meetings, L. J. Benson, assistant to chief operating officer, in charge of the Division of Safety, delivered the opening address, leaving no doubt in the mind of any one that there must be still greater sincerity and more intense activity in the work of accident prevention.

After calling attention to the remarkably improved records of the Division of Police and the Division of Fire Prevention, also under his supervision,





Mr. Benson reminded the officers that with the same kind of support from them and those who work with them, the Division of Safety would show phenomenal improvement and place The Milwaukee Road above all other railroads in the National Safety Contest, instead of in seventh place, as at present.



The officers who attended the Safety Meeting in Chicago on May 26.

Mr. Benson called attention to the silver loving cup safety trophy to be awarded to the division having the best 1941 safety record. In his closing remarks at each meeting he thanked the officers for having supported him in the past, and again emphasized the need for wholehearted co-operation. Milwaukee and Minneapolis in no uncertain way, that they have what dents such as have



it clear how closely Messrs. Scandrett and Gillick check the safety record daily.

The plan of procedure this year was somewhat changed from that previously followed. The programs were mostly in the form of round table discussions, interspersed by brief scheduled addresses. Figuratively, and literally on occasion, the officers loosened their collars, rolled up their sleeves, and got down to cases. They gesticulated, they pantomimed safe and unsafe ways of doing things; in short, they worked up a very worth-while perspiration.

There was considerable stress laid on the need for supervisors and men to work together in bringing about safety rule observance and elimination of unsafe practices that cause the majority of personal injury accidents. It was indicated that the road would continue to correct any unsafe conditions reported and to supply protective equipment needed on particular jobs. Time was also devoted to the subject of toe injuries that could have very readily been prevented by safety shoes.

All in all, it turned out to be quite a good-sized ounce of prevention.

Left: The officers who attended the Safety Meeting in Minneapolis on June 3; and

Below: Those in attendance at the Milwaukee meeting on May 27.



ON THE STEEL TRAIL

Iowa Division— Middle and West

*Ruby Eckman, Correspondent
Perry, Ia.*

Engineer Lloyd Leonard's wife took a nice trip in May as she was selected as one of the state delegates to the national convention of the Federated Women's Clubs when their session was held in Atlantic City, N. J.

Muriel Callahan, daughter of Engineer Walter Callahan, Louise Losey, daughter of Train Dispatcher J. M. Losey, and Dwight Opperman, son of John Opperman, a roundhouse man, were among the Perry High School students who went to St. Paul in May to attend the National Music Contest. Muriel plays a bassoon, Louise was in the string group, and Dwight in the mixed quartette.

July 31 to August 6 has been selected as the dates for Railroad Week in Perry this year. Last year's celebration was a big success and this year the railroaders hope to make it bigger and better than ever.

Frank E. Hunter, who for many years has been employed by the Milwaukee as a well driller, died at his home in Des Moines in May. Mr. Hunter and his son have drilled many wells for the company, most of their work in recent years being on Lines West. His son, Archie, makes his home in Perry. Archie and his son, Franklin, will carry on the work.

Dorothy Anfinson, daughter of Engineer P. Anfinson, and Mrs. George Rawlins, wife of Perry switchman, were both in the hospital in Perry during May for surgical operations.

Dr. M. J. Donovan who has been one of the company surgeons at Perry for many years, died suddenly in his office June 12.

Now that his family is raised and his children all married, Engineer W. A. Rogers is going to take life easier. He started out by taking a four-week vacation in May and he and Mrs. Rogers had a delightful trip in the East and South. They never knew before that there were so many interesting places to visit.

Mrs. John Heinzleman, wife of a West Iowa Division engineer, passed away in a Des Moines hospital June 8 following an illness of several weeks. Mrs. Heinzleman's life has always been associated with The Milwaukee Road. When a small child she moved with her parents from New Hampshire to Minnesota, and her father, Jerry Culley, helped build the line into Aberdeen. His four sons all entered train service, one daughter married M. F. Flanagan, who passed away a few years ago while head of the Milwaukee Road Safety Department. Mrs. Heinzleman was married when John was a young fireman. Their son Gerald is a machinist. At one time all of Mrs. Heinzleman's male relatives were Milwaukee employees. Mrs. Heinzleman was active for many years in the Milwaukee Women's Club at Perry, serving as its president when the club sponsored a party for the retired employees and their wives which proved to be the most successful social event ever held by the railroad folks in Perry.

Engineer Earl Holdridge and his wife were both injured when their auto skidded on wet pavement while returning from a trip to the Northern Iowa lakes. Mrs. Holdridge suffered several fractured ribs.

Paul Barker, who worked as a brakeman and conductor on the Des Moines Division for many years, died at the hospital in Rochester, Minn., the latter part of May.

Leaves Magazine



Ruby Eckman

WITH this issue of The Milwaukee Magazine, Ruby Eckman, correspondent at Perry, Ia., makes her last contribution of news in her column called "Iowa Division—Middle and West," thus ending a long period of service as reporter.

Miss Eckman's father, E. D. Eckman, was a locomotive engineer on the Iowa Division from 1881 until 1909, and, as Miss Eckman puts it, "In order to make the family line complete, I started working for the road in 1908." She is employed in the office of assistant superintendent in Perry, at which point she has always been located. She is the only correspondent the Magazine has ever had there. For a number of years she has also written a daily column of railroad news for the Perry Chief, local newspaper.

It has been a satisfaction to have Miss Eckman on the staff, because, being a veteran railroader, she appreciates the value of promptness and straight thinking. Although she is one of the oldest correspondents, in point of service, she has never failed to contribute her bit, well-written and on time. The Magazine regrets that her work as correspondent, added to her other duties, has become more of a task than she feels she can take care of.

On behalf of the railroad and all of its employees who for years have enjoyed reading Miss Eckman's contributions, The Milwaukee Magazine takes this opportunity of expressing gratitude for a job very well done.

Cedar Rapids Terminal

*Clifford R. Taylor, Correspondent
Cedar Rapids, Ia.*

Retired Switchman Bill Butler and wife, who make their home in Chicago, visited their old friends in Cedar Rapids early in May. Bill looks and says that he feels fine and is doing his part as far as the ball games are concerned.

Mrs. Geo. Crabb, wife of city passenger

and ticket agent at Cedar Rapids, underwent an appendectomy at St. Luke's Hospital early in May. She is very much improved at this writing.

Lee Winfrey who for a number of years held the position of yard foreman in Cedar Rapids and who recently bid in the job as section foreman at Jamaica, Ia., was in Cedar Rapids the fore part of May arranging to move his household goods to that place.

Harold Kennedy, who recently came to Cedar Rapids to work as yard clerk, has completed his examinations and student trips prior to going to work as a switchman.

We are glad to report that Switchman F. Francik, who has been confined to the Veterans' Hospital in Des Moines for some time, is showing improvement. "Hy" suffered a serious heart attack while attending a convention in Des Moines and was rushed to the hospital.

Switch Foreman F. Chermak and wife left on their annual vacation a few days ago. They plan to visit points of interest in the Southwest.

D&I Division— Second District

*Lucille Millar, Correspondent
Dubuque Shops*

John Masters, retired carpenter, passed away after a brief illness. Our sympathy to his family and to the survivors of retired Boilermakers Fred Rubesky and George Kistler who passed away recently.

Congratulations to retired Helper Frank Larem and wife who celebrated their golden wedding anniversary June 15.

We are sorry to report the illness of Engineer Ed Nicks, who has been confined to his home for some time.

Mrs. S. N. Baird, widow of former division freight and passenger agent, who now makes her home in Los Angeles, has been a visitor in Dubuque for the past several weeks. Her parents, retired Pipefitter John Scharff and Mrs. Scharff, accompanied her to Dubuque. John says that California is O.K. but he gets lonesome for the good old Mississippi every once in a while and returns to see it and friends back in Iowa once a year.

The annual picnic of the Store Department at this point was held on the afternoon of June 14. Chauffeur Ed Wiedner borrowed his son's speed boat for the occasion and from all accounts the event was outstanding. "Penny" Sprengelmeyer reported that he had put his winter overcoat away before June 15, which was bad, and "Red" Brandt decided that seeing isn't always believing as the window he thought was open was only clean—result, bad words and bad bump!

Mrs. O. T. Busch, our former Margaret Birner from the Store Dept., was one of the lucky girls to win a radio on the "Quiz Kids Program." "Peggy" had the right question and got a nice answer from the sponsors. Smart gal, Peg!

News on this division has been so scarce that Ye Scribe took a little trip over the holiday and picked up an item or two, to wit:

Visited at the new home of the Skulle Einarsons (traveling engineer on the Superior Division) at Green Bay and renewed acquaintance with their charming daughter, Betty. After listening to several dramatic readings by Miss Einarson, we anticipate seeing her name in big letters one of these days. Mr. and Mrs. Hagan, parents of the famous "Hagan Twins," reported that their

daughters, who are still very much in the infant stage, are proving that their Daddy knew his music. . . . Incidentally, Mr. Hagan served as guide to the better places of Green Bay to the great enjoyment of Ye Scribe.

Chicago—Fullerton Avenue Building

Eugene D. Heing, Correspondent

"The time has come," the Walrus said, "to talk of many things. Of shoes, of ships, of sealing wax, and cabbages and kings."

The above is the general state of affairs, although I haven't seen a walrus around here for some time. The conglomeration of commodities is similar to a waybill of a pool car, which is also similar to the diverse remarks of the month. We have everything from bassinets to battleships.

In the Car Accountant's Office Mrs. Dorothy Zack left the service to make her home at Grand Coulee Dam, where her husband is an architect. The new Mrs. Klein is now a full time housekeeper. Vivian Weise followed suit. Veryl Berg and Gertrude Essig spent two weeks seeing the East. Joe Franz, seldom a traveler, has completed his trip to California.

History is repeated? Well, we don't know. But Sheridan chose Winchester, Tenn., as the place from which to start his famous dash into the fray. And now, just as though having the prospect of one war on his hands isn't enough, Larry Mulholland has chosen this same Winchester as his starting place from which to dash into. . . . Well, maybe we'd just better leave that unsaid and let you figure out for yourselves what will happen since on May 31 at Winchester, Tenn., Miss Mary Catherine Curley of Maywood, Ill., and Private Lawrence E. Mulholland were married by the Paulist Fathers in that historic little town.

Private Mulholland is at Camp Forrest with the 108th Combat Engineers. He is one of the Fullerton Avenue employees who were put into active duty when the National Guard was called into service.

Joe Lullo, of the Ticket Auditor's Office, gave some of his rare blood to Maurice Weinstein's daughter. The latest report is that she is on the mend. . . . Parnell Kelly is now at Western Avenue filling a temporary job as secretary to T. H. Strate. . . . Johnnie Maloney achieved his long ambition and is now on the railroad police force. . . . Tom Gavin plans to visit the John Cannons in California. Many of you know John and his wife, the former Kathryn Gavin. J. C. reports he has everything but money and T. G. should bring that.

Margaret Lodge was married during the month.

Flash!! . . . An official communique reports 14 windows were opened in the Computing Bureau. The truth of this figure is highly speculative because the opposing forces admit only three.

The Auditor of Expenditure's Office reports. . . . Jim Robinson of the AFE Bureau has resigned to accept a position with the North Shore Line. Dorothy Huseby and Leah Williams, two swell bowlers, formerly of Milwaukee, entertained their teams a few weeks ago. Florence Petet of the Payroll Bureau was married June 14.

E. W. Kuehn of the Freight Claim Agent's Office is reading up on his fish stories so he'll have all the answers when he returns from his angling excursion.

While peeking in at the Freight Auditor's Office I saw Homer Linder putting on weight. . . . Mas Teske and Bernice Kozlowski were married. . . . In an exclusive interview with George McDonald he stated, "I don't know nothing," so, like the ancient Diogenes, I put out my lamp.

Scoop! . . . Your correspondent is the first to report Americans performing convoy service. Virginia Chute drove to work the other day and was instructed to follow John Gitzinger on her trip home. Virginia found the opposing traffic similar to the "U" boat menace.

The Grasscutters Ninth Annual Ball

BACK in 1933 when there again was a foamy reason for goodfellowship, the employees of the Auditor of Overcharge Claims Office (Fullerton Avenue Bldg., Chicago) instituted the present custom of a yearly get-together where good food and cetera prevail, where fellow employees stand shoulder to shoulder and sing for "Auld Lang Syne."

This year on June 7, at the regular meeting place, A. J. Frandsen's basement, the Grasscutters again gathered and enjoyed a virile meal of roast beef and all the trimmings, even to the strawberry shortcake. After dinner Bill Slodoway made a lengthy presentation speech in behalf of all gathered and gave Mr. Frandsen, chief mower, a token of their esteem, a lawnmower. He is pictured herewith surrounded by some of the fellow "cutters" and his new machine.

During the course of the afternoon several unorthodox quartets and soloists sang loud and soft, good and bad, the songs both old and new. Oscar Jensen provided



The Grasscutters at their Ninth Annual Ball, with Chief Mower A. J. Frandsen functioning at the handle of the organization's token of esteem.

the music, capably playing all the requests. Weed Johnson and Howard Atherton gave exhibitions of dancing and eating, respectively.

During the past nine years, the group has seen some of their associates pass on to a greener place and newcomers take over. Pictures of the earlier affairs are evidence that time passes quickly but the memories linger on and are pleasant.

Terre Haute Division

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

Congratulations are extended to Cecil R. Patton on his promotion as general car foreman of the Terre Haute Division. A. W. Grothe succeeds Mr. Patton as car foreman of Terre Haute Shops.

On June 10, James Blackwell, son of R. M. Blackwell of the Asst. Master Mechanic's Office, received his diploma at Purdue University, graduating from the forestry course, and left on the 15th to take a position at Whitman National Park at Baker, Ore. His position is in connection with the U. S. defense program.

Car Distributor George Scholl reports a fine trip through the Smokies, and to complete his vacation, a trip to Chicago to see the folks. Accompanying Mr. and Mrs. Scholl and daughter Barbara on their vacation tour was Mrs. R. C. Duncan, wife of Engineer Duncan.

James R. Brown, son of Chief Clerk H. A. Brown of the Terre Haute Freight Office, has departed for six weeks R.O.T.C. duty at Camp Knox, Ky. James is a junior at Rose Polytechnic Institute.

Mrs. J. J. McMahan, wife of Joe McMahan of the Terre Haute Store Department, has returned to her home following a major operation and is recuperating satisfactorily.

It was wedding bells on June 15 for Everett Jordan of our Engineering Department. The bride was formerly Beatrice Self of Terre Haute, Ind. On their return from a brief wedding trip, the newlyweds will make their home in Terre Haute.

Of interest to many is the announcement of the marriage on June 19 of Louis C. Heck, formerly employed in our Terre Haute Engineering Department, to Mary Elizabeth Dougherty of Terre Haute, Ind. Mr. Heck is now connected with the Hickory Grove Coal Mining Company.

INTRODUCING

Richard Meeks of Terre Haute, Ind., new steno-clerk in the Engineering Department. Edwin Trenkle from Bloomington, Ill., a

Will Hettinger, Jr., and Jack Brandenberger are driving to California via every place south.

The \$64 question! Is Al Hehl the station master at Fullerton Avenue?

Clarence "Fat" Heuel of the Prior Service Bureau and one of the country's leading softball pitchers, is again on the mound for the Park Ridge team. His team is undefeated and his latest feat was beating the Match Corporation of America (winners of 12 straight games) 1-0, allowing but 4 hits. He has been pitching for 25 years and is still top-flight. . . . Ed Cunningham, of the same office, expects to leave for his year of service soon. He hopes to get in the air service.

Bob Lamphere, of the Station Accounts Office, has been away from us for five months due to illness but expects to be back soon. . . . Edith Lamont, of the Central Station Accounting Office, was married during the Memorial Day week-end. This was an unexpected happening that gave the office a big surprise.

The annual Freight Auditor's Office married vs. single men's ball game ended in a 22-8 victory for the free men. Amid the creaks and groans of the ancients, the youths batted out some 28 hits that gave exercise, if not pleasure, to the tired and tied boys. The day after, Sloan's liniment was the favorite scent about the office. See you later.

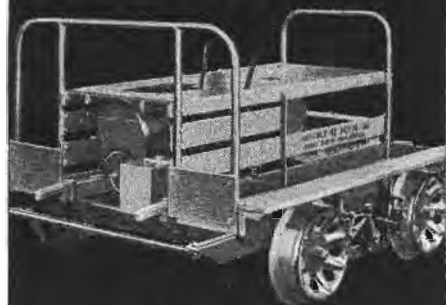
FULLERTON SPORTS

The Tennis Club started this year with 46 members, the largest enrollment in their four years. Fred La Rue of Deering Station is the president and one of the best of the lot; he also serves as instructor. The inclement weather temporarily held up play but now the club is in full swing. Each Monday and Thursday at Humboldt Park the players meet and test their skill. For the beginners President La Rue is on hand to teach the fine points of the game. An unanimous vote of appreciation is extended to Ex-President Roy Tiedje for his expert leadership.

The softball team has 31 players, and, according to Manager Pete Lencioni, is the best team in many years. An abundance of young blood and willing players make it hard to give all an equal chance. Willie Wilkinson has been doing the pitching lately, and doing a fine job.

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FAIRBANKS MORSE
RAILWAY EQUIPMENT

student of Northwestern University, taking over the duties of rodman.

John I. Hootman, newly employed clerk at Manhattan, Ill. Mr. Hootman comes from Birmingham, Ia.

Henry Crow, formerly bill clerk at Latta, has taken the position of clerk at Burns City, Ind., and is replaced at Latta by Clerk H. Kneeland of Terre Haute. K. Chumley is working the Hulman Street yard clerk's position and C. H. Dietz has taken over the North Belt job.

Terre Haute Switchman John L. Pugh succumbed to an attack of bronchial pneumonia at the Veterans' Hospital in Indianapolis on June 3. Mr. Pugh was employed in Hulman Street yards since October, 1919.

Henry Walker, bridge foreman on this division since September, 1907, and remembered by many as a most faithful employee, passed away on May 28 at the age of 78. Mr. Walker had been retired since 1937.

On June 13 at St. Anthony's Hospital in Terre Haute, occurred the death of Locomotive Engineer P. G. Wilkin, 59 years of age, of St. Bernice, Ind. Mr. Wilkin's service as fireman and engineer with this company began on Aug. 9, 1911.

Twin City Terminals

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

Minneapolis General Offices

June has come and gone, and, what with graduations, weddings, picnics, Father's Day, a funeral and several other events, it has been a busy month, but with Mother Nature putting on her best attire, it gives one a real zest for living.

Larry G. Wean, rodman in the Engineering Department at Minneapolis, was married at Lansing, Mich., on June 21, to Camille Reynaud. The happy young couple will make their home in Minneapolis.

The many friends of Don Bagnell will be glad to learn that he is convalescing very satisfactorily from a recent operation at Rochester, Minn., and expects to leave the Kahler Hospital on or about June 21.

The third floor offices of the Minneapolis Passenger Station are undergoing extensive alterations. The Law Department, District Adjuster, Division Engineer's Office and Telephone Office are carrying on, notwithstanding the noise, dirt, and dust, but we understand that when completed the entire third floor will be very modern. We hope the improvements will eventually include the second floor of the depot.

A tragic accident occurred at Minneapolis on June 17. Ted Tisher, a steeplejack employed by a contractor in connection with removal of cupola from the tower of the Minneapolis Passenger Station, fell a distance of about 65 feet while painting cornice work on the tower. He was working in a bosun's seat high in the air when something went wrong with the rigging and he dropped to the roof of the depot and died in the hospital about two hours later.

St. Paul

Alice Treherne, Correspondent
General Agent's Office

THRU THE LOOKING GLASS

The weather man made liars out of the picnic committee, as their prospectus issued sometime previously indicated they had been guaranteed a perfect June day at Faribault for Sunday, the 8. To quote from their program, ". . . We think it is a holy and wholesome thought to relax from our labors on this beautiful June day . . ." In spite of a temperature of 45 above, and an overcast sky, coupled with a brisk wind off Cedar Lake, 1500 intrepid picnickers braved the elements. It was not in honor of Hiawatha that most of the picnickers roamed the grounds draped in blankets and shawls, for all the world like pale-faced Pawnee braves, but only in self

preservation. Mama told me to wear my snow-suit and snuggles, but I can't ever seem to be convinced that mother knows best, and nearly froze!! Frank Rogers and his committee did everything possible to make the day an enjoyable one, and the program was run off as scheduled: however, the most popular spots were at the huge fires built in the steak grills, where chilly picnickers tried to keep from freezing.

Our Gallatin Gateway Gals will be the outstanding unit in the Minneapolis Aquatennial parade July 12. Our Twin City employees feel that this group, the same girls who so ably represented our road in the St. Paul Winter Carnival, will win first prize in any of the events that they partake in. A complete story of their "activities" will appear in the next issue of the Magazine. Be sure to attend the Aquatennial July 12-20.

General Northwestern Freight Agent McLaughlin, Minneapolis, General Agent McGeen and Livestock Agent Wilkins, this office, were included among the 30 guests of Bangs & Terry, livestock dealers, South St. Paul, who gave a party at the Hotel St. Paul, May 20, in honor of some of the Hormel Packing Co. officials, Austin, who stopped over in St. Paul for a few hours on their annual fishing trip in Canadian waters, and from bits of conversation dropped the next morning, the party was a huge success. And how!

Dorothy Lorraine Wolke, daughter of Roundhouse Foreman O. D. Wolke and Mrs. Wolke was married June 14 at the Holman Methodist Church to John Shelton, son of Mrs. Mabel Erickson of St. Paul. The young couple will make their home in this city. The bride is well known to members of the Milwaukee Women's Club, having entertained them with her impersonations at several of their meetings.

Word was received here that Gene Burns, son of Mr. and Mrs. R. A. Burns (DF&PA), Aberdeen, S. D., who left for camp early in May, was seriously injured in a collision between a bus and an Army truck in the vicinity of Camp Claiborne, La. on June 8. At least one man was killed in this accident, and Gene suffered a fractured skull. Mr. and Mrs. Burns left immediately on receipt of the news, and reached their son's bedside on June 11. They returned to Aberdeen, on June 14, and report that although Gene will be confined to the hospital several weeks, he has every chance of a complete recovery.

Our traveling passenger agents, Ollie Anderson, Johnny Guzy, and Stan Luce, spent the week of June 9 to 14 calling on all Catholic authorities in every parish, on or tributary to our railroad in their territories, to determine what equipment and service would be necessary to handle the crowds to the Eucharistic Congress being held in the Twin Cities June 23-26. With such an extensive campaign on the part of these three go-getters, The Milwaukee Road felt certain of a goodly share of this business.

About 70 members of the St. Paul Passenger Association attended a dinner and

**TREATED AND UNTREATED
CROSS TIES
SWITCH TIES
PINE POLES**
Potosi Tie & Lumber Co.
ST. LOUIS DALLAS

stag party May 19 at the St. Francis Hotel. Carl Sorlian, Passenger Department, chairman of the entertainment committee, was in charge of the party, and the boys tell me Carl did his usual swell job of arranging. A fishing trip was planned for the near future.

FISH STORIES

Two groups from this office went fishing the weekend of May 24-25, and, believe it or not, with 11,000 lakes to fish on, the two parties met miles from shore, on Lake Mille Lacs. Little success was had by either party, as the fish just weren't biting. Ray Pfeiffer, city freight agent, and party, were in one group, and Frank Cappa, Passenger Department, and friends, were in the other.

Harry Gravette, chief clerk, spent the week end of June 7-8 on Big Lake, at Richmond, Minn., with a group of fraternal brothers. Although the weather was rather inclement, fishing was good, and an excellent time was reported.

Art Peterson, city freight agent, and family have moved to Turtle Lake for the summer, and have as next door neighbors, our old friend George Lee, chief clerk to Superintendent McCarthy at Minnesota Transfer. Pete says the fishing is good, and has invited us all out some Friday.

Tom Naughton, car inspector at St. Paul Yard, landed in St. Joseph Hospital on Friday the 13th of June. It has not been determined at this writing whether he will have to undergo an operation or not, but in any event we hope that 13 is Tom's lucky number.



Pensive meditation at Lake Comfort by the self-styled fisherman, Frank Gappa, of the Passenger Department, St. Paul. But where are the fish?

Up, Up, Up!

goes the accident rate all over the U. S. If ever there was a need for dependable personal protection, that time is now!

**PROVIDENT LIFE and ACCIDENT
INSURANCE COMPANY
CHATTANOOGA, TENNESSEE**

South Minneapolis Shops

Oriole M. Smythe, Correspondent
Car Dept.

New to the Store Department are Bernard Ward, Bill St. John and Gary Theils, laborers. St. John seems to have trouble graduating from blisters to callouses.

Lugow's oasis in a cinder bed, that little patch of garden outside the office door, is being blitzed by the rabbit kingdom. These invaders gnawed the hollyhocks to the ground but steered clear of the onion patch which mysteriously grew where tomato plants were bedded.

Chauffeur Henry J. Mills passed away May 18 at the Veterans' Hospital after an unsuccessful operation. Mills had 16 years' service with the Milwaukee. Our deepest sympathy goes to his widow and three daughters.

A fresh soap, water, and paint job on the combined Store-Locomotive-Trainmaster Offices is, strangely enough, an "eye-sore"—sending a couple of the clerks to an oculist.

Trainmaster's Office—A hit-run driver struck and fatally injured Switchman James Comer on May 3 while Comer was on duty in Minneapolis Upper Yard. He leaves a wife and two children.

A glad hand to E. S. Layman, switchman, who is back on the job after five years in the clutches of arthritis.

Friday, the 13, was Vern Russell's date for induction into the Army. Far cry from switching—and from the June wedding plans.

Spring has been issuing rain-checks—so the summer vacationists should have a slug of good weather once the sun starts shining. Happy Holidays!

Lt. Alva Kaliher, formerly special apprentice in Locomotive Department at Shops, now stationed at Jefferson Barracks, St. Louis, Mo., greeted friends at the Shops, while enroute to visit his mother at Little Falls, Minn.

Another car helper in Car Shops has responded to Army call—John G. Bacha reported to Ft. Snelling on June 12.

Charles Smith, helper at Shops, started helper apprenticeship course on June 2.

Nels Estlund, equipment maintainer, at Red Wing, retired on June 16. Victor E. Mattson, upholsterer at Shops, also applied for pension, due to ill health.

Floyd Tweder, former car helper, left the service on May 1 to manage his summer lodge on Little Boy Lake, near Remer, Minn. This year, on May 10, the marriage knot was tied and Floyd and the Mrs. are busy preparing for summer vacationists.

Minneapolis Local Freight and Traffic Dept.

Florence McCauley, Correspondent
Freight Office

Corliss Covnick is the temporary man at the City Ticket Office; Mr. Covnick has been employed to help out during the summer rush. The thousands of 1941 Aquatennial visitors witnessing this year's gigantic parade will leave their seats Hiawatha conscious, for a miniature Hiawatha float will be a conspicuous entry. Watch for it!

H. M. Larson vacationed in Minnesota and Wisconsin during the latter half of May, thus officially winding up the City Office force's 1941 vacations.

Ralph Norris, one of our veteran Freight House employees, retired on June 1.

John Mullen, who has been employed in the Local Freight Office, has severed his connection with the road to enter another field. His gentlemanly attitude and natty personal appearance was a distinct asset to the employee group, and while we disliked seeing him go, we wish him well.

Edward Rorers, yard clerk, was married on May 19 to Arvilla Beckford. They took a trip north through Duluth and the North Shore Drive.

Miss Leda Mars was elected chairman of the Milwaukee Division of Railway Busi-

ness Women's Association for the coming year.

Archie Benoklin attended the State Deaf Convention at Mankato on May 13 and 14.

Jennie Goss of the Local Freight Office is ill in the Swedish Hospital.

The fishing season is starting out with a bang. George Baker went fishing at Leach Lake and Marvin Edwards and Everett Halloran selected locations near Aitkin. Judging from the sunburn and the pep the boys came back with, the fishing trips must have been successful. However, the fish were not displayed. . . . Recent visitors were Creston Harris of Winnipeg, R. E. Beauvais, Duluth. . . . R. A. Burns, D.F. & P.A., of Aberdeen, was a visitor in the Twin Cities, the main purpose being to attend the wedding of his son, Lieut. Robert Burns, to Miss Dorothy Peterson of St. Paul. Lieut Burns is an instructor at Pensacola and after a trip through the South, stopping at Camp Claiborne where Mr. Burns's other son is stationed, the young Burns will be at home in Pensacola.

Wife: "Every time you see a pretty girl you forget you're married."

Husband: "You're wrong, my dear. Nothing brings home the fact with so much force."

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Iowa Division—East

J. T. Raymond, Correspondent
Care of Agent, Marion, Ia.

Conductor Thomas Costello of Marion retired on May 12. He began work Nov. 6, 1889, and was promoted to conductor in 1896. This is a fine record of an industrious life.

Retired Conductor J. J. Troy and wife of Marion returned June 1 after several months in Miami, Fla., and Los Angeles, Calif.

Charles Woodruff, age 70 years, veteran Milwaukee employe, died May 25 at Rahway, N. J., after a long illness. For a long time Mr. Woodruff was foreman in the Store Department at Marion and Savannah. He was a member of various Masonic orders. The remains were brought to Marion.

A. M. Bollinger, 59, veteran agent and operator, died at Delmar, Ia., May 31. He began work for the Milwaukee, Sept. 4, 1910, and was pensioned Jan. 3, 1940.

Operator W. W. Merritt has been appointed to third trick at Green Island.

William Walter Ford, 84, of Marion, retired stationary fireman for the Milwaukee, died June 9. Funeral services were held June 11 and burial was at Linwood Cemetery, Cedar Rapids.

Conductor and Mrs. L. E. Peckosh of Marion left early in June to visit with relatives at Kelso, Wash. Their daughter, Catherine, a student nurse at St. Joseph Hospital, Omaha, accompanied them.

I&D Division

Marie E. Randall, Division
Editor pro tem
Superintendent's Office
Mason City, Ia.

Marquette—Sanborn

Mrs. Ina Trewin, assistant secretary of the road, honored Mason City with a visit on Memorial Day. Marion Schultz, ticket clerk at Mason City, planned a dinner that evening in her honor at the Hotel Cerro Gordo, where a number of old employes and acquaintances met.

John O'Gorman, wiper at Mason City roundhouse, has retired from the service due to ill health. Mr. O'Gorman is a native son of old Erin and came to this country in his youth, spending most of his time working for the Milwaukee at Mason City. All of his co-workers hope for a speedy recovery so he can enjoy his pension for many years.

Rufus Alford, one of the oldest employes in the Mason City roundhouse, is confined to the Mercy Hospital at Mason City and it is reported he is seriously ill. "Old Rufus," as he is affectionately known to most of the boys, is a typical product of the Old South and has endeared himself to all of his associates. He is a colored gentleman in every sense of the word.

Elmer (Ike) Vassar, a former employe of the road, was a visitor at the shops in Mason City recently. He was returning to his home in Salt Lake City after attending a railroad convention in Chicago.

Robert H. Perry, trainmaster's clerk at Mason City, attended the annual 500 mile race at Indianapolis on Memorial Day.

H. B. Larson, congenial I&D conductor, underwent a major operation at Washington Boulevard Hospital during the month of May and has reported to us that he is improving rapidly, but we are wondering "why all the delay in returning to Mason City, Harry?"

We are happy to report that Max V. Brager, regular editor of this column, is enjoying the "unusual weather" in California, and is feeling much better. We are hoping that he will be back with us again soon.

Sanborn—Rapid City

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

This territory has been blessed with a wonderful rain the past few days and all indications point to a very good small grain crop.

Conductor Chas. Sloan and wife are spending a month in Washington and California.

Retired Conductor Fred Wilson and wife have returned from California and will spend the summer months here.

Operator Mange has returned to Sheldon on his regular position after a month's training as a dispatcher at the local office.

There has been considerable activity on the west end the past several weeks, with the weed burner, pile driver, and ditcher all seeing service.

Operator Bert Miner is confined to a local hospital, having undergone an appendectomy, and is getting along fine.

Operator Stance of Kadoka is on a short vacation and we understand that he has taken unto himself a bride. Congratulations.

We also extend congratulations to How-

ard Watkins and wife, of the Store Department, as a baby girl recently arrived to gladden their home.

Sioux Falls Line

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

John Maier, Car Department employe, Sioux Falls, was passing out the cigars on June 2—the occasion, a brand new baby girl.

Melvin Kasak, formerly Superintendent Ingraham's secretary, now a chiropractor in California, visited his brother, Glenn Kasak, carman at Sioux Falls, recently; also visited his parents at Austin, Minn.

Yard Section Laborer Vic Nelson and wife, Sioux Falls, returned from a 10-day vacation in Oakland, Calif., on June 13.

Switchman Olaf A. Anderson has returned to work after a four-month absence occasioned by his having undergone a major operation.

Sioux City and Western Branch Lines

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

Switchman H. E. Otis of Sioux City yard was recently confined to his home for several days with an attack of mumps—of all things. A darned childish trick, we call it.

Warren J. Bahr, son of Roadmaster A. W. Bahr, is a recent addition to the telegraphers' staff of this district. Warren is the second son of Al Bahr's to go into station service, the first being Harry J. Bahr, now agent at Utica. Wonder if Al is going after Agent A. J. Gorman's record.

Congratulations to Conductor Edward C. Jackson of Tripp, S. D., who recently took unto himself a wife. "Jacky" and Martha Schaefer were married on May 27 at Tripp, and will make their home there.

It is with regret that we announce that Claim Clerk George L. Anderson of the Sioux City Freight House, who on Apr. 1 celebrated 50 years of service with this railroad, fell and broke his hip at his home in Sioux City on May 25. Mr. Anderson has applied for retirement.

Conductor Ewell B. Delaney, who has been running trains Nos. 508-503 on the Platte Line, retired on June 30, and is figuring on making his home in California.

Milwaukee Shops

Car Department

George L. Wood, Jr., Correspondent

Tractor Drivers Joe Zych and Jack Harenda are building toward a new life with the impending completion of their new homes. Joe and family will reside on South 22nd Street and Jack will establish his residence in the town of Lake.

Mild-mannered Bill Schwab, hospitalized for several weeks, has returned to work looking better than ever.

Foreman Harvey Klind, upholsterer, and Frank Hefling, second shift machine shop foreman, while on vacation during the first half of June, were replaced by Leadmen John Kaiser and Jack Ostermich, respectively.

Carman Helper John Kleinmaus has accepted an invitation to spend a year with relatives (his Uncle Sam). John left for Camp Grant on June 23.

We see Carman Helper Art Kluth has returned to work after several months lay-off. Art was, for several years, a member of the "Harmonica Rascals" of international fame.

Airbrakeman Connie Seidler is very generous with the home baked pastry which is included in his daily lunch. Your correspondent has been fortunate enough to

receive several samples and we find that it has a flavor beyond compare. (None of the six flavors you're thinking of, incidentally.)

We understand Carpenter Fred Becker and his brass band will be one of the feature attractions at the annual B.A.R.E. picnic which will be held some time in July.

FLASH

Memo to St. Paul Correspondent Stop nibble nibble Stop another fish rises to the bait Stop "Get together" sounds interesting Stop In regard to seeing this carried out, please do not stop.

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

Howard H. Melzer, Correspondent

The Hiawatha Golf League is getting into smooth running order with 18 active members. A good many of the boys have been consistently cracking 100, with a few of the boys getting into the 80's. Bob Engelke, with a 47 average for nine holes, is leading the golfers from our office. Ben Benzer is on the shelf, temporarily at least, recovering from a recent appendectomy, but will probably be out there swinging before long. The golfers plan an outing at Eagle Lake on June 21.

Rumor has it at this writing that Jack Armstrong will be back with us very shortly. Those sheets with the hundred squares on will be a familiar sight again, we're guessing,—a little competition for Hooks Erdmann.

Appointments and transfers: Clyde Rosellen, a newcomer to the Test Department; Willard Schroeder, transferred from the S. C. D. Office to the Coach Yard Office.

Among the apprentices in the office at the present time are Bernard Maguire and John Brocksma. Bernard is concentrating more or less on electrical work, while John is working on new passenger cars. And speaking of apprentices, just how is Art Schultz getting along without one?

With Ruth Pritchard on vacation, dark-haired, vivacious Ramona Petrie took her place. As might be expected, Ramona's appearance created something of a dither, and we half expected to see a stag line form over there any moment. Things did not get out of hand, however, and we heard no complaints from Ramona.

Elmer F. Reinke took a wife unto himself on June 7. Everything went off fine, according to Elmer, with no exceptions. Elmer also took a questionnaire from the mail box a few days later. Everything will work out fine again, we think, with thanks to the gentleman who invented affidavits.

Locomotive Department

E. P. Carey, Correspondent

We would like to announce the arrival on May 29 at St. Joseph's Hospital of Ruth Diane Geil tipping the scale at 7 lbs. 8 oz. All reports are that mother and baby are fine and father is well too. Just in case daddy is in line for suggestions on the latest baby care he can always contact Messrs. Riemen, Gittens, Carey and Bednar, which gentlemen have had experience recently.

All interested in baseball will want to follow the Marquettes who are representing the Locomotive Department in the Service Club Soft Ball League and whose members are as follows: B. Seiden J. Nason, E. Springer, B. Dunn, C. Winters, B. Nebel, L. Piek, M. Bates, H. Werner, J. Peterson, K. Masch, T. Flood, P. Balesterie, A. McGowan and D. Remy, manager. The first game which was played against the Freight Car Shop resulted in a win with a score of 17 to 9. These games are played at Washington, Sherman and Mitchell Parks at 6:00 P.M. The schedules will be shown on your bulletin boards and the team will appreciate your support.

Effective July 1, J. W. Marshall, general foreman of the foundry, is retiring after a long record of service in the Locomotive



This picture reveals as only the camera can one of those noon card tournaments in the Superintendent of Motive Power Office. The picture was not posed, but was taken under actual playing conditions. The audience makes up the board of strategy.

Department. He began his service on Sept. 18, 1906, in Milwaukee as a molder, was promoted to foreman on January 30, 1924 and succeeded H. E. Brownell as general foreman in 1928. Mr. Marshall pioneered many of the practices responsible for successful foundry operation and has been recognized as one of the best men in this field.

N. Kiemen of ASMP Office was entertained at a get-together given by the boys of the SMP Office on June 13 prior to his being drafted into the matrimonial ranks on June 21.

Store Department

Earl Solverson, Correspondent

GARAGE

Mr. Oscar Paulson, 68, a machinist employed in the garage at Milwaukee Shops, retired on May 31. Prior to his service with the road he was employed by the Soo Line and the C&NW. He was employed by The Milwaukee Road in 1916 in the Stationary Dept., repairing power plant machinery, bridges, etc. He was transferred to the Store Dept. in 1933 as a garage mechanic, which position he held until his retirement. He has had a perfect safety record.

Two mechanics were transferred to the Store Dept. garage early in June. They are Leo Clement Burke and Anthony Paul Ferlanto.

OIL HOUSE

Floyd Carleton recently joined the Air Service in the 126th Flying Squadron, located at Fort Dix, N. J. He is serving as a photographer.

No news from the main offices, iron house, scrap yard, signal store, passenger store, upper floor section, sections on the lower floor of the main storeroom, or the bolt section. It is hoped these sections will gather up some news and report it to the writer before the 14th of each month.

Davies Yard

J. J. Steele, Correspondent

Mr. and Mrs. Frank J. Mentch celebrated their 25th wedding anniversary on June 28. Frank is an inspector at the airline. He and Mrs. Mentch entertained relatives and friends at their home in honor of the occasion. Heartiest congratulations, and may they enjoy another 25 years together.

Mr. and Mrs. John Pietroska spent Memorial Day at Camp Livingston, La., visit-

ing their son, Stanley, who has been inducted into the Army and is stationed there.

On May 24 Roman Waszak forsook his single blessedness and became a dutiful husband, and on June 21 Frank Pfeiffer, Jr. followed in Roman's footsteps. Congratulations to all.

Otto J. Jagoditsch, chief clerk

at the Davies Yard, retired on June 8. Otto has been with The Milwaukee Road for 29 years, having come here from Aberdeen, S. D. We hope that Otto will enjoy the vacation he so well deserves. Erv Weber, of the Coach Yard, has replaced Otto at the Davies Yard in that capacity.

Al Reich's sister, Mrs. A. E. Jones, of Moberg, S. D., spent a week here visiting Al. We were rather dubious of the reason for Mrs. Jones' sudden departure, but we

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Youngstown, Ohio

have come to the conclusion that Al, a cook on the wrecker, insisted upon preparing all the meals. This undoubtedly proved to be too much.

Wanted! All discarded racing cars, regardless of shape, size, or condition. Kenneth Feustel attended the auto races at Indianapolis on Memorial Day and upon his return decided to build a racing car and put West Allis on the map.

Milwaukee Terminals

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

Yardman James Hanson is seeing the sights of California on his first vacation in many years.

Assistant Roundhouse Foreman Rialord G. Reinold has been appointed roundhouse foreman way out in Iowa, and Frank Bunce of Green Bay assistant foreman at Milwaukee.

Engineer Guy W. Rhoda is at his estate in the woods of northern Wisconsin recuperating from his recent illness.

Robert T. O'Halloran, son of Engineer John P. O'Halloran, is in Camp Lee, Richmond, Va. He was formerly a clerk in the

Store Department at Milwaukee Shops. He is right at home in the Quartermaster's Department into which he has been assigned, and we all hope that after the war is over he comes home Colonel Robert T. O'Halloran.

With over 90 crews, business looks good in the Milwaukee Terminals.

Yardman August G. Rudolph died at his home on June 3. He was 82 years of age and had been employed by The Milwaukee Road 60 years before his retirement two years ago. He is survived by one daughter.

Engineer Burt A. White is at the Milwaukee Hospital recovering from a recent operation.

Engineer Frank J. (Isaac) Sprague is on the sick list.

Yardman Charles Thompson returned to Milwaukee June 1 from Florida where he was on vacation all winter.

Fireman Joseph H. Petrie has so far recovered from his recent illness that he is able to be out in the sunshine in a wheel chair. He will be glad when he is able to cut the grass, so he says. Call and see him at 934 South 36th St. He smokes.

Coach Yard

L. J. Cooke, Correspondent

Lester La Motte, night foreman at the Coach Yard, is at home seriously sick. All his friends at the Terminal hoping for a speedy recovery.

Harvey Weinbrenner and Carl Krangre off to the army for a year (they hope), leaving the Coach Yard short of cleaners.

Rain and more rain has kept the ball teams from playing, but the Coach Yard team still has hopes of winning a few games.

Muskego Yard

F. J. Ladwig, Correspondent

A marriage doubly interesting to our readers occurred June 14 when Miss Margaret Jeans, daughter of La Crosse Division Conductor Harry Jeans, became the bride of Ray Barber, switchman, Milwaukee Terminals. Congratulations. Rumor had it that John (Growler) Roesch gave away the bridegroom, but according to later and authentic reports, John did not figure in the ceremony.

Ed Kellerman just returned from a fishing trip to Canada. These international jaunts in search of the finny denizens are becoming more popular, but so far as the gang back home is concerned, good old Okauchee Lake provides the bigger meals, and we are expecting Earl Falconer, leaving on his vacation today, to prove it.

Ed Wroblewski is at Soldier's Home Hospital. We sincerely hope it will be just a "light repair" job.

Richard Terrill Fisher, the happy phone director, originator of the quarter-back sneak, also famous for the expression "let's give it the old tapioca" is sojourning in the East on a combined business and pleasure trip.

Chestnut St., North Milwaukee, North Ave.

W. P. Radke, Correspondent

BREEZES FROM THE BEER LINE

Edward Michael Carey, one of the best men that ever came off the La Crosse Division, scion of a wealthy Watertown family, could not stand the pressure of the new feminine touch at North Milwaukee, s-o-o, he ups and leaves them flat. Ed is now private stenographer for Mr. O'Toole, assistant superintendent, Milwaukee Terminals, located at Muskego Yards. We all wish him the best of luck and don't forget, when talking to him over the telephone, it's "Mr. Carey."

Elmer Keller, chief clerk at North Milwaukee, better known as "Colonel," is kept quite busy handling the situation at his station due to the changes in personnel in the office force. He didn't receive the title of "Colonel" for nothing; his ability warrants it.

Harvey Corbett, the BIG silent "cashier" at North Milwaukee, has raised another hirsute adornment under his nose and even if we don't like it, we must agree it gives him that "manly appearance," which is very noticeable to the public which he handles so efficiently.

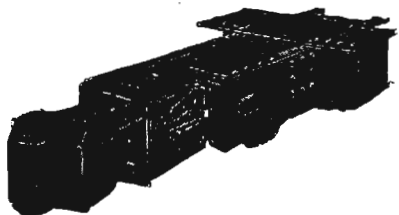
Frank Vail, eminent bowler of the Milwaukee Hiawatha League, is spending Sundays at Bensinger's air conditioned alleys staying in trim as only "Pinback" Vail knows how.

Jack Zuest, our switch foreman, has been laid up for awhile; however, we are informed he is doing well and will be back soon.

Billy Hatch has joined the forces at North Ave. Bill's addition adds another bachelor to our ranks. Another is Eddie Beck, who with just a little persuasion could be induced to give up his comfortable bachelor quarters. Ed's cooking would put the Chief Chef at the Biltmore to shame. Bill Stuebner says he is tired of living alone and is just about ready for the kill. All three would make suitable mates.

Your correspondent received the following from Fred Butz, retired, regarding our new column. "There is a lot of news in this territory that has been on a 'siding' for some time. Get it out on the 'Beer Line' so we can all enjoy it. I enjoyed

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the space you gave me in your first attempt, except for one thing, where I present three girls with a bag of candy every week. If you would have stated the ages of these girls (nine—fourteen and ?), my other girl friends would not have put me in the "dog house." When you get your full quota of complaints you will then know you are a real columnist. That's how Winchell got his start."

Well, Fred, while it is true that the ages of two of the girls is correct, the one with the question mark had to be investigated. This investigation developed that she is a married woman and, of all things, she is the wife of your correspondent. This might clear you with all of your other girl friends, but you are now in the dog house with Yours Truly.

Bill Stein, yard clerk, deserts the bachelor ranks by taking a trip to the land of matrimony. This happy event in Bill's life takes place July 12. Congratulations to you both.

Ralph (Silvertop) Thielke was running around in circles lately. The reason, he has just purchased a new home.

The Gridley Ice Cream Co. the other day sent over several bricks of ice cream for the employees at Chestnut St. which were enjoyed very much; but can you imagine—ice cream in a beer depot.

Chestnut Street Station is becoming quite popular now that the hot weather is here. Recent visitors during the noon hour were Jack (Whipperwill) Shannon, Herb Kroening, Joe Hoerl and Henry Miotke. One wonders what the boys find so interesting at this station.

Rose Liebhauser has reported back to work feeling fit as the well-known fiddle.

Lefty Eckhart has returned as yard clerk in the Walnut Street district. We understand that during his leave of absence he endeavored to become a sailor. Now we ask you—How can anyone become a sailor after once being a Rail?

I&SM Division—West

E. L. Wopat, Correspondent
Wirock, Minn.

F. G. Barr, agent at Colman, S. D., and wife are taking a month off visiting in Chicago. He is being relieved by Geo. F. Jones of Pipestone, Minn.

APPOINTMENTS

E. F. Carey, of Easton, Minn., appointed second trick operator at Albert Lea, Minn.

Geo. F. Jones has been appointed agent at Oakland, Minn., since Mrs. M. Simon has retired after 41 years of service as agent. Congratulations, Mrs. Simon, and here's wishing you much enjoyment out of your pension.

H. S. Lewis has been appointed agent at Junius, S. D.

Isaac Johnson of Albert Lea has been appointed relief section foreman at Fulda, Minn., while A. E. Golden is out with extra gang for the summer.

29 YEARS OF FRIENDLY BANKING SERVICE

Twenty-nine years ago this month the Mercantile was founded on the principle of offering a sound banking service to the business community. Looking back over the record, the history of the Mercantile can be told in a single word . . . *Progress*. We are grateful to our many friends and customers who have made this successful anniversary possible.

Sincerely,

W. J. Jones
President



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H&D Division

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

Congratulations to Carl Borgh, electrician, and Mrs. Borgh, in their recent blessed event, which occurred May 19.

Howard Kelly of the Engineer's Office is back on his feet again after a recent emergency appendectomy. Good boy, Howard.

Bill Kramer, Superintendent's Office, is having quite a time with his garden this spring. His daughters, Judy and Jean, have pulled the markers off the respective products.

Johnny Faeth says he knows now why they call it "Poverty Poker."

Pat Nilan, daughter of Agent J. S. Nilan, graduated from the State College at Brookings, S. D., June 9.

Donald Crampton, son of George Crampton, Superintendent's Office, recently returned to The National Guard at Fort Ord, Calif., after a 10 days leave of absence with his parents.

Don Rue left about a month ago for Milwaukee, Wis., to accept a position of freight claim inspector. We are sure that he will get along fine. He would like to hear from some of you boys, as Milwaukee is a big town and he gets kind of lonesome.

L. H. Walleen, Jr. was appointed third trick operator at Bristol permanently.

L. D. Dunlap has been appointed agent at Waubay, S. D., permanently.

H. J. Walth has been appointed agent at Zeeland, N. D., permanently.

Edw. Dittmer has been appointed car foreman at Aberdeen, S. D. Vice, C. O. Bross, who will continue at Aberdeen as assistant car foreman.

C. H. Bongard has been appointed agent at Dumont, Minn., permanently.

R. J. Weber has been appointed agent at Hector, Minn., permanently.



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Tacoma & Coast Division —West

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

Milwaukee Road employees in the region of Tacoma were greatly grieved by the tragic death of W. B. Alleman, 44, boardman at the Yard Office, Tacoma, who died of a heart attack on May 18 while motor-ing with his wife.

With the exception of the time spent overseas during the World War, Mr. Alleman had been in continuous service for the Milwaukee since 1912. While overseas he served with the 364th Masonic Ambulance Corps, 91st Division, and rendered valiant service to his country in many battles, including those of the Meuse Ar-gonne and St. Michael.

He is survived by his wife, Helen; two daughters, Maridon, 19, and Billie Davine, 10; one son, Edwin, 15; his parents Mr. and Mrs. Fred J. Alleman; two sisters, and one brother, Kenneth, all of Tacoma. His father retired very recently from the position of agent at Tacoma, and his brother, Kenneth, is in the employ of the road.

W. B. Alleman had a vast number of true friends, and the funeral was one of the largest in the memory of Tacoma em-ployes.

We regret having to record the death on June 7, of Carleton H. Snyder, 50. Mr. Snyder was a son of Conductor Chas. Snyder, deceased, and a brother of Harvey Snyder, employed in the District Master Mechanic's Office; Carleton was employed for the past several years in a clerical capacity, in the District Accountant's Of-fice at Tacoma, until that office was abol-ished in August, 1940. He leaves his moth-er, one brother and four sisters.

Charles F. Negley, 80, one of our old-time employes, passed away on May 24. He had retired in 1938. His wife and one daughter survive him. Mr. Negley had

been employed in various positions; older employes will remember him as assistant chief clerk in the Superintendent's Office of the Coast Division at Tacoma.

On June 1, Martin McHuge, retired boiler-maker at the Tacoma Shop, passed away, at the age of 75, at his home in this city. He is survived by his daughter and one grandson.

F. J. Alleman, retired agent at Tacoma, was quite ill at this writing, no visitors be-ing allowed to see him, but his physician states that rest will soon restore him. His many friends share that hope.

Gus Ruhloff, retired blacksmith, who has been confined to St. Joseph's Hospital for several weeks, is now on the mend and may be out before this gets into print.

Betty Clinch, stenographer in the Store Department, is off duty because of eye trouble, at this writing, but is improving.

Engineer John Ashford of Raymond, and wife, are mourning the untimely death of a son in the Army, who lost his life in a motorcycle accident at Spokane; Mr. Ash-ford was off duty for about a week on that account. Our deepest sympathy is extended to them.

W. C. Givens and wife recently spent a few days with their son before he goes into active service in the Army; he is en-tering the service at Sioux City, Ia., their old home.

Charles Wende, son of Trolley Foreman Dick Wende, has received a commission in the Navy; he is a graduate of Purdue Uni-versity as electrical engineer and is one of 125 electrical engineers in the Navy. His present assignment is at Washington, D. C. Mr. Wende, is of course, swelling with justifiable pride.

About 150 persons were passengers on the excursion over the Tacoma Eastern line (over which no passenger trains had run in 16 years, though it is a heavy revenue producer in freight) leaving the station at 9 a.m. Sunday, June 8, under the au-spices of the Northwest Railroad and His-torical Society. The weather was threaten-ing, but that did not dampen the enthu-siasm of the excursionists. About three hours were available at Morton and scads of pictures were taken on the trip, especi-ally at the scenic Nisqually canyon.

Roy Takahashi, red cap at the Tacoma station, and wife, will at last take a trip on the railroad, for the first time in 25 years and in honor of being 25 years mar-ried. They will go to Los Angeles and re-turn via Salt Lake City. We wish them a happy journey. Harley, Roy's son, will discharge his father's duties in the mean-while.

Aubrey Clayton, son of Clarence Clayton of the Shops, is joining the Naval Re-serve radio section at Los Angeles, having left May 31 for four months instruction.

Joe McDonald and Mrs. McDonald (Mechanical Department at the round-house, Tacoma) are rejoicing over the birth of their first son.

August Carlson, laborer in the Locomo-tive Department, Tacoma, retired from ac-tive service on May 31.

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John Burr and wife and W. Morton Eshelman and wife, of the Accounting Department at Chicago, were recent visitors to their former camping grounds at Tacoma.

Tacoma Car Shops

Gil Garrison, Correspondent

At this writing Fred Rutherford, griever for the Carmen's Union, is talking plenty about a 5-pound bass he caught in MacIntosh Lake. Reports coming over the grapevine indicate the fish caught Fred first as Fred lost his balance and fell out of the boat but didn't lose the fish. Congratulations, Fred, and congratulations, fish.

Morton Eshelman of the Chicago Accounting Office gave us a short visit May 29. He departed for the East about May 31, with Mrs. Eshelman who will receive treatment at the Johns Hopkins Hospital.

A large beautiful sparkler adorns the hand of our stenographer, Miss Catherine Bell. We wish we knew so that we could congratulate the lucky young man.

Lieut. Paul James was an office visitor recently. Lieut. James, former file clerk, is at present stationed at Fort Warden near Port Angeles. He is in the Coast Artillery.

Last fall, Chief Clerk Lowell Sargent purchased one of the swanky brand new homes in Sound View Addition. At present he is very busy landscaping the grounds.

Louis (Chappy) Haloway, former air man, was found dead in his home on McKinley Hill June 6. He was 80 years of age and was on pension.

Trans-Missouri Division—West

R. H. Jensen, Correspondent
Superintendent's Office
Miles City, Mont.

"Papa" Gus Anderson, agent at Carterville, proudly distributed a fresh box of El Ropos in honor of the arrival of a new baby daughter on June 2. Congratulations, Mr. and Mrs. Anderson.

W. D. Swanson, instrumentman in Division Engineer Johnson's force for the past six years, will depart for Seattle during June to assume his new duties as Assistant Engineer at that point. We are happy to hear of Dean's promotion.

Chief Dispatcher J. R. Weatherly is back at the tools of his desk again, after having been absent from his duties the past month recuperating from a major operation. Dispatcher R. C. Schwichtenberg served as relief chief during Mr. Weatherly's absence.

Retired Conductor W. F. Rank and wife, of California, were visited in Miles City on June 12.

It is understood that Dr. Metz's special diet time table is receiving the particular attention of Trainmaster Jim O'Dore and District Adjuster Mike Roark. . . . Mike is ready to begin on that second chin, and Jim says he expects to be able to wear last year's suits again soon. . . . Incidentally,

Seattle Terminals

F. W. Rasmussen, Correspondent
Local Freight Office

Al Larson, PFI, of Minneapolis, and wife, are spending a few weeks in Seattle where Al is relieving Bert Roberts as perishable inspector.

The last we heard from Bert and his wife was from somewhere north of Edmonton, Alberta. He already has a dog team engaged and was still headed north; he claims he could see the stop and go signal on the North Pole from where he was at that time. We expect some wonderful stories from Bert.

The Local Freight Office recently had a pleasant visit from Mrs. Coburn, wife of Shorty Coburn, retired, recently of the Local Freight Office. The Coburns are back in Seattle to arrange the sale of their home in Kirkland and are moving to Long Beach, Calif., where their son lives.

We report the loss of the six months' old daughter of B. W. McMahon, of the Freight House, and Mrs. McMahon. We extend our sympathies to the young father and mother.

Harney W. Nail of the Local Freight Office force was married on June 7 to Wilma Bissel of Seattle. They are making their home in the Sunnydale Addition, and

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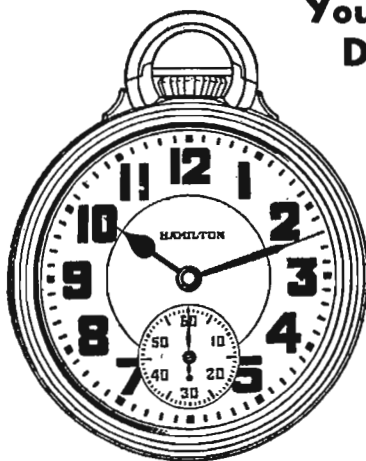
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Yardmaster Swan Nelson (20 words censored here) also has matriculated in this streamlining course.

H. A. Mosher has been permanently assigned to the position of train dispatcher at Tacoma, and, together with his family, moved to that point to assume his new duties the latter part of June.

'M-F'

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all the Milwaukee employees join in wishing them well.

Latest additions to the Office Force in the bill room are Jim Nicholson and Edward Hart as expense clerks and Roy Brenneman as comptometer operator. We are all glad to have the boys with us and believe me there is plenty for them to do.

Business is exceptionally good in Seattle, every train bringing in a great deal of defense supplies, all of which require a great deal of special attention. This is the season of the year when shipments to Alaska are at the best.

Rocky Mountain Division

Nora B. Decco, Correspondent
Three Forks, Mont.

Motoring on the Milwaukee, up and down hill on the Rocky Mountain Division, I see that.....

When you read this the Pioneers will have met at Three Forks, gone through the cave, had lunch at the Gallatin Gateway Inn, and returned to their homes happy again. They meet at our city this year and, hope we get most of the weeds cut down about that time, at least for advertising purposes if nothing else.

When you read this, the Gallatin Gateway Hotel will be running full blast, with Dan Young and his Gang (including the fellow with the four hats, all with different badges on, which I will copy as soon as I can get my sewing machine fixed up), Mr. Moll and his force of effective clerks, and all the nice boys and girls who make life pleasant down that way for the traveling public.

When you read this you will remember operator R. C. Fortner, many years ago of this division, and now of the Chicago General Office. Since he worked here he has acquired a family and recently sent me a

photograph of a beautiful little boy, his sonif he makes a telegraph operator of him and he is as good as father..... but no, of course not, there could never be but one K. C. and that is father.....

Rain, every day and lots of work, good crops in prospect and every one working that can work, so all are happy, for the time being at least.

Sub Station Operator George Stephens and family have taken a two-week vacation and are making a trip to California. Mr. Stephens is relieved on the job by Frank Payton. While on the sub station subject, we might mention visiting a few minutes with Mr. Barrows, and also that young H. W. Jurgenson, son of George of the west end trouble shooter, has made his date in the sub stations, working at Gold Creek and Primrose.

Anton Trudnowski, 69, employed in the Locomotive Department in Harlowton, Mont., died of cancer in a Lewistown, Mont., hospital on June 5. Mr. Trudnowski emigrated from his native Poland in 1901, began work for the Milwaukee in Harlowton in 1911, and was employed there until his death. He is survived by his wife and five children, one of whom, Marion Trudnowski, is employed as a loading inspector at the road's shops in Tacoma.

Engineer Sam Haffner and Mrs. Sam have returned from a 5000 mile trip to California and other states.

Condr. Harry Hamp of the G. V. local is off on the sick list, Conductor Heier taking his place.

Mrs. Pogreba is away on a few weeks' visit to home folks in Missouri. While she is away, son Dean is breaking in his new passenger uniform on the rear end of Nos. 15 and 16, and do the beautiful young lady passengers look at him? Well, he is a good-looking young man, say we.

Fireman and Mrs. Herbert Wilcox are grandparents again, twice this time; their daughter Fern, Mrs. Rugemar, is the proud mother of twins, a boy and a girl, born the first week in June.

Agent Crowder and wife have returned from a trip to New York City, and also Washington D. C., where they have a daughter who is on the secretarial staff of the White House. Her photograph was in the Magazine some months ago. They report a fine trip. Young Searles relieved Mr. Crowder while he was away.

Conductor Manley is pilot of the pile driver X99. They are working around Finlen, and Dawson.

Operator Neil Grogan has bid in the new first trick at Three Forks soon to be put on because of more business and the Park season.

Operator Campbell and Mrs. Campbell took a 10-day trip back to Illinois, over Decoration Day, making the trip by car. Mrs. Campbell's mother returned to her home in Illinois with them. Operator Setchell worked third trick here while Campbell was away.

Many new names on the train dispatcher's phone, as far as operators are concerned. Cornwell working second at Deer Lodge. Courtney, a nephew of Agent Resser at Winett, is working at Butte Yard.

Operator Snider, G. S., Butte, is off on account of the illness of Mrs. Snider, Operator Foley relieving him, and do I have to shift fast when he starts in with those

messages and that bug of his. . . . Operator DeChant working the new job put on in the relay office 11 a. m. to 7 p. m. . . .

Operator Pitman is working third at Deer Lodge, going there from Harlowton where he had been working. A job at Al-ber-ton was closed a couple of nights on ac-count of Operator Waite being on the sick list and no available operators.

Engr. Flynn and Fireman Bennett have returned from trains 7 and 8 where they have been working since the first of the month. The Bennett family had as a guest a few days a brother of Mrs. Bennett from Nevada, and have all just returned from a two-week visit with relatives in California.

Brakeman Eugene Burns has trans-ferred to the Missoula end of the Rocky Mountain Division, likes the scenery over there better than here he says. Mr. Burns, Sr., and family have moved back to Three Forks from Bozeman; he was out in a Se-at-tle hospital for a week and is feeling much better now.

Chicago—Freight Traffic Dept.

Wesley S. McKee, Correspondent

Pops Maday has informed his co-workers that he never brings this magazine home unless he is mentioned, honorably or other-wise, so to keep up the circulation, let us casually mention that Frank is in secret training as the new "White Hope."

Handball Sauter hasn't spent much time outdoors lately, but he certainly is getting nicely browned.

Have you any old Christmas presents that you don't want or can't use? Why not award them to your unsuspecting friends. That's how Cous Pendergast got Red Wixted's old pipe and tobacco.

Erich. Kussmann wishes to announce that in the future he will require a 20c deposit before he lends anyone his 'L' pass. Some-one took his ticket home last week and neglected to reimburse him. Ya can't blame him.

Bill Beize of Mr. Zane's Office recently played his accordion on a local amateur program over station W.E.N.R. At this writing, the total vote cast had not been tabulated, but we feel sure Bill's rendition of "The Sharpshooter's March" will bring him top honors.

Jim Costin, with whom most of us are acquainted, and who resigned several years ago to study for the priesthood, has been recently ordained. Father Costin is sta-tioned at Washington, D. C., but always finds time to visit his old friends when he is in Chicago.

It's rather warm to be thinking of win-ter, but Valerie Sylvia will not be cold any-more 'cause Mildred decided that John Sloma should buy a stoker, which they did and we hope they didn't get stoke. They got one that uses the worm drive, or screw principle.

Wonder if Charlie Rank of our Advertis-ing Department ever bought those chickens from Novak, the Butcher?

The railroads ought to boast special bev-erages the way the airlines do—They make

specials like United Airline Coffee, T.W.A. Tea—etc.

'Tis my sad duty to inform the populace that the Traffic Department's softball team is no more. Two-ton Klos, our manager, and several others, no longer can stoop for the grass cutters, so by general agreement, we disbanded.

Kansas City Division

K. M. Gohmann, Correspondent
Superintendent's Office
Ottumwa, Ia.

On the "Who Is Who in Ottumwa" program Superintendent F. R. Doud was the one selected to broadcast on June 13. Daily over station KBIZ one of the promi-nent people of Ottumwa is chosen to be on a program, answering questions concerning his occupation or profession and the industry or concern with which he is affil-iated; this was fine advertising for the Milwaukee.

Welcome to the attractive young lady of St. Paul to the group of correspondents of the Magazine. Her idea of a get-to-gether of the contributors to the Magazine is a good one.

On May 1 Conductor George M. Holland of Kansas City retired; he entered the service on March 3, 1918.

Iver Carlson, clerk to chief carpenter, Ottumwa, is in Seattle as a delegate to the National Convention of Musicians.

Effective May 20 E. E. Brimer was ap-pointed assistant track foreman at Lib-erty, Mo.

James Wooley, Jr., enlisted in the army and left on May 15 for Ft. Des Moines, Ia., where he will be in the auditing de-partment of the U. S. Army.

On May 10 at Belle Plaine occurred the marriage of Adaline Dude and Herbert F.

LOCOMOTIVE:

FEED WATER HEATERS
(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS

**CENTRIFUGAL BLOW-OFF
MUFFLERS**

**GRID SECTIONAL AIR-COM-
PRESSOR RADIATION**

**WILSON ENGINEERING
CORPORATION**

122 So. Michigan Ave., Chicago

**EDWARD KEOGH
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PROMPT AND EFFICIENT SERVICE

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

UNION REFRIGERATOR TRANSIT LINES
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FEDERAL RESERVE BANK BUILDING
164 WEST JACKSON BOULEVARD, CHICAGO

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PITTSBURGH
MILWAUKEE
LOS ANGELES
BOSTON

CLEVELAND
MINNEAPOLIS
PORTLAND
ST. LOUIS

COLUMBUS
DULUTH
SEATTLE
LONDON

Zuber. Mr. Zuber is agent at South Amana and manager of the Amana Society elevator and lumber yard and a member of the board of directors of the Society. Mrs. Zuber will continue her position as a nurse at the Miller Hospital in Williamsburg for the present.

Wilma Lanning, stepdaughter of Engineer C. W. Becker, and George J. Matkov of Berwyn, Ill., were married on May 31 in Ottumwa. Mr. Matkov is safety and health director of the Victor Manufacturing and Gasket Company, Chicago.

At Lancaster, Mo., on June 6, occurred the wedding of Mary Ellen Sprinkel and Quinlan M. Haseltine, both of Ottumwa. Mr. Haseltine is yard clerk at West Yard.

Suzann Chambers, daughter of Yard Conductor D. E. Chambers, was married to Robt. R. Hopkins on June 5 in Ottumwa, where they will reside, as Mr. Hopkins is in the employ of the John Morrell & Company.

J. W. Wooley, engineer, and wife went to Modesto, Calif., to attend the wedding of their daughter, Cecile, on June 15 to Geo. M. Russell of that city.

Lineman R. J. Coker has been in Kansas City since April 28, where he underwent a surgical operation. He will have to remain there for some time for medical attention and is located at the Snyderhoff Hotel, 916 Oak St., Kansas City, Mo.

This year the Ladies Auxiliary of the E. of L. F. & E., instead of having their annual picnic for members only, included the men of the brotherhood. They reported having had a fine time on June 4 in Leigh-

ton Park, good attendance with games and contests, prizes awarded to the winners.

"Foto Facts" in the daily Ottumwa Courier of June 5 presented Engineer A. L. Towns with "Ching" and "Ming," two rare and beautiful Siamese cats which Mr. Towns acquired while on a visit in California last winter.

Necessary preparations are being made for the grain rush with the usual additional force of extra operators, brakemen and firemen to be put on; the rush is expected to start about July 1.

It's "back to the farm" for C. H. Baker, time revisor, who is again spending most of his leisure time on his acreage south of Ottumwa.

Fireman Chas. E. Gould of Ottumwa is confined to the Washington Boulevard Hospital in Chicago, where he has been a patient for several weeks.

Spokane and Inland Empire

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

Thad Rosenberger, Spokane roundhouse, emphatically states that he caught an eastern brook trout measuring 17¾ inches. Of course, we must give him the benefit of the doubt, as the fish no doubt shrunk quite a bit before he got it home to measure.

We have at last discovered a lady bowler among the Milwaukee employes at Spokane. Mabel Goldie of the Freight House force holds this distinction. All we need now are four more feminine kegglers and the Milwaukee at Spokane can be represented in the Ladies Bowling league.

Carl Lillwitz of the Superintendent's Office, Spokane, came to work one morning with a badly bruised pair of lips, and his teeth missing. He failed to give a satisfactory explanation. A little detective work disclosed that Carl was trying his hand at the painter's trade. While painting the outside of his home, he fell from somewhere near the top of a ladder, skipped every other rung, and picked himself up in a heap on the ground. The strange part of it all was that not a drop of paint was spilled. Let's put it this way:

*While painting the side of his house,
Up the ladder he crept like a mouse.
The ladder, it swayed,
And Carl got dismayed,
Not a drop of paint spilled on his blouse.*

Carman Elmer Brunette moved his family and household goods from Deer Lodge, Mont., to Spokane on June 1.

Condr. G. M. Johnson, trains 7 & 8, has returned from a visit to Chicago.

We take our hats off to Al Weis, yard switchman in Spokane, for raising fine roses. They are really nice.

Earl Medley, car foreman at Spokane, started on his vacation on June 15. He drove his family to California, visiting friends at Stockton. W. E. McCaughey of East Spokane relieved during Mr. Medley's absence.

Roundhouse Foreman R. J. Schwanke of Othello, Wash., sent his wife and daughter on a trip to Florida during June.

George Gaub, revising clerk in the Local Freight House at Spokane, retired on June 14.

Marvin C. Helmer, who has been on the day operator shift at Spokane, was assigned to the agency at Othello, Wash., effective June 12. Mr. Helmer started to work at Othello in September, 1907, as surveyor during construction.

Heavy rains in the vicinity of Dishman, Wash., during June flooded the Milwaukee underpass with over four feet of water, causing traffic to detour for several days.

F. M. Severs, agent at Cusick, Wash., has been made day operator at Spokane. E. M. Young is relieving him at Cusick.

Very heavy shipments of ore and concentrates are being received from the mines in the Metaline Falls district.

A survey has been made at Spokane for the erection of a steel oil tank to take care of Diesel engine operation.

Mike Donovan of St. Maries has taken the night switchman job in Spokane Yards.

J. C. Maddox has been assigned third trick at St. Maries.

J. R. Cook, agent at Othello for the past five years, has been relieved.

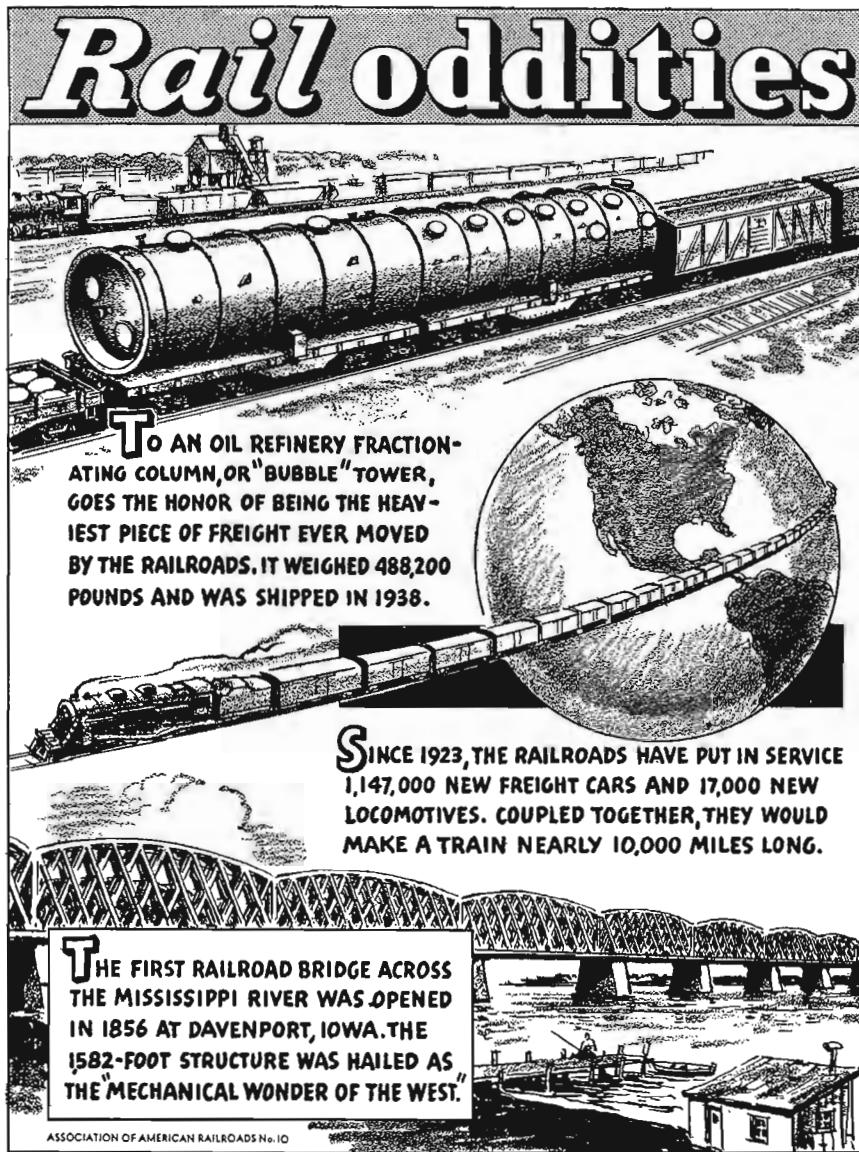
Agent M. C. Helmer of Othello has every reason to be proud. His daughter, Grace, recently won the No. 1 music scholarship at Holy Name College at Spokane, which distinction gives her a four year scholarship in music at the college. Having been the honor pupil in music in Spokane schools this year, Grace also won the Zonta medal, sponsored by Spokane business women.

W. E. Smith, night roundhouse foreman at Spokane, drove his family to Salt Lake City on June 6, starting a two-week vacation.

Doing that which can't be done is the glory of living.

* * *

Here's to man—he can afford anything he can get. Here's to woman—she can afford anything she can get a man to get her.



Rail oddities

TO AN OIL REFINERY FRACTIONATING COLUMN, OR "BUBBLE" TOWER, GOES THE HONOR OF BEING THE HEAVIEST PIECE OF FREIGHT EVER MOVED BY THE RAILROADS. IT WEIGHED 488,200 POUNDS AND WAS SHIPPED IN 1938.

SINCE 1923, THE RAILROADS HAVE PUT IN SERVICE 1,147,000 NEW FREIGHT CARS AND 17,000 NEW LOCOMOTIVES. COUPLED TOGETHER, THEY WOULD MAKE A TRAIN NEARLY 10,000 MILES LONG.

THE FIRST RAILROAD BRIDGE ACROSS THE MISSISSIPPI RIVER WAS OPENED IN 1856 AT DAVENPORT, IOWA. THE 1582-FOOT STRUCTURE WAS HAILED AS "THE MECHANICAL WONDER OF THE WEST."

ASSOCIATION OF AMERICAN RAILROADS No. 10

MAGNUS METAL CORPORATION

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

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CHICAGO



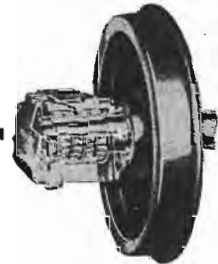
The IMPROVED FAIR RAIL ANCHOR

A rail anchor of greatly
improved efficiency in
eliminating the creeping
of rail.

THE P. & M. CO.

CHICAGO • NEW YORK

THEY JUST KEEP
Rolling
ALONG



America has passed through many emergencies since the iron horse supplanted the stage coach but the railroads have pushed steadily ahead. Today they are national assets of priceless value. Their value is increasing constantly as modern developments—including roller bearings—raise the efficiency of locomotives, cars and streamlined trains to higher and higher standards

THE BETTENDORF COMPANY

STEEL FOUNDERS

CAR BUILDERS

ORIGINATORS OF THE



ONE-PIECE SIDE FRAME

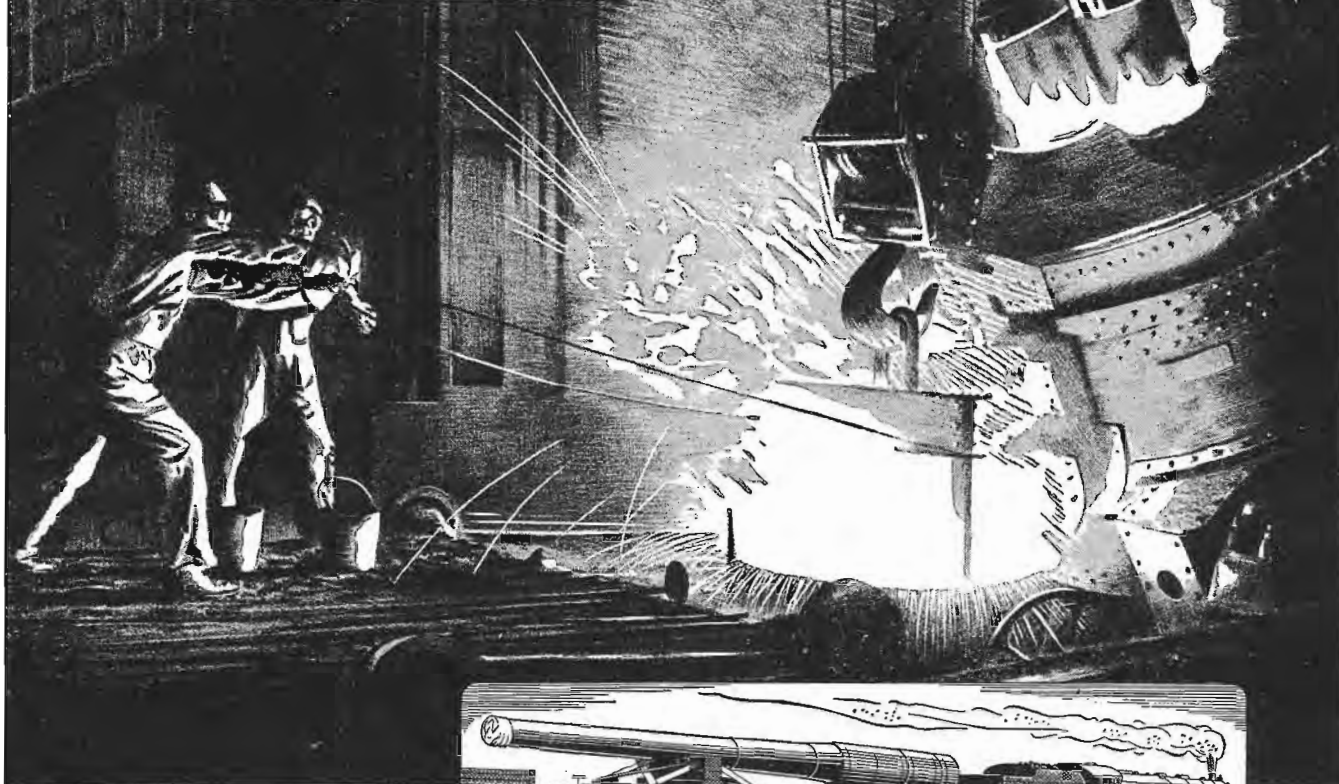


OFFICE AND WORKS

BETTENDORF, IOWA

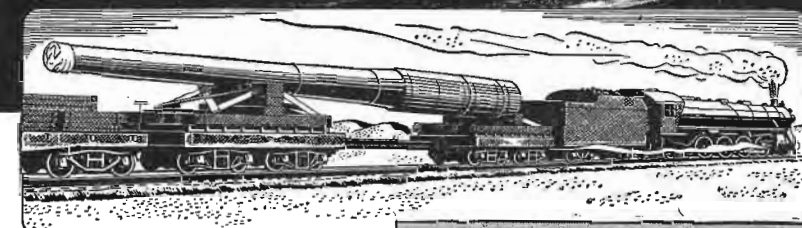
THE TIMKEN ROLLER BEARING
COMPANY, CANTON, OHIO

A Gun is Born



INTO the furnace goes the red earth of Minnesota; the white stone of Pennsylvania; the black rock of West Virginia. Out of it emerges another grim guardian of our cherished liberty. Meanwhile the instruments that will control its fire are being fashioned in Brooklyn, from metals alloyed in Connecticut of Arizona copper, Oklahoma zinc and aluminum made in Tennessee from Arkansas bauxite.

When you start tracing back the elements that go to make up our armor of defense, you find the trail divides again and again. It will lead you back to every state — yes, almost to every county. Each makes its contribution. Each does the thing it does best.



And bringing all these elements together — weaving them into a coordinated program of defense — you'll find the railroads — the only form of transportation that can do this job.

The railroads — moving goods so economically that bulky ores can be shipped half way across the continent for refining. Operating so swiftly, so dependably that it is now common manufacturing practice to fabricate parts in widely separated plants and bring them together *by rail* at a common final assembly line.

IT MUST MOVE BY RAIL

Latest estimates are that the steel industry will produce over 87,500,000 tons of steel in 1941. To make this the mills will need:

2,430,000 carloads of iron ore
650,000 carloads of limestone
1,725,000 carloads of coke
459,000 carloads of manganese, chromite and other special ores and miscellaneous materials.

And after all these materials have been converted into steel, the railroads will handle it all again, perhaps several times, in various stages of manufacture — a job that only railroads could do. The steel business couldn't get along without railroads any longer than railroads could get along without steel.

BIG TRAVEL BARGAIN—\$90 coach fare, \$135 Pullman (\$45 extra for one or two passengers in a lower berth) for Grand Circle Tours of U. S. Ask your local ticket agent.

ASSOCIATION OF AMERICAN RAILROADS WASHINGTON, D. C.