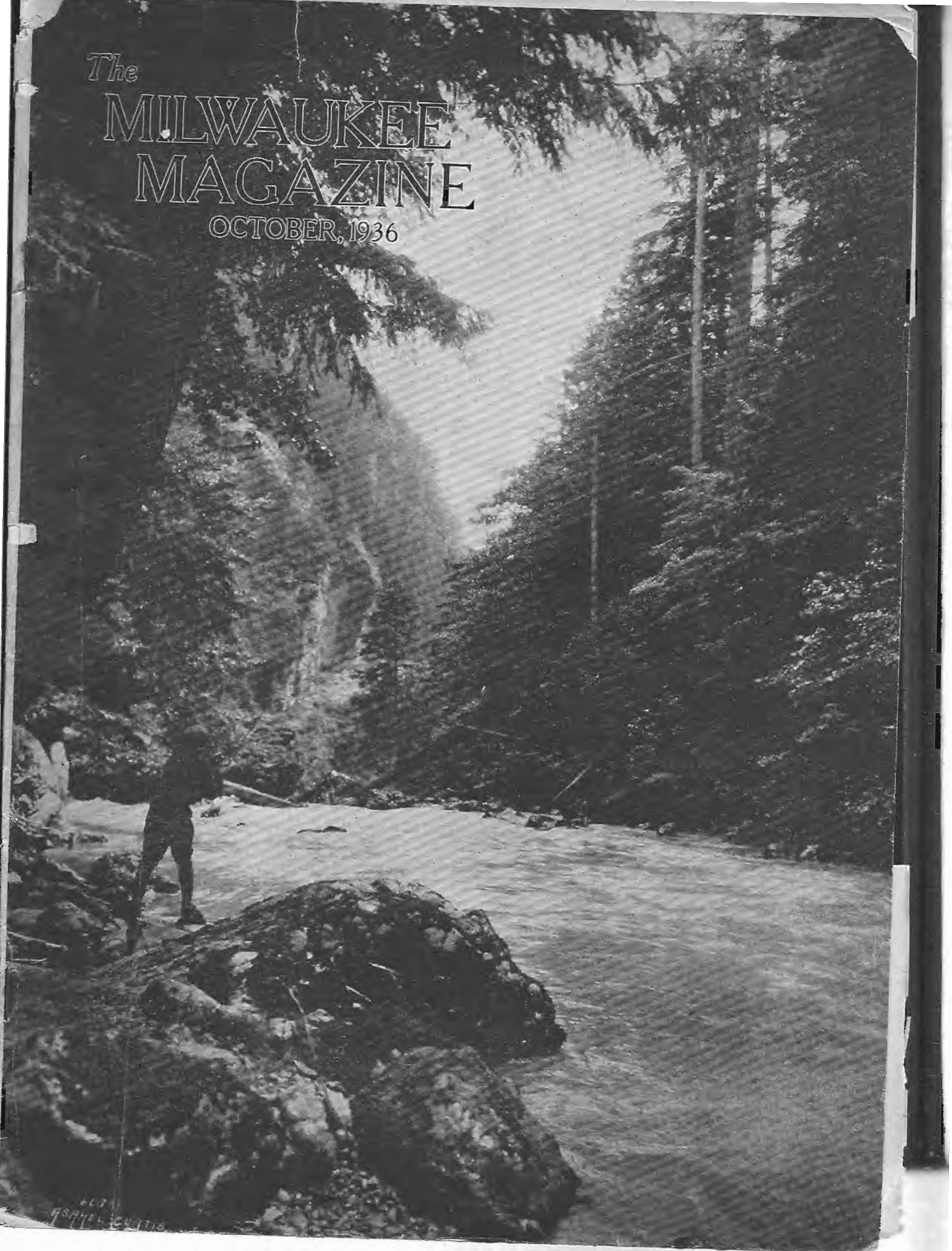


*The*

# MILWAUKEE MAGAZINE

OCTOBER, 1936



407  
FISHING CLUB

# MAGNUS COMPANY

INCORPORATED

*Journal Bearings and  
Bronze Engine Castings*

NEW YORK

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CHICAGO



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# The Veterans' Reunion

## 1936 Convention a Brilliant Success

MUSIC and mirth greeted the arriving Veterans at Union Station, Chicago, September 10th, and fun and festivity reigned throughout the Biennial Meeting of the Veteran Employees Association of The Milwaukee Road, held at Hotel Sherman, Chicago, September 10th and 11th.

As usual comparisons are difficult and frequently odious, and so the latest of these get-togethers of Milwaukee Road "Vets" is always put down as the biggest and best. This year's reunion is no exception and to Mr. L. J. Benson and his hard-working committees, hats are off. No detail was overlooked and the march of events scheduled for the two-day meeting moved with smoothness and precision. The guests were met at Union Station by Colonel Whiting and his staff of assistants on the reception committee, and by Mrs. O. W. Dynes and her women's committee. A group of musicians and entertainers were also on hand to enliven the scene.

At Hotel Sherman, vice-chairman Bob Walker and his corps of aides received the guests in the big lobby, told them where to go, and helped them to get settled. Up stairs on the Mezzanine, Miss Florence Walsh, Miss Gertrude Schoyer and Miss Hazel Merrill, with a long line of pretty girl assistants, kept the registration moving promptly.

A special program for the ladies, consisting of a drive along the lake shore to beautiful Edgewater Beach Hotel, a tea with music and a "floor" program took up the afternoon hours while the members of the Association held their regular business meeting.

### The Business Meeting

At 1:30 p. m. the members gathered in the grand ballroom for the business meeting, which was one of the largest in point of attendance that the Association has ever held. President Gillick was on hand to welcome the assembly, and as always he was given a royal greeting. With a few words of acknowl-

edgment, he opened the meeting, calling on Mrs. Williams, the secretary-treasurer, for her reports. On motion of Mr. L. C. Boyle, the reading of the minutes of the previous meeting was dispensed with.

Mrs. Williams read her report as secretary and followed it with the treasurer's report. Both reports were accepted, and appear on another page.

Mr. Gillick took occasion to announce to the Veterans the recent decision of the company to make the annual passes of the veterans good on the entire System, instead of, as heretofore limiting them to Lines East and Lines West, according to location of the recipient.

Mr. Gillick is very eager to have all employees who are eligible to membership in the association by reason of their twenty-five or more years of service, file their applications and "join up." He urged every man present to interest himself in building up the membership.

D. A. Brophy, H. & D. Division engineer, offered the following resolution, which was seconded and carried:

### RESOLUTION

Whereas, There has been illustrated a lacking spirit to join Veteran Employees Association, amongst many employees who are eligible to membership in the Veteran Employees' Association and who if solicited would affiliate therewith, and

Whereas, This Association needs to grow and expand by virtue of its membership; therefore, be it

Resolved, That the Chairman appoint within a reasonable time one employee on each Division of the Railroad now a member of this Association who will act as a Chairman and he to appoint three other members to aid him in soliciting and obtaining more members.

Respectfully submitted,

S. A. BROPHY,

Engineer, Hastings & Dakota Division.

A member suggested that superintendents and supervisory officers be empowered to furnish a list of all employees in their departments with twenty-five or more years of service, in order to help membership chairmen on the divisions in soliciting members. Mr. Gillick said

he would, personally, make that arrangement.

On motion of Mr. Hoppe of Milwaukee, the salary of the secretary-treasurer was increased from nine hundred to twelve hundred dollars a year. This was voted by acclamation. Mrs. Williams has been a tireless worker in her office, and the Association as a whole admire and respect her.

Election of officers followed: On motion of Mr. L. C. Boyle, the Association departed from the procedure named in the by-laws and accepted the nomination of Mr. J. T. Gillick as president of the Association for the term "of his natural life."

Mr. L. C. Boyle was re-elected vice-president as was also the Executive committee, consisting of: Mrs. Carpenter Kendall, Messrs. Daniel Marlett, John J. Little, George A. Van Dyke and Charles Wood. Mrs. Williams was re-appointed secretary-treasurer.

Mrs. Williams asked permission to read the following interesting letter:

Wauwatosa, Wis.

Mrs. Grant Williams,  
Dear Mrs. Williams:

I am sorry I cannot attend the convention this year, but am unable to do so.

I shall certainly be proud to be the third vet in this family: grandfather, C. Clafin, and father, F. H. Clafin, both vets, and I am proud to say I have worked with both of them, which is something you don't find very often.

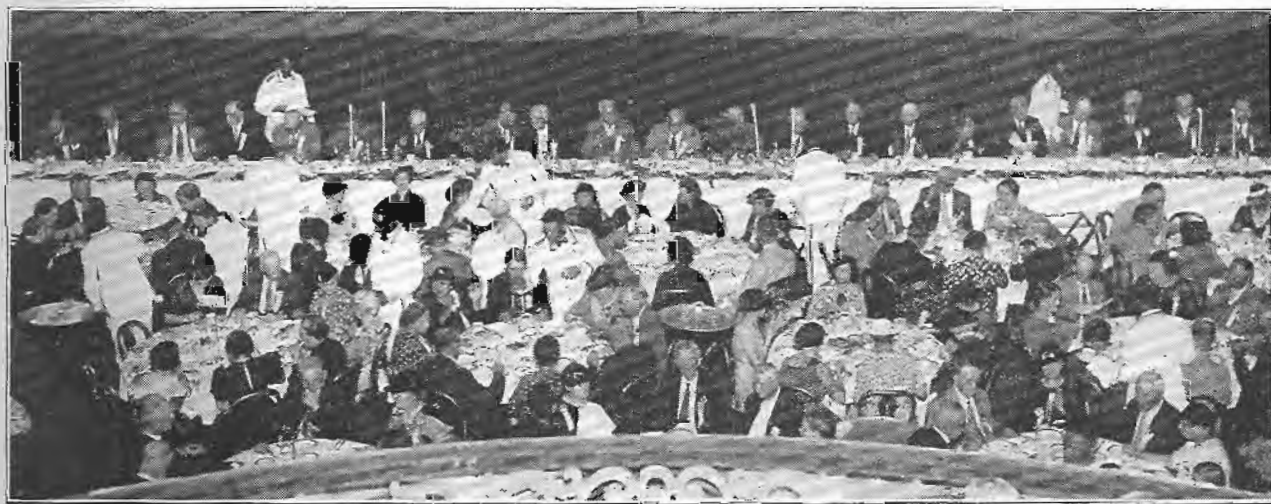
Wishing you the best of good times at the coming convention, I remain

Yours respectfully,

(Signed):

D. C. CLAFLIN.

Mr. Gillick, in closing the meeting, reminded the members that they all have a duty to the company, in whatever capacity they are employed, of securing more business, keeping by courteous and efficient treatment of patrons, the friendship which this best of all railroads enjoys from the public. He said he was proud to know that our employees have a very high standing with our patrons, and that courtesy and kindness were the watchwords in their business. He reminded the members,



The V. E. A. Banquet

also, that the race does not belong altogether to the young—that age and experience are factors in the efficient operation of a railroad, and finished his talk with the adjuration: "Let's not get old."

There were present at the meeting, a number of members from Lines West—among them Mr. H. B. Earling, whose long and devoted association with the railroad, has made him greatly beloved; Mr. C. H. Buford, general manager of Lines West, a younger member but one of the most popular. General Manager O. N. Harstad was also introduced and gave his cordial greeting to the Association of which he has been a member, he said, for the past seven years.

One of the "oldsters" to be greeted and introduced by President Gillick, was Mr. Phil Baudette, for more than half a century, agent at Mendota, Minn.

Some discussion was had as to the next meeting place. Mr. Gillick said that the Association had grown so large that not many places could offer accommodations sufficiently large for the convention, and predicted that a membership of fourteen thousand, two years hence, would probably make it necessary to engage Soldiers' Field. The decision on meeting place is left with the Executive Committee and is only announced a few months in advance of time of meeting.

#### The Reunion Banquet

A record crowd assembled for the great banquet, held in the grand ballroom on the evening of September 10th. The room was full to overflowing, and tables were laid on the balcony and the adjoining ante-rooms.

Here, as elsewhere, Mr. Ennis and his committee on entertainment distinguished themselves; for during the serving of the meal there was not an unoccupied moment. A corps of entertainers, supplemented by community singing, kept a "continuous performance," with a splendid orchestra, directed by "Waddy" Wadsworth, to lead the musical portions, and Harry Clohesy master of ceremonies. Firman & Leonard, violin and accordion specialists, Florence Shubard, vocalist, Dorothy Norton, "belie of the gay nineties," Leon Brothers, mirthmakers, and Virginia and Marjorie Benson, young daughters of Mr. L. J. Benson, provided the entertainment and enjoyment, while songs of the yesteryears and of the day, too, led by the orchestra, and sung with gusto by the seventeen hundred voices, climaxed the evening's entertainment.

At the end of the dinner, which was one of Hotel Sherman's matchless turkey menus, president J. T. Gillick called for order and said that before turning the program over to toastmaster H. H. Field, first he wished to introduce to the company those seated with him at the speakers' table.



L. to R.: Mr. Field, Mr. Gillick, Mr. Scandrett

In his characteristic way he presented Mr. George F. Baker, general adjuster; chief surgeon, Dr. Metz, reminding the ladies that the doctor is still a bachelor; Mr. E. B. Finnegan, freight traffic manager; Mr. George B. Haynes, passenger traffic manager, whom he dubbed "Mr. Hiawatha"; Mr. O. W. Dynes, general counsel; Mr. O. N. Harstad, general manager, Lines East; Mr. H. B. Earling, western representative; Mr. W. W. K. Sparrow, chief accounting officer; Mr. F. H. Johnson, executive assistant; Mr. Walter V. Wilson, comptroller; Mr. W. H. Penfield, chief engineer; Mr. Carl Jefferson, general solicitor; Mr. Ralph Anderson, general superintendent of motive power; Mr. R. J. Middleton, assistant chief engineer; Mr. John M. Horan, senior veteran and senior employee of The Milwaukee Road; Mr. L. C. Boyle, vice-president-V. E. A.; Mr. C. H. Buford, general manager, Lines West; Mr. H. E. Pierpont,

chief traffic officer; Mr. Walter Cummings, trustee, and "the next," said Mr. Gillick, "I leave to the toastmaster to introduce." He then introduced Mr. Heman H. Field, "permanent toastmaster" and special counsel of the railroad.

Mr. Field then took over the ceremonies. Mr. Field has acted in the capacity of toastmaster at all but one of the Veterans' Banquets. He is popu-



L. to R.: Miss Florence Walsh, Mr. Benson, Mr. Gillick and Mr. L. C. Boyle

lar, witty and a staunch supporter of the Veteran Employees Association. Following a little preliminary talk, interspersed with humorous stories, in which Mr. Field is past master, he introduced the speaker of the evening, Mr. H. A. Scandrett, one of the trustees of the railroad, and before that its president since 1928. Since Mr. Scandrett came first to The Milwaukee Road as its president, in 1928, his popularity has increased each year, and he is always welcome when he speaks to the Veterans. Acknowledging the ovation given him by the company, standing, he spoke of the pleasure it gave him to attend the Veterans' dinners. He said he did not recall at how many of these dinners he had been present, but that he had not missed one of them since he came first, and that he would continue to come as long as he was invited.

Mr. Scandrett spoke of the notable achievement of The Milwaukee Road in winning the 1935 National Safety Council award for lowest casualty record of any eligible railroad. He said "of any eligible railroad," because these awards were never given two years in succession to any one railroad; and the "fly in our ointment," he said, was that the Northwestern Railroad did beat our record for 1935, but having received the award for 1934, was not eligible for the one in 1935. Hence we, being next in line, the award was made to us. Our record this year, unfortunately, has not been so good, but there is still time to work for high place and we must do it. The veterans have had a great part in reducing the casualty record, and they can do more. Two reasons, he said, for accidents, and injuries, are ignorance and inexperience, through which the young men may be guided and helped by their older associates. But the heedless and the careless are a peril to themselves and their fellow workers, and they have no place on The Milwaukee

(Continued on Page 8)



#### "Been Workin' on the Railroad"—for 234 Years

At the Milwaukee Road Veteran Employees Reunion, Chicago, Sept. 10. Seated, Left to Right: Phil Baudette, Agent, Mendota, Minn., 61 Years in Service; John D. Daugherty, Assistant to General Superintendent of Police, Minneapolis, 55 Years in Service. Standing, Left to Right: Chas. H. Crouse, Freight Agent, Minneapolis, 65 Years in Service, and Chas. E. Rogers, Accountant, Minneapolis, 53 Years on the Job

# The New Hiawatha

## New Equipment for the Famous Train

### Built in Milwaukee Shops

AS HIAWATHA trains speed along over the rails this Fall, everything back of the locomotive is new and glittering inside and out. Milwaukee Shops has produced a masterpiece in the new equipment which, in a maximum train, consists of one tap-room car, four coaches, one diner, one parlor car, one parlor car with drawing room and one rear-end parlor or "beaver tail" car; making nine cars in all, and gives a total length between pulling faces of couplers on front and rear ends, of about 787 feet. The coaches and parlor cars, including the "beaver tail car" have an overall length over the pulling faces of the couplers of 81 ft. 8 $\frac{3}{4}$  inches. The tap-room car, which has a baggage compartment at the forward end, and the diner have no vestibules whatever and have a total length of 81 ft. 11 $\frac{1}{2}$  inches. A proud train with a proud record, and one whose beauty, comfort and elegance are unsurpassed, a splendid credit to its designers and builders at Milwaukee Shops.

A description of the new equipment with the differences, additions and improvements over that which was built for this train in 1934 has been kindly furnished by Mr. C. H. Bilty, Mechanical Engineer, from which the following is gleaned: In exterior appearance, the new cars have the same general contour in cross-section, being semi-tubular in shape with turtle-back roof, and sides curved inwardly at bottom. Every effort has been made to produce a flush outside surface, the only projection on the roof being the ventilators, which are streamlined. The window frames are set as nearly flush as possible, the vestibule doors have been brought out so as to flush with the sides; and to accentuate the window line, longitudinally, a curved belt is applied immediately above and below the windows; and this belt rail is carried thru all side doors. When in the HIAWATHA trains the space between the cars is enclosed by means of a full width diaphragm with a rubber shroud. This gives the train the appearance of a unit, but will in no way interfere with the interchangeability of the cars.

"Underneath, the appearance of the new cars is greatly improved over those of 1934 since all the equipment normally applied underneath the cars has been concentrated at the center in a space 39 inches wide and 37 inches deep. This equipment is all enclosed in a steel shell, tapered and rounded at each end, with doors conveniently located at the appurtenances to be serviced. This arrangement also reduces the air

resistance, and above all, stabilizes the riding qualities of the car, reducing the tendency to rocking or rolling, more or less like the keel of a ship. The center of gravity is also lowered which will make them much safer for high speed operation.

"To further reduce the air resistance underneath the train, folding steps have been provided at each vestibule, which are drawn up when not in use, so as to provide as nearly an unbroken surface as possible. The new cars will weigh appreciably less than the former equipment.

"Another important improvement has been made in sound deadening and insulation. To make the cars as quiet as possible the entire inside of the new cars was sprayed with a sound deadening compound containing ground cork. In addition the insulation of the sides and roof was applied while the sound deadening material was still wet, which it is expected will assist in reducing noises in the cars.

"The sides and roof of the cars are insulated with a very light weight, yet very effective insulation known as kapok. To facilitate the application of the insulation the material is worked up in blanket form, a separate blanket being prepared beforehand of the proper size to fit the cavities between the carlines. The floors are insulated with fibre glass, also cut to size for each cavity in the floor.

"The trucks are essentially the same as those used on the 1934 cars. The brake arrangement has, however been materially simplified. Timkin roller bearings are used, as on the older cars.

"The blast heating system is fundamentally the same as in the 1934 cars, in that a unit heater consisting of suitable heating coils and a blower, form the principal heating unit. In the new cars, however, only one blower is employed, instead of two, as heretofore. Two side ducts are also employed to

convey the air to the outlet grilles. Improvements in regulation of temperature are obtained by means of additional thermostats, and also by the use of certain check valves in the steam lines more responsive to the action of the thermostatically controlled valves.

"Suitable exhaust ventilators are installed designed to remove about 25% of the air circulated by the blower and by proper manipulation of the fresh air and recirculated air intake grilles, the exhausted air is replaced by fresh. The fresh air drawn into the car is first filtered to remove any dirt, dust or other foreign matter; after which it mingles with the recirculated air and passes through the heater or cooler, as the case may be.

"The new cars are cooled by the safety carrier steam system, the same as in the 1934 equipment. The same blower is used to circulate the cooled air as for the heated air; and the cooling and heating coils are contained in the same frame, and as desired, steam is passed through the heating coils or cooled water is passed through the cooling coils.

"The water coolers are relocated in the new cars, and they are concealed in suitable lockers, except in the drawing room-parlor car, in which car, only, is the entire cooler cabinet visible. The lighting in all of the cars is of the same type as used in 1934. Fixtures are all flush type with intensity of illumination controlled by means of lenses. In the coaches the high intensity is obtained at reading level with two lenses for each seat. Parlor cars have the same fixtures as the coaches. In the dining cars and tap-room cars the plane of the lens is horizontal with the light controlled so as to produce the highest intensity of illumination on the table top, keeping all direct glare out of the eyes of the passengers, at the same time strongly lighting up the table ware, while the reflection of the light from table and table ware serves as indirect lighting of the balance of the car.

"Radios are installed in the tap-room and beaver tail cars, the receivers concealed and operated by the crew or porters.

#### The Interior Finish and Decoration

"The tap-room at the head end of the train occupies the entire area of the car with the exception of the baggage compartment at the front end, and which is not connected in any way with the balance of the car.

"The ceiling in this very modernistic car is curved with wide moulding down center and painted "bone white"; the walls have a background painted peach color at bottom and blending into a lighter shade toward the top. Panels are trimmed with stainless steel, the wainscoting set off by two stainless steel bands set in



Interior of the New Hiawatha Diner

a wood moulding, painted orange. The walls surrounding the panels are painted five shades of blue. Metal base board painted black. Panels at the tables have modernistic mirrors. The floors are covered with mottled grey rubber. The tables are covered with grey rubber; table legs and pedestals, polished aluminum. Seats have polished aluminum frames, with seats and backs covered with red leather. This car has no windows, but has two port holes on each side of the car, at front bar.

"The coaches have the curved ceiling, with moulding down center, sides of the body of the car are of avodire veneer, wainscoting, African mahogany. Aluminum mouldings, aluminum window frames, inside windows, safety glass. All door frames and openings trimmed with aluminum.

"The ladies' lounge is finished in white with porcelain wash room fixtures. Side walls of men's lounge finished in oak. Floors in body of car and hallway, brown rubber; ladies' lounge, blue rubber; men's lounge, grey rubber. The seats in all the coaches are not alike, but all are upholstered in handsome material chosen to blend harmoniously with the interior decoration schemes.

"The dining car is finished in silver grey veneer throughout—windows same as in coaches, door frames trimmed with aluminum. The tables have polished aluminum legs, tops covered with blue rubber, the chairs have aluminum frames with rose covered seats. The interior finish of the parlor cars as far as ceilings, walls, trimmings, etc., are the same as the coaches. The floors are covered with carpet in two shades of blue. Seats in body of car are covered with turquoise plus. The rear end of the beaver tail cars has been materially changed from the type used in the 1934 cars. On the exterior the platform has been eliminated and the end rounded off similar to the side of the car. This has lengthened the body of the car about one foot, allowing for an additional window between the emergency side door and the rear end. The number of windows in the curved section has been increased from two to four. There is no buffer protruding at the rear end. The rear compartment of this car is a smoking compartment for parlor car passengers."

The parlor cars have Indian names: Sahwa (meaning the Perch) and Lagoo (meaning a great story teller or booster); Shada (meaning the Pelican) and Wawa (meaning the wild goose); Opechee (meaning the Robin) and Omehee (meaning the pigeon).

### Amazing But True

ONE standard Pullman car generates for its own use enough electricity to supply approximately four ordinary homes.

Six

The largest locomotive tenders in use in this country have a capacity of 25,000 gallons of water and 25 tons of coal. When used on heavy freight runs they can travel 200 miles, or, in heavy passenger service, from 250 to 300 miles before replenishment of the fuel supply.

Railway dining cars serve approximately twenty-five million meals a year—equivalent to serving every inhabitant of a city of nearly 23,000 population with three meals a day for an entire year.

Despite repeated warnings of danger issued by the railroads 2,386 trespassers on railway property were killed in accidents in 1935, more than in any year since 1918 with the exception of one.

The tax bill of the Class I railroads of the United States in July, this year, was forty per cent greater than one year ago.

### Patronage Records

CONTINUING to establish records for patronage, the Milwaukee Road's Hiawatha, streamlined speed train, carried 34,119 revenue passengers during August, an average of 1,101 each day.

The figures, just announced by Wm. B. Dixon, general passenger agent of the railroad, include paying passengers on the sections operated between Chi-

cago-Milwaukee and St. Paul-Minneapolis and those traveling on the North Woods section, in service this summer, between Chicago-Milwaukee and the resort regions of Northern Wisconsin.

Since the Hiawatha commenced operation on May 29, 1935, a total of 323,585 paying passengers patronized the train up to the end of August this year, an average of 701 daily. August business this year is 36% ahead of a year ago when 25,003 revenue passengers traveled on the new train.

Hauled by brightly hued streamlined steam locomotives, the Hiawatha schedule between Chicago and the Twin Cities provides for a 410 mile run in 390 minutes, including 6 station stops along the way.

Travel on night trains in the same territory has also shown a marked increase this summer, according to Mr. Dixon. He attributes much of the increased travel to faster schedules, air-cooled cars and the new reduced fares.

### "Travel—as You Like It"

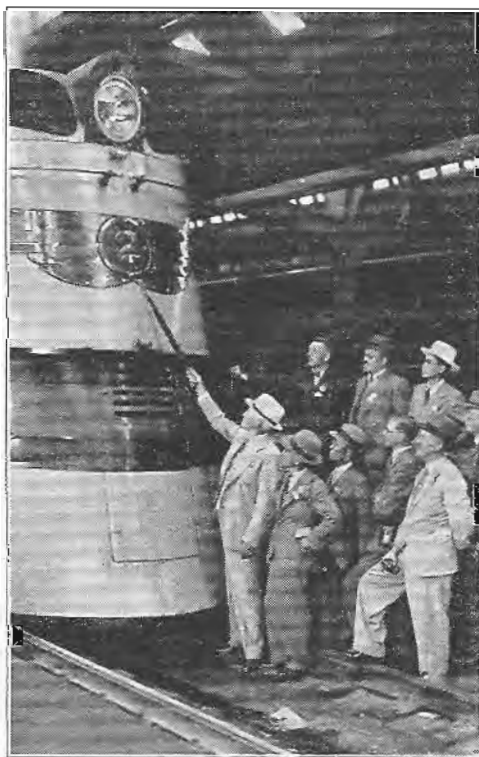
THE fifth of the series of advertisements now being sponsored by the Association of American Railroads will appear in the following list of publications on the dates indicated:

Saturday Evening Post—Oct. 3.  
Country Gentleman—November.  
Collier's—Oct. 17.  
Harper's Magazine—October.  
Railway Age—Oct. 3.  
Nation's Business—October.  
New Yorker—Oct. 17.  
Time—Oct. 5.  
Review of Reviews—October.  
Farm Journal—October.  
United States News—Oct. 12.  
News Week—Oct. 3.  
Nation's Agriculture—October.  
National Geographic—November.  
Atlantic Monthly—October.  
Business Week—Oct. 31.  
Successful Farming—November.  
Southern Agriculturist—October.  
Traffic World—Oct. 17.  
Signalman's Journal—October.  
Switchmen's Journal—October.  
Train Dispatcher—October-November.  
Railroad Telegrapher—October.  
Boilermakers & Iron Ship Builders' Journal—October.  
Railroad Trainmen—October.  
Locomotive Engineers' Journal—October.  
Locomotive Fireman & Engineers' Magazine—October.  
Railway Clerk—October.  
Railway Carmen's Journal—October.  
Railway Conductor—October.  
Maintenance of Way Employees' Journal—October.  
Machinists' Monthly Journal  
Railroad Stories—November.

### Appointed to U. R. T. Service

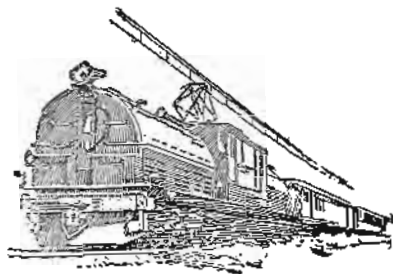
MR. THOS. A. DODGE, who has a complete service record with the Milwaukee Railroad of nineteen and one-half years, and recently employed in Milwaukee as a Contracting Freight Agent, leaves the employ of our company to become General Agent of the Union Refrigerator Transit Company, headquarters at Milwaukee, effective as of August 1st. The good wishes of all his associates go with him.

Mr. Dodge will be succeeded by Wm. F. Hoffman as Contracting Freight Agent in Milwaukee. Mr. Hoffman has been in the employ of our company in various capacities since September, 1917.



The Transport Group of the Third World Power Conference held in Washington, D. C., in September Stopped Over in Chicago and Inspected the Milwaukee's Hiawatha Train. Pictured, L. to R.: J. T. Gillick, Chief Operating Officer; Kiti Kawai, Kumas Uchiyama, Japan; Chas. H. Boscawen, Son of Viscount Falmouth; Viscount Falmouth, President British Electrical Development, England; H. H. Blache, Denmark. Rear: Paul Bangart, Germany; Jurgis Cirulya, General Manager, Lithuanian Rys.; M. Otsuki, Japan

# Chicago, Milwaukee, St. Paul and Pacific Railroad Co.



## *Courtesy*

The railroads are endeavoring to build up as fine a reputation for Courtesy as they already have achieved for Safety.

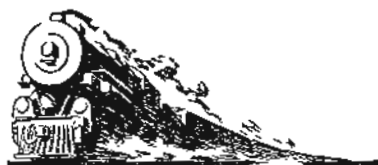
Other carriers do not give the railroads much competition with respect to safety but we hear a great deal about their very courteous treatment of their patrons.

Therefore it seems to be up to everyone of us to impress patrons and prospective patrons that The Milwaukee Road appreciates their patronage and is happy to give information and otherwise be of assistance to the public.

In order to make certain that we will be courteous when dealing with the public we should cultivate that trait at home and in our relations with our fellow employes. In other words, acquire the habit of being courteous. Thus we can create for the Milwaukee family a reputation second to none for a friendly and helpful attitude toward the public.

*J. J. Gillick*  
Vice-President

(Contributed by K. L. Everett, Agent, Stickney, S. D.)





# THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol XXIV

OCTOBER, 1936

No. 7



Published monthly, devoted to the interests of and for free distribution among the employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad.

CARPENTER KENDALL, *Editor*

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

Single Copies, 10 Cents Each—Outside Circulation, \$1 Per Year

U. S. Postage on This Magazine Is Three Cents

## The Veterans' Convention

(Continued from Page 4)

Road. If, also, in any particular, he said, "the management falls down in providing proper safeguards and tools, let us hear about it."

Mr. Scandrett referred to the railroad's passing into bankruptcy since the last meeting of the Association, due to the five years' terrible depression and the inability of the road to meet its fixed charges without further borrowing which was deemed inadvisable. The trustees appointed by the Court were Mr. Walter Cummings, Mr. George Haight, and himself. Of the first two, he spoke in the highest terms, saying they were "understanding, sympathetic and fast becoming Milwaukee-minded."

Mr. Scandrett referred to a remark he had made on a previous occasion when he spoke of the veteran men and women employes as "the backbone of the railroad," and he said that now, more than ever, we needed just that, "backbone and hard and determined work, to bring this railroad we all love out with flying colors."

Reference was made to the inauguration of the now world-famous Hiawatha train, which he said with pardonable pride, had been designed (with the exception of the locomotive) and built, wholly by our own people in our own shops. He referred to the instantaneous and continued success of the Hiawatha, saying that since its maiden trip, it had carried, up to August 31st, 1936, over 325,000 revenue passengers; and that in last August, it had a record of over 1,100 revenue passengers daily. He also said that new and improved equipment for the train would soon be out, also designed and built in our own shops.

He referred to the campaign now on by the American Association of Railroads to put the American railroads more prominently before the public, and urged all employes to acquaint themselves with what the A. A. R. R. was doing and to do everything in their power to put it across.

With renewed thanks and expressions of his pleasure at meeting with The Milwaukee Road veterans, he said, "in the words of Tiny Tim, 'God Bless Us—everyone.'"

With affectionate reference to some of the prominent characteristics of speech in the next speaker, and a story or two to illustrate, Mr. Field introduced Mr. J. T. Gillick. The mention of his name brought the great company to their feet with roars of welcome and cheering.

Mr. Gillick is beloved of the entire personnel, and although he often tries to tell them he is not the only friend they have on the railroad, they still hold him first and best.

Mr. Gillick, when he could be heard, spoke first of the increase in membership of the association since the last meeting, which was something over 1,700 and the possibilities of a still larger increase, which he hoped and looked for, promising his assistance to that end in any way possible or desired.

He then spoke on the topic which is very close to his heart—courtesy to the patrons of the railroad by the employes, which he considers one of the greatest factors in making friends and securing and holding business; and of "selling this old Milwaukee Railroad to the public"; he said that there were good salesmen among the veterans, and every one of them should consider it a part of his duty to get business and keep ourselves favorably before the public, not only by solicitation, but by courteous treatment, efficient operation, prompt handling and absolute safety. "Keep up," he said, "the same loyalty, efficiency and cooperation for which we have been known in the past, and we will yet pull this best of all railroads out of the mess we are in now."

Mr. Gillick said a vote of thanks was due Mr. L. J. Benson and his committees for the splendid meeting and the excellence of its management. He told some anecdotes of olden days and old-time employes, and finished with the hope that we may all be together again at the next meeting.

The speaking was interspersed with vocal solos and musical numbers by the orchestra, the outstanding number being the singing by Mr. William A. Murphy, general agent of the company in Denver, of "Irish Eyes Are Smiling." Mr. Murphy's beautiful tenor voice has often been heard at the Veterans' Banquets, and he is always given a big hand when he sings for them. He was encored to the ceiling, and came back to sing the lovely Irish lilt all over again. He also opened the evening festivities by leading the singing of "America" by the company, standing.

Before adjournment, Mr. Field called upon the audience to stand a moment in silence in memory of those who had passed on since the previous meeting, after which with the singing of a verse of Auld Lang Syne, the evening was concluded, goodnights were said, and a general verdict given of the "finest yet."

The second day was one of unusual interest, involving a seventy mile ride about Chicago's wonderful boulevards and ending up with a tour of the Zoological Park at Brookfield. Nothing like this remarkable Zoo exists anywhere in this country, or even in the world, and a trip through its great parks and havens of wild life living normally in the outdoors, free and unrestrained within great enclosures, is an opportunity and a privilege which only Chicago can offer.

Commodious busses transported the vets and their families to and from the Zoo and they were all back at Hotel Sherman in ample time to say their farewells and take their homeward bound trains.

The 1936 Veterans Convention has passed into glorious history.

## "Let Us Fellows In"

AT a meeting of the Northwest Shippers Advisory Board, which constitutes the shipping public and the railroads, Mr. Plummer, chairman of the Commodity and Special Committees made the following observation in connection with a talk he gave on shipment of livestock:

I made this observation to a very fine friend of ours the other day. A train on one side of the river—it might have been on either side of anybody's river—was laid up four hours, and the fellows just sat up there and fumed, and like good railroad men they wondered why they didn't run on in; so, later they asked me what had happened. I called up the head official of the road and asked him about it. He seemed to know all about the delay, and said, "Well, you know that was during the storm, and if we had detoured the train around over the other line it would have taken about four hours, and if on our line we could run them in in about three hours, and we were later able to use our own line and run the train in in less than four hours." I said, "Did you tell any of the boys in the caboose what they were sitting up there for?" He replied, "I hope the train crew did," and I said, "They didn't and it wouldn't hurt you railroad men a little bit to let us fellows in on the operation of your railroad to that extent." There should be no secrets when the trains are delayed 30, 40, or 50 minutes. Ordinarily, the train crews go out and sit down so contentedly because they have got their orders and know what they are expected to do, but our fellows think they know but they don't. I suggest that you be a little more considerate of us fellows hereafter.

The squad of recruits had been out to rifle range for their first try at marksmanship. They knelt at 250 yards and fired. Not a hit. They moved up to 200 yards. Not a hit. They tried at 100 yards. Not a hit.

"Tenshun!" the sergeant bawled. "Fix bayonets! Charge! It's your only chance."

# All for One—And One for All!

## More About the Railroads' Public Relations Campaign

ROBERT S. HENRY, Assistant to President, Ass'n Am. Railroads

"ALL for one and one for all" would be an appropriate battle-cry for the campaign launched in June by the Association of American Railroads, the individual railroads, and railway employees, to tell the public about the American railroads, the most progressive, serviceable and admirable transportation system in the world today.

As the campaign gains momentum it becomes increasingly evident that this job is being tackled with enthusiasm and resourcefulness by the entire railway family. Throughout the industry—from veteran to apprentice boy—the army of more than one million railroad workers is lining up to put the program across. This co-operative spirit and the ability to present a solid front when necessary is beginning to bear fruit!

The campaign is moving forward with railroad-like precision, along three general lines:

(1) The long-range "artillery preparation" is being laid down by the Association of American Railroads. This consists of the placing of advertisements in magazines of general national circulation, directing attention to the railways' efficiency and progressiveness; the setting up of a "clearing house" for the assembling and distribution of interesting railroad stories and information to all sorts of publications; the development and distribution of material suitable for use by those who address the public on railway matters; the production of display and exhibit material, and the creation of an advertising service to furnish the individual railroads with such of the Association advertising material as can be used effectively in local advertising.

(2) An "infantry" attack is being carried out by the individual railroads in their own territories by means of supplemental advertising in on-line newspapers, by the distribution of booklets, railway literature, and other printed material; by the installation of window displays, and the placing of window card and counter card reproductions of the national magazine advertisements.

(3) A hand-to-hand "mopping up" action is being carried out by railway employees through the best advertising medium in the world—word-of-mouth—whereby the facts about railroads are being passed on to the friends and neighbors of railway employees. This is the most important feature of the entire program. Upon its thoroughness depends, to a great degree, the success of the entire program.

The "zero" hour for the program came in June with the insertion of the first advertisement in 38 national publications having a net circulation of 20,021,651 copies. Captioned "We're doin' O. K., buddy," this advertisement

stressed the point that the railroads are self-reliant and invited the public to look around and observe the evidences of their progressiveness and efficiency.

The second advertisement, inserted in July and captioned, "This is News, even to me!" called attention to the economy of rail transportation through the "news" that it costs more to cart four boxes of grapefruit across Manhattan Island than it does at carload rates to ship a box from Florida to New York by rail.

With the caption "Ready—as America goes forward," the third advertisement was inserted in August. It was illustrated with a photograph of a stretch of perfect track, and emphasized that betterments in railroad practice and equipment will enable the American railroads to move ahead as America recovers—and to transport, adequately and reliably, the tremendous tonnage required by a recovering nation.

The fourth advertisement, "She's traveling on the Safest Carrier in the World," is appearing in September. The amazing safety record of the railroads is featured and prominence is given to the fact that the traveler is safer on a railroad train than in his own home.

The theme of the fifth advertisement—"Travel—as you like it!"—is that on the modern railroad train the traveler can do anything he *wishes* to do—whether it is working, eating, moving around, sleeping, or reading—with the same freedom and peace of mind that he enjoys at home. This advertisement, appropriately illustrated, is scheduled to run during October.

Other advertisements in the series are now being prepared, couched in terms of achievement and revealing little-known and amazing facts about the railway industry.

In addition, from the Association's headquarters there is pouring a steady stream of cheerful news stories, information articles, and amazing facts about the economy and efficiency of the railways. These stories and articles, designed to impress upon the public consciousness the importance of the railways in their daily lives, are sent to newspapers and magazines, or find their way into the homes of prominent citizens via the Association's mailing

lists.

The individual railroads are co-operating splendidly in carrying out their part of the program. Through supplemental advertising in local territories, they give tremendous additional circulation and emphasis to the story developed in the national magazine advertising. Adaptations of the national magazine advertisements are being inserted by individual railroads in their on-line newspapers; thousands of window card and counter card reproductions are being placed where the public will see and read them; copy furnished by the Association is being reproduced in time-tables, menus and other literature printed by the individual railroads for distribution to the public, and attractive window displays carrying thought-provoking messages such as "The railways haul a ton of freight one mile for less than a cent," are being set up throughout the country.

An unexpected by-product of the program is the great amount of favorable editorial comment about the railroads. Numerous articles about the railways and the progress they have made are appearing in various publications. And other advertisers have seized upon the timeliness and the aggressive, self-reliant tone of the railways' campaign to tie their advertising in with it—both copy and illustration depicting the railways as a shining example of safety, reliability, and modernness.

As a result of all this activity there is rolling into the Association's headquarters a veritable deluge of letters commenting on the railway situation, congratulating the railways for their forward-looking attitude, and expressing amazement at the little-known facts revealed by the advertisements.

That railway employees generally are carrying out their part of the campaign is borne out by the innumerable specific instances where employees were reported as going beyond the strict call of duty to be extra courteous or helpful to travelers and shippers. It would seem that the slogan, "Safety First—Friendliness Too," has been made a part of the work-

(Continued on Page 28)



Off to College—in a Hurry, in a Special Car on Hiawatha

# Veteran Employees' Association

## Secretary's Report for 1935 and 1936

**Y**OUR Secretary will endeavor to make this report as brief as possible but feels there are some facts you will want to know about your organization. At the opening of this Annual Meeting we have 6709 members—an increase of about 200 over the last report. In the same period we have enrolled 1,117 members, which clearly brings out the great loss we have sustained by death. About 150 of our members have been called to a Higher service during the same period and we have been obliged to drop a few who have not kept in touch with us.

Of this 1,117 new members, 131 were brought in by one of our Milwaukee members who is too modest to let me tell his name. If such loyal, consistent work is continued we will soon have the pleasure of reporting the ten thousand members our President would like to see.

Your Secretary has endeavored to answer all letters which come to her office as promptly and fully as possible and has had the greatest co-operation from the Superintendents and other department heads.

I want to thank each and every member for their courteous and kindly attitude in the problems we all have to meet.

The increase in our membership is largely made up of men just reaching the twenty-five-year period which is very encouraging for the future and another very happy circumstance is the interest of the ladies, in the different lines of the service who are joining us and wearing their new pins with great pride.

Again thanking you for your consideration.

MRS. GRANT WILLIAMS,  
Secretary.



Mrs. F. A. Kennedy Going A-Fishing

Mrs. F. A. Kennedy is hostess during the Park season at Gallatin Gateway Inn. She does not go a-fishin' much, but one of our correspondents reports that she did actually catch three little trout, but as they were too small to cook, she could not allow them to be photographed. Undeniably Mrs. Kennedy is very "fetching" in her fishing togs. She also rides, plays Bridge and meets and speeds the guests at The Inn.

### Commissary Agent

**A**PPPOINTMENT of Frank J. Wozny as commissary agent of the Milwaukee Road, effective Sept. 15, was announced by L. M. Jones, superintendent of dining and sleeping cars.

Mr. Wozny will have charge of the purchase of supplies and the stocking of dining cars. His headquarters will be located in the dining car department's building in the Western Avenue yards in Chicago.



Frank J. Wozny

For the past 10 years Mr. Wozny has been a dining car inspector. Previously he was employed by the road as a dining car steward.

A native of Chicago Mr. Wozny has had extensive experience in catering, having owned and operated a number of Chicago restaurants. During the World War he had charge of one of the largest mess halls in France, serving more than 20,000 meals daily.

In his new work Mr. Wozny will fill the service requirements of dining cars that serve approximately 120,000 meals during an average month.

## Treasurers' Report

### Statement of Receipts and Disbursements, September 1, 1935, to August 31, 1936

Aug. 31, 1935—Balance—Cash on hand and in banks..... \$ 7,613.72

#### RECEIPTS:

##### From—

|                                      |           |
|--------------------------------------|-----------|
| Initiation Fees .....                | \$ 488.00 |
| Dues .....                           | 3,841.00  |
| Sale of Membership Buttons .....     | 5.25      |
| Overpayments of Dues .....           | 1.00      |
| Miscellaneous Receipts .....         | .70       |
| Interest on U. S. Liberty Bond ..... | 10.63     |
| Interest on Savings Account .....    | \$8.98    |

Total Income .....

Proceeds from sale of U. S. Liberty Bond..... 500.00

#### Total Receipts .....

4,935.56

\$12,549.29

#### DISBURSEMENTS:

|                                                             |          |
|-------------------------------------------------------------|----------|
| Postage on Outgoing Mail .....                              | \$204.73 |
| Postage on "Returned" and "Undelivered" Mail.....           | 6.29     |
| Printing and Stationery .....                               | 117.54   |
| Office Supplies .....                                       | 11.99    |
| Dues Refunded .....                                         | 2.00     |
| Overpayments Refunded .....                                 | 1.00     |
| H. Hammersmith—Membership Buttons .....                     | 469.93   |
| F. H. Noble & Co., Inc.—Service Pins for Women Members..... | 51.50    |
| Secretary's Salary .....                                    | 900.00   |
| Auditing of Books .....                                     | 25.00    |
| The Fair—Linoleum for Secretary's Office .....              | 12.62    |
| Miscellaneous Expenses .....                                | 3.00     |

#### Total disbursements .....

1,805.60

#### BALANCE—August 31, 1936—

First National Bank of Chicago—Checking Account .....

First National Bank of Chicago—Savings Account .....

Cash on Hand .....

717.36

\$10,743.69

### INCOME ACCOUNT

#### September 1, 1935, to August 31st, 1936

Total Income—September 1, 1935 to August 31, 1936..... \$ 4,435.56

Total Disbursements—September 1, 1935 to August 31, 1936..... 1,805.60

#### Net Income for Period .....

\$ 2,629.96

#### NET WORTH

Cash Balances, as at August 31, 1935—

|                                                                        |             |             |
|------------------------------------------------------------------------|-------------|-------------|
| In First National Bank of Chicago—Checking Account.....                | \$1,940.96  |             |
| In First National Bank of Chicago—Savings Account .....                | 4,954.98    |             |
| Cash on Hand .....                                                     | 717.79      | 7,613.73    |
| Investments—                                                           |             |             |
| U. S. Liberty Bond .....                                               | \$ 500.00   |             |
| University Court Apartment Bonds .....                                 | 2,000.00    | 2,500.00    |
| Net Worth—August 31, 1935 .....                                        |             | \$10,113.73 |
| ADD: Net Income—Sept. 1, 1935 to August 31, 1936.....                  |             | 2,629.96    |
| NET WORTH—August 31, 1936 .....                                        |             | \$12,743.69 |
| Consisting of:                                                         |             |             |
| Investments held August 31, 1935 .....                                 | \$ 2,500.00 |             |
| Less: U. S. Liberty Bond sold during year .....                        | 500.00      |             |
| Investments held August 31, 1936—University Court Apartment Bonds..... | \$2,000.00  |             |
| Balances in—                                                           |             |             |
| First National Bank of Chicago—Checking Account .....                  | 4,471.74    |             |
| First National Bank of Chicago—Savings Account .....                   | 5,554.59    |             |
| Cash on hand .....                                                     | 717.36      |             |
|                                                                        |             | \$12,743.69 |

## Accident Prevention

### The Safety Movement

By Richard Anderson

Acetylene Cutter, Minneapolis Shops

THE Safety Movement is a step in the right direction and of high value to all. It is a movement which concerns every person, regardless of where he is working. Therefore, Safety should be given its full consideration at all times. It should be every person's business to perform his work in a safe way, to think of Safety and to practice Safety at all times.

A Safety minded person is a person of high value; both to himself, to his dear ones at home and to all concerned. We should remember how much suffering in connection with unsafe practices that leads to bad accidents and loss of lives. For that reason, no thinking person should leave the Safety Movement in the hands of a few to work out the problem. However, this is sometimes the case. My friends, it is not an easy matter for a few to carry out the Safety Movement. You must remember that your help is required, in order to carry Safety to a real success.

Much has been done by this Railroad to carry on this Safety Movement, which is of such high value to all. We sometimes hear that an accident has happened. This may be true, but I hope you will agree, also, that most of the accidents do not just happen. They are created.

What I mean by a created accident, is an accident that could have been prevented, that is, if the victim had his mind on Safety at all times and did not allow his mind to walk away from the job. The minute in which the worker's mind strays from his task, his work is performed in an unsafe manner and an accident hazard is thereby created. Therefore, remember, how important it is to have your mind on the job at all times.

If this is done, I know we can build up a fine Safety record on this Railroad, and it will be a record of which the entire Milwaukee Family can be proud.

### Thinking of Safety First

By Lauritz Wiken

Car Inspector, Minneapolis Train Yards

WHAT do we think of when we hear the words Safety First spoken? Too often, with very little thought of its meaning. First, how did it come about and what is the reason for the ever-increasing educational program to prevent accidents. Far-sighted men saw the need of stopping this horrible waste of human lives. To alleviate misery and suffering and safe-guard against this preventable destruction of property, Safety First was chosen as a logical slogan.

Safety laws have been enacted by federal and state governments. Safety ordinances by cities and municipalities, but these were found wanting. Industry turned to formulating safety rules to improve their own conditions, asking its employees and the public to abide by them so that as many of these accidents as possible could be prevented. A gratifying result has been obtained, but laws and rules do not stop accidents. It is hoped that they will help to prevent some.

Human nature seems to be the wall that halts the progress of Safety. It is the stumbling block of time immemorial. It leaves us here with a question. What can be done today in this age of speed and efficiency? The answer to that, we will say is: coordinated action. Others would say, individual action.

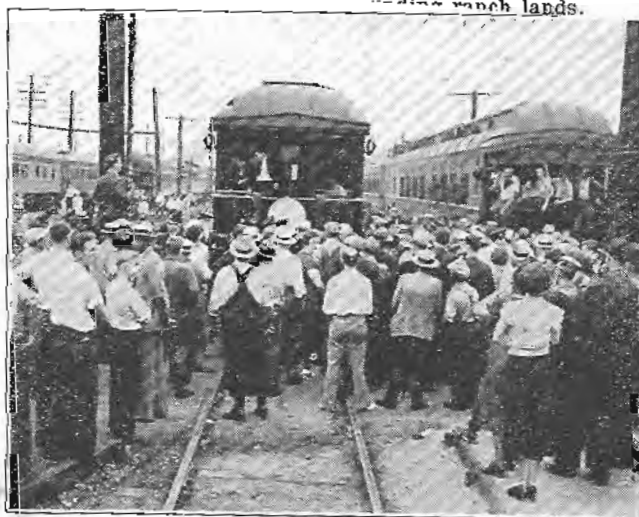
If we look at the places where accidents occur, we find highways first and homes second. There is probably no place where there is less co-

ordinated action and more chance for individual action and its freedom thereof than there is on the highway. Safety First in the home is purely up to the individual family with the head of the family responsible.

The safest place then, becomes the industry with its combined coordinated and individual action. Always remember that coordinated action means to be on the lookout for the welfare and action of your fellow men. Being particular about small matters is the backbone of Safety First. If the pennies are saved the dollars will take care of themselves. Every man can be a player in this game by talking, thinking, and working with Safety in mind at all times.

sin valley. The Eau Claire Reservoir now under construction will cost about \$3,500,000. It will impound 12,500,000 cubic feet of surplus water and form a lake with a shore line greater than that of Lake Winnebago. Its purpose is to stabilize the flow of the Wisconsin river below Knowlton, thereby making the power plants, paper mills and other industries in the area sure of a uniform water power output at all seasons of the year. Industries report that when completed the Eau Claire Reservoir will permit industrial expansion long needed and sought for in central Wisconsin.

Lamb feeding is to be given a thorough trial in one of Washington's most widely known irrigated valleys. The plan is to feed about 5,000 head during the early winter, using home grown feeds that heretofore had little or no market value. Waste peas, barley and alfalfa hay will furnish the main part of the fattening ration. Some mill feeds and molasses may be used to give the proper quality to the finish and help increase the dressing percentage. Farmers are much interested in this new project for in it they see a splendid opportunity to diversify the income of the valley as well as add to the market income of lambs produced in the valley



President Roosevelt's Train at Western Avenue Yard



# SAID TO BE HUMOROUS



## Mistaken Identity

Prospective Tenant to Landlord: "Nice place you have here. Is it free from cockroaches?"

Landlord: "There isn't a single one around."

Voice from the Alley: "Correct, they're

## Generally There Is

"What is there about betting on horse races that is so bad for the health?" asked young Mrs. Brown.

"I never heard of anything," answered the visitor.

"Didn't you? Every time Charley makes a bet he comes home and says there's something wrong with his system."

## Handicapping Himself

First Caddie: "What's your man like, Skeeter?"

Second Caddie: "Left-handed, and keeps 'is change in 'is right-and pocket."

## Worries Ended

Mrs.: "I've just had my life insured for \$5,000."

Mrs.: "That's nice. Now I shan't have to keep telling you to be careful every place you go."

## Family Man

"You want me to raise your salary, eh?" growled a boss at his employee. "Give me at least two good reasons."

The employee gazed meekly at his employer and murmured, "Twins."

## Every Man Has His Price

"Darling," she cooed, "I've just read that a man out west exchanged his wife for a horse. You wouldn't exchange me for a horse, would you?"

"Never," he replied dutifully. "But I would hate to have anyone tempt me with a good car."

## And Look What Happened

Diner: "I see that tips are forbidden here."

Waitress: "Lor' bless yer. mun, so 'was the apples in the garden of Eden."

## Retorts Various

"I've a friend I'd like you girls to meet."

Athletic Girl: "What can he do?"

Chorus Girl: "How much has he?"

Literary Girl: "What does he read?"

Society Girl: "Who are his family?"

Religious Girl: "What church does he belong to?"

College Girl: "Where is he?"

—Gargoyle.

## The Punsters!

Judge (to couple): "Caught on a park bench, eh? What are your names?"

He: "Ben Petten."

She: "Anne Howe."

—Wataugan.

## And Then He Sneezed

"Name?" queried the immigration official. "Sneeze," replied the Chinese proudly.

The official looked hard at him. "Is that your Chinese name?" he asked.

"No. Melican name," said the Oriental blandly.

"Then let's have your native name."

"Ah Chop."

—Log.

## No Fear for Him

The electricians were making some repairs on the local school.

School Boy—What are you doing, mister?

Electrician—Installing an electric switch.

Boy—Well, I don't care. Our family is moving today and I won't be going to this school any more.

## Perfect Block System

A Western man traveling on a Southern railway, and having a series of sudden bumps and unexpected stops, became uneasy.

"Look here," he said to the dinky, "is this train absolutely safe?"

"It sure am," said the colored man.

"Well, have they a block system on this road?"

Dinky grinned. "Block system, sah? We hab de greatest block system in de world. Ten miles back we were blocked by a load of hay. Six miles back we were blocked by a mule. Just now we reckon when we get further south we'll be blocked by an alligator. Block system, boss! Well, ah should smile."

## A Rose With a Thorn

"Thank you so much," said a woman to a man who had given her his seat in a street car. "That was very kind of you."

"Not at all, ma'am, not at all," protested the man. "I know some men don't give up their seats to any one except pretty girls, but looks don't make any difference to me."

## Bad First Impression

Nurse—what do you think of the new baby sister the doctor left for you?

Winnie—I don't blame the doctor for wanting to get a rid of it; but why pick on us?

## Rather Nasty

Algy (recounting tedious story)—And then the big brute threatened to blow my brains out.

Friend—And did he?

## Reassuring

Stout Lady (to the little boy)—Can you tell me if I can get through this gate to the park?

Little Boy—I guess so. A load of hay just went through.

## Great Idea

Neighbor: "Why use such a high crib for your baby?"

Mother: "So we can hear him when he falls out."

## Explained

Tottie (aged 5): "I wonder why babies is always born in de nighttime?"

Lottie (aged 7, a little wiser): "Don't you know? It's 'cos they wants to make sure of findin' their mothers at home."

## Ships and Babies

"I was just reflecting."

"About what?"

"Golly! What if they christened infants as they christen ships, by cracking them over the bean with a bottle!"

## Tough

Alpha: "That blonde I was with was sure a scrapper. She slapped me twice."

Beta: "Did you finally kiss her?"

Alpha: "Yeah, I saw that I would have to or she'd beat me to death."—Aggrievator.

Professor—Do the quick thinkers become leaders?

Freshman—Well, he who hesitates is bossed.

## The Right Word

"My wife always gets historical when I stay out at night."

"Hysterical, you mean."

"No, historical. She digs up all my past history."

## Home Budgeting

Wife (at breakfast)—Could I have a little money for shopping today, dear?

Husband—Certainly. Would you rather have an old five or a new one?

Wife—A new one, of course.

Husband—Here's the one—and I'm \$4 to the good.

## Bait

"Buy a Christmas tree, lady, buy a tree and make the kiddies happy."

"Sir! I have no children."

"My mistake, lady, buy some nice mistletoe!"—Ex.

# The Agricultural and Colonization Department

## SOME AGRICULTURAL NEWS

### You May Find Most Interesting

**A**T White Bluffs, Washington, a grower has a planting of four-year old Condoka peaches that yielded as high as 10 boxes per tree. The Condoka is a new variety—a "fuzzless" peach that apparently will displace some of the older kinds. This planting seems to point toward a profitable production for White Bluffs orchardists.

Reports from Ellensburg, Washington, state that there will be around 80 carloads of head lettuce shipped from that area this fall. This crop follows peas used for canning giving producers two sources of annual income from the same acreage. The possibility of increased production has attracted the attention of a New York distributor.

For the second time since construction the irrigation system installed by the Cranmoor Cranberry growers in Wisconsin has "saved" their crop. In spite of two months of drouth this summer, the growers expect to be able to harvest about 85 per cent as many berries as were grown in 1935.

Green Mountain potato growers located in the counties bordering on Lake Superior in Upper Michigan are rejoicing in that they expect to be able to market a very profitable crop this fall. One of the leading growers visited our office a few days ago and stated that he was confident he had a field that would yield better than 400 bushels per acre.

Seed peas grown on the Sun River Project in Montana have been threshed and yielded as high as 12 bushels per acre. These peas will later be shipped to eastern farmers who will use them to sow acreages for canning plants.

The Priest Rapids Valley in Washington has probably the longest growing season of any territory in the northwest states. Because of this farmers have found that early potatoes are one of the most profitable as well as most readily marketable crops they can grow.

One of the largest dairy farms in the Northwest purchases annually 800 to 1,000 tons of alfalfa hay. Recent feeding trials convinced the owners of this farm that alfalfa hay from the Cold Creek country was superior to others they had heretofore used. As a result one rancher in the Cold Creek area is in position to supply the amount needed.

One of the most interesting examples of changes in agricultural production is furnished by the government records of soy bean production. Ten years ago there were produced in the United

States 6,063,000 bushels of soy beans. In the crop year 1935-36 there were produced in this country 39,637,000 bushels. At the recent annual meeting of the American Soy Bean Association held in Ames, Iowa, the statement was made that in 1935 Iowa farmers produced 1,300 per cent more soy beans than were produced in that state 10 years ago.

Plans have been worked out by one of the large manufacturing companies whereby farmers in the leading farming communities of the country will in the future be able to contract most forms of power farm work with a fully equipped contract operator located in the neighborhood. Such a move will insure growers having work done on time as well as lessen the investment of individual farmers in what is commonly known as "stand by" equipment.

At several points in South Dakota, Minnesota and Wisconsin, in Milwaukee served areas the American Hampshire Sheep Breeders Association have or will hold sales of breeding stock. This is a new venture by the breeders having a three-fold purpose. First it will give farmers an opportunity to purchase good foundation or breeding animals at their own valuation. Secondly it will enlarge the market for well bred stock from the good breeder's flocks. Lastly these sales should do much toward improving midwestern flocks especially as regards their marketability.

One of the largest food processing plants in the world is now actively engaged in furthering its campaign to increase the production of white corn in two Milwaukee served counties in Iowa. They propose to have farmers in those two counties save and properly store every available bushel of satisfactory white seed corn. Last spring the company distributed several thousands of bushels of white seed corn in the two counties.

Plant breeders and soy bean enthusiasts are elated that they were able to get very satisfactory production of increased fields of newly bred varieties of soy beans. Fear was held that the summer drouth might ruin the fields but apparently the fall rains

have insured satisfactory yields. The varieties are new selections that mature about ten days earlier than do the parent varieties. They will do much to extend the production of commercial soy beans northward from the present areas of greatest production.

"They are moving dirt on the Eau Pleine." One hears that statement in every city and village in the Wisconsin Valley. The Eau Pleine Reservoir now under construction will cost about \$3,500,000. It will impound 12,500,000 cubic feet of surplus water and form a lake with a shore line greater than that of Lake Winnebago. Its purpose is to stabilize the flow of the Wisconsin river below Knowlton, thereby making the power plants, paper mills and other industries in the area sure of a uniform water power output at all seasons of the year. Industries report that when completed the Eau Pleine Reservoir will permit industrial expansion long needed and sought for in central Wisconsin.

Lamb feeding is to be given a thorough trial in one of Washington's most widely known irrigated valleys. The plan is to feed about 5,000 head during the early winter, using home grown feeds that heretofore had little or no market value. Waste peas, barley and alfalfa hay will furnish the main part of the fattening ration. Some mill feeds and molasses may be used to give the proper quality to the finish and help increase the dressing percentage. Farmers are much interested in this new project for in it they see a splendid opportunity to diversify the income of the valley as well as add to the market income of lambs produced in the valley and on surrounding ranch lands.



A Cranberry Bog in Western Washington at Harvest or Picking Time. This Crop Is Growing in Importance in the Pacific Northwest States

# A Veteran Agent, But Still Going Strong

## Mrs. E. M. Paul, Agent at Elkader, Iowa, Retells the Story of Her Service

A FAMILIAR face at the Veterans' Convention was that of Mrs. E. M. Paul, agent at Elkader, Iowa, since 1882. Mrs. Paul never misses a V. E. A. meeting, and her numberless friends always look forward to seeing her there.

In 1929, Mrs. Paul gave *The Magazine* an interesting story of her service with *The Milwaukee*, and it is republished here by general request:

"When I began my career with the C. M. & St. P. R. R. Co. in 1882, I well remember about the first ticket I sold. It was a green one and I can see green to this day. There was a man who lived in our neighborhood who measured I think six foot seven and he came into the office and asked for a ticket to St. Paul. I quickly stamped the ticket, gave it to him and collected the correct fare and as he was about to step onto the train my husband said, 'Hello Joe, going away?' 'Yes,' he said, 'I am going to St. Paul.' He was still holding the ticket in his hand and as Mr. Paul saw it he said, 'Joe, your legs are too long to ride on this; it's a half fare ticket.' He took it and came into the office and got a full fare ticket. Imagine my humiliation. I shall never forget it. My husband had a strong sense of humor and he often reminded me not to try to get Joe Patterson through on half fare again. Well that was one lesson learned and I have learned many more in the forty-six years that followed. I surely made many mistakes but I hope none that could not be rectified. I was to receive the railroad salary, which was thirty dollars a month. My husband was the agent at that time, but he said I was to do the work and have the wages. As our names, rather the initials in our names were the same, we were one and all the same.

### A Gold Watch

Well, I took the first two months' wages to buy a gold watch. Of course, I must have the correct time now and my husband said to get a good one and I did. It was a thing of beauty and a joy forever, solid gold case Waltham movement and I was very proud of it.

A few days later the work train was laid up at St. Olaf and the next morning the conductor came in and told me to ask Mason City for the time. I said 'Oh, I have the correct time,' and pulled out my watch. I can see that smile to this day when he said, 'But we have to ask anyway.' Humiliation again and the word wasn't big enough. Well, I blundered along from time to time doing some things right and some wrong. But if any of you went into the railroad business without having any one show you how, you will know what it means to get your experience as you go along.

One thing I was always careful of

and that was not to make it cost the company anything for my blunders.

### Nice Office

I took a great pride in keeping my office clean. In the early days our office was a part of a big grain elevator and so were our living rooms, and the office opened into our sitting room. We had shades and curtains at the windows, carpets and rugs, etc., and it all seemed very cozy and home like.

When my daughter was twelve years old I saw she was outgrowing the district school. I had heard that the agent at Elkader was talking of resigning on account of wanting more pay which the company did not see fit to increase so I immediately wrote to my superintendent and told him that I would take it at the same price if Mr. Lamm should quit. Well, that hung fire for two years when one day Mr. Lamm said unless they gave more money he would quit. Then we got the appointment in November, 1891, and to my great joy.

Then I struck a real 'he man's' job, and there was no time for the feminine touches such as lace curtains, etc., but I never failed to scrub the floors white and my husband washed the windows and blacked the stoves. We had the reputation of having the cleanest depot on the division. We had no help then but there was no eight hour day law and we could work way into the night, which we surely did a good deal of the time.

### Iowa Eastern

Our salary was soon put up to \$45 which helped a lot. But we had to keep a team and deliver the U. S. mail free and also had free delivery of express to all parts of the city. Then we bought a bus and my husband hauled passengers and trunks ten cents each anywhere in town, this revenue paid for the horse's feed.



Placing Girders West of Melbourne

The above picture shows the Sioux City steam derrick X-2 and the Perry Derrick X-7 in service putting in place the 77-foot, 88-ton girders used in the construction of the under pass west of Melbourne on new Iowa highway 88. The work was done on August 15th. The man with arms akimbo, in front of the girder at the right of the picture, is division engineer H. Wuerth. The work was done without delay to traffic.

When this branch was built in 1872 by private individuals, viz., Judge Williams and his brother Dudley, it was named the Iowa Eastern railroad. One remarkable feature was that the town gave the depot grounds and built the depot and we are still using it. At the time of Mr. Paul's death, July 12, 1916, my salary as agent was \$72.50. He received \$25 as helper and the express company paid \$15 for delivery and he was also express agent, and we considered this pretty good salary. From that time on the wages increased, especially during the war. But the volume of work also increased and every one earned the dollars twice over before we received them.

### Good Paying Station

During 1916 we received clerk hire. Up to this time we hired our own clerk at our own expense. Elkader has always been considered a good paying station and we used to say our branch not only made money for our own branch, but we had to help pay for the Volga branch.

We made from eight hundred to a thousand pro's a month. It has always been a good stock shipping station and during our years of passenger business we sold over \$1,700 worth of tickets in one month local. And one month over \$700 interline. But the two didn't come the same month so we never got to the two thousand mark.

### Horses Helped

Going back to the eighties, when the C. M. & St. P. bought this road there was a period of many months that we had no train service and Mr. Paul had a splendid team of horses and he and J. T. Froelich and A. B. Wilson, buyers at Froelich kept open grain market from St. Olaf by using the horses to haul the cars over the summit and then letting them run down grade. It took two narrow gauge cars to fill one St. P. car and that was transferred at Beulah. Mr. Paul drove the team, Mr. Froelich acted as brakeman and Mr. Wilson did the coupling.

Mr. Paul found it necessary to remain at home one day and he sent the team for them to use and in a few hours they brought them back saying they would not pull a pound for any of them. Then Mr. Paul went with them and the work went on as smooth as ever. Those horses were bright and well trained. It was the first team we owned and many a fine trip we made with them. No autos at that time. And those were times of real railroading. Those men shovelled snow some nights until nearly morning.

### Flood of 1896

In June of 1880, we had heavy rains and floods which washed out bridges on our branch. And again in June, 1892, floods swept away a thousand feet of track and the train could run only to Stulta and again in August, 1895, our line was put out of commission when 2,000 feet of track was destroyed. But the flood of 1896 was the most disaster.

(Continued on Page 28)

# THE MILWAUKEE RAILROAD WOMEN'S CLUB

## Report of Activities, by Chapters, for Period January 1 to June 30, 1936, Inclusive

| Chapter         | Spent for<br>Welfare<br>and<br>Good Cheer | Est.<br>Value<br>Donations<br>No Cost | Welfare<br>and<br>Good Cheer<br>Calls Made | Good<br>Cheer<br>Messages<br>Sent | Cleared on<br>Ways<br>and Means<br>Activities | Balance on<br>Hand on<br>June 30th |
|-----------------|-------------------------------------------|---------------------------------------|--------------------------------------------|-----------------------------------|-----------------------------------------------|------------------------------------|
| Aberdeen        | \$552.45                                  | \$370.00                              | 1,060                                      | 153                               | \$688.25                                      | \$1,122.68                         |
| Alberton        | 33.79                                     | .....                                 | 40                                         | 6                                 | 54.75                                         | 34.85                              |
| Austin          | 121.65                                    | .....                                 | 644                                        | 69                                | 126.72                                        | 158.31                             |
| Avery           | .....                                     | 25.00                                 | 137                                        | 56                                | 35.20                                         | 140.15                             |
| Beloit          | 130.52                                    | 6.25                                  | 283                                        | 46                                | 81.25                                         | 112.76                             |
| Bensenville     | 315.80                                    | .....                                 | 67                                         | 18                                | 280.61                                        | 181.50                             |
| " -Library      | 49.45                                     | .....                                 | .....                                      | .....                             | 44.24                                         | .....                              |
| Black Hills     | 72.22                                     | 2.50                                  | 173                                        | 1                                 | 36.84                                         | 216.28                             |
| Butte           | 9.55                                      | .....                                 | 117                                        | 11                                | 15.59                                         | 89.14                              |
| Channing        | 30.85                                     | 25.25                                 | 135                                        | 19                                | 52.35                                         | 84.88                              |
| Chg. Full Ave.  | 681.15                                    | 35.00                                 | 118                                        | 31                                | 1,106.30                                      | 2,813.86                           |
| " -Library      | 162.32                                    | .....                                 | .....                                      | .....                             | 214.45                                        | .....                              |
| Chg. Union Sta. | 456.02                                    | 10.00                                 | 34                                         | .....                             | 44.40                                         | 455.69                             |
| " -Library      | 69.01                                     | .....                                 | .....                                      | .....                             | 63.85                                         | .....                              |
| Council Bluffs  | 40.29                                     | .....                                 | 38                                         | 23                                | 32.92                                         | 37.50                              |
| Davenport       | 25.88                                     | .....                                 | 26                                         | 14                                | 61.71                                         | 106.60                             |
| Deer Lodge      | 5.68                                      | .....                                 | 22                                         | 1                                 | .....                                         | .....                              |
| Des Moines      | 75.23                                     | .....                                 | 24                                         | 3                                 | 4.00                                          | 89.91                              |
| Dubuque         | 147.60                                    | 17.00                                 | 239                                        | 93                                | 44.73                                         | 53.59                              |
| Great Falls     | 6.00                                      | .....                                 | 195                                        | 10                                | 80.55                                         | 5.55                               |
| Green Bay       | 37.49                                     | .....                                 | 119                                        | 19                                | 56.11                                         | 234.03                             |
| Harlowton       | 32.40                                     | .....                                 | 16                                         | 5                                 | 16.43                                         | 48.65                              |
| Iron Mountain   | 3.71                                      | .....                                 | 15                                         | .....                             | 12.60                                         | 54.27                              |
| Janesville      | 50.86                                     | 45.00                                 | 360                                        | 68                                | 128.47                                        | 402.04                             |
| Kansas City     | 76.86                                     | .....                                 | 266                                        | .....                             | 48.90                                         | 52.11                              |
| La Crosse       | 48.92                                     | .....                                 | 85                                         | 10                                | 37.27                                         | 192.23                             |
| Lewistown       | 12.60                                     | .....                                 | 256                                        | 10                                | 36.25                                         | 92.96                              |
| Madison, S. D.  | 43.03                                     | 44.75                                 | 87                                         | 6                                 | 18.66                                         | 39.50                              |
| Madison, Wis.   | 21.50                                     | .....                                 | 92                                         | 22                                | 100.76                                        | 294.40                             |
| Malden          | 26.06                                     | .....                                 | 40                                         | 2                                 | 64.38                                         | 109.00                             |
| Marion          | 90.82                                     | .....                                 | 72                                         | 50                                | 13.87                                         | 293.20                             |
| Marmarth        | 8.78                                      | 3.38                                  | 93                                         | 22                                | 31.05                                         | 135.97                             |
| Marquette       | 46.55                                     | .....                                 | 87                                         | 1                                 | 10.58                                         | 146.52                             |
| Mason City      | 125.21                                    | 5.00                                  | 184                                        | 9                                 | 23.00                                         | 313.22                             |
| Milbank         | 27.70                                     | 5.00                                  | 203                                        | 2                                 | 40.64                                         | 167.43                             |
| Miles City      | 186.88                                    | 110.50                                | 3,223                                      | 150                               | 147.00                                        | 237.59                             |
| Milwaukee       | 278.00                                    | 26.00                                 | 134                                        | 30                                | 112.93                                        | 168.35                             |
| Minneapolis     | 187.91                                    | .....                                 | 155                                        | 35                                | 151.41                                        | 290.03                             |
| Mitchell        | 37.71                                     | .65                                   | 52                                         | 16                                | .....                                         | 71.09                              |
| Mobridge        | 115.37                                    | 51.25                                 | 1,823                                      | 13                                | 105.86                                        | 115.62                             |
| Montevideo      | 62.14                                     | .....                                 | 116                                        | 1                                 | 157.65                                        | 262.16                             |
| Murdo           | 7.76                                      | .....                                 | 10                                         | .....                             | .....                                         | .....                              |
| New Lisbon      | 26.63                                     | 6.25                                  | 21                                         | 4                                 | 30.74                                         | 44.02                              |
| Othello         | 48.30                                     | 8.00                                  | 166                                        | 5                                 | 12.33                                         | 72.40                              |
| Ottumwa         | 241.21                                    | 110.50                                | 512                                        | 44                                | 400.98                                        | 391.37                             |
| Perry           | 19.35                                     | .....                                 | 78                                         | 17                                | .....                                         | 190.22                             |
| Portage         | 141.90                                    | .....                                 | 873                                        | 15                                | 52.25                                         | 234.19                             |
| St. Maries      | 26.75                                     | 4.00                                  | 165                                        | .....                             | 12.23                                         | 14.41                              |
| St. Paul        | 69.13                                     | .....                                 | 41                                         | 32                                | 50.75                                         | 205.9                              |
| Sanborn         | 29.71                                     | .....                                 | 138                                        | 1                                 | .....                                         | 63.57                              |
| Savanna         | 99.65                                     | 2.90                                  | 148                                        | 44                                | 98.66                                         | 139.97                             |
| Seattle         | 60.73                                     | .....                                 | 120                                        | 25                                | 105.23                                        | 243.18                             |
| Sioux City      | 103.42                                    | .....                                 | 68                                         | 39                                | 79.59                                         | 266.68                             |
| Sioux Falls     | 114.77                                    | .....                                 | 31                                         | .....                             | 74.00                                         | 353.81                             |
| Spokane         | 23.00                                     | 3.50                                  | 277                                        | .....                             | .....                                         | 27.36                              |
| Tacoma          | 11.59                                     | 5.80                                  | 146                                        | 29                                | 104.18                                        | 201.27                             |
| Terre Haute     | 250.41                                    | 96.00                                 | 242                                        | 32                                | 197.59                                        | 433.89                             |
| Three Forks     | 25.03                                     | .....                                 | 14                                         | 14                                | 25.05                                         | 38.38                              |
| Tomah           | 223.97                                    | 74.41                                 | 410                                        | 81                                | 88.88                                         | 32.02                              |
| Wausau          | 81.64                                     | 20.25                                 | 347                                        | 23                                | 93.83                                         | 93.65                              |
| Total           | \$6,111.78                                | \$1,124.14                            | 14,632                                     | 1,160                             | \$5,917.82                                    | \$12,347.00                        |
| Gen. Gov. Bd.   | .....                                     | .....                                 | .....                                      | .....                             | 817.99                                        | 13,004.56                          |
| Grand Total     | .....                                     | .....                                 | .....                                      | .....                             | \$6,734.91                                    | \$25,351.56                        |

Donated to Local Chapters by Gen. Gov. Board, \$235.00; by Veterans' Ass'n, \$133.72; these amounts being included in the \$6,111.78 shown as spent for welfare work.

## New Lisbon Chapter

Mrs. George Oakes, Historian

ON June 30th, the thirteenth regular meeting of New Lisbon Chapter was called to order by the president, Mrs. A. G. Shrake, at the home of Mrs. C. Christensen. Twenty members were present to give the club motto.

The membership chairman and her committee have put forth every effort to build up the membership of our chapter. Her report this month shows an addition of eight new members, seven contributing and one voting.

A recess from monthly meetings is being taken by our chapter this summer for a period of two months, during July and August.

The lovely flowerbed which our chapter has established this summer on the depot property is in full bloom. It is a beautiful star-shaped bed being made up of varicolored geraniums, pansies and moss roses. If we have made the traveling public a little happier with the sight of these flowers I'm sure our efforts have not been in vain.

Fifty-four cents, sunshine money, was collected.

After adjournment, refreshments were served by Misses E. Hansen, C. Robinson, J. Bogart and H. Arntz.

## Alberton Chapter

A MEETING was held June 10. Mrs. H. H. Brown gave an interesting report of her trip to the biannual meeting of the governing board at Chicago in May.

On June 19 an evening party was given at the club rooms to all members, especially for the out-of-town Milwaukee people. We secured enough members to "go over the top" in our total membership. We were gratified to see the members from Tarkio. A very pleasant evening was enjoyed—cards were played and a lunch served.

Our summer recess is almost over and many social events are being planned for the fall, also money-making plans are under way. We are looking forward to a visit from Mrs. Kendall and Miss Lindskog to our chapter.

## Black Hills Chapter

Mrs. Ira Winthrope, Historian

BLACK HILLS CHAPTER met for its April meeting at the Carl Zickrick home. Plans were made to send our president, Mrs. Thomas Hickson, to the general meeting at Chicago in May, which she did and gave a very interesting report of it at the June meeting at the Arnold Saxer home, with Mrs. George Saxer assistant hostess. Our social activities have been small on account of the extremely hot weather and so many of our members being on vacation trips.

Vice-Presidential candidate Col. Frank Knox was a visitor in our city and came in over the Milwaukee Road. Engineers Jim Johnson and Rudy Beckman pulled in the special, each wearing a huge sunflower.

With the summer gone, we are ready to drop into the harness, both at our business meetings and socially.

## Perry Chapter

Mrs. John Hechelman, Historian

PERRY CHAPTER resumed its fall meetings Friday afternoon, Sept. 4, with an old-fashioned schoolday picnic. Mrs. George Havill was "school teacher" and conducted the program. Some of the members came dressed as school children and brought their lunches in paper sacks, baskets and lunch pails. After lunch, which was eaten at 1 o'clock, "school" was brought to order by the teacher, and the pupils were called upon to entertain the visitors by singing songs, reciting pieces or dancing, as they did in early days. An exciting feature of the program was a spell-down with the words taken from McGuffey's speller. Mrs. Pat Ryan won in this contest.

Business meeting was taken up by the president. Reports from the chairmen of all committees were given and work outlined for next two months.

Adding to the pleasure of this meeting was a visit from Miss Etta Lindskog, our Secretary-General, who gave us an interesting and helpful talk on the activities and assistance given in other chapters.

## Milwaukee Chapter

*Mrs. H. A. Grothe, Historian*

OUR president, Mrs. J. H. Valentine, entertained the members of the board at a luncheon at her home in June. At that time Mrs. Glen Rowley tendered her resignation due to Mr. Rowley being promoted to assistant superintendent at Savana. A gift was presented to Mrs. Rowley as a token of esteem from the board. Our best wishes follow the Rowleys to their new home.

Our last meeting of the summer was held in the club rooms the evening of June 15 Mrs. Valentine presided and a good crowd was in attendance. After routine business ice cream and cookies were served followed by cards.

We were sorry to lose one of our most faithful workers, Mrs. Crowley, who passed away in June.

A picnic was given by the Milwaukee chapter at Watertown, Wis., on Sunday, Sept. 6. Due to the weather and shops running that day we did not have as good a crowd as we had hoped to have but all attending report a good time.

A picnic is planned for the ladies of the club on Thursday, Sept. 17, at Mrs. Geo. C. Hiltel's cottage, Okauchee Lake.

We are losing another good worker and officer in our club this month, Mrs. Ernie Muster, whose husband has been transferred to Beloit. A luncheon was given in her honor by the members of the board on Tuesday, Sept. 3, at the Stratford Arms with twelve members present. She also received a gift with all good wishes. We were glad to have Mrs. Rowley with us at that meeting also.

## Beloit Chapter

*Mrs. Willard McIntyre, Historian*

OUR first meeting this fall was held the evening of Sept. 9 with a "pot luck supper" at 6:30. Committee: Mrs. Frank Novey, Mrs. Jar Fenero, Mrs. Robt. Smith and Mrs. Clarity. Business meeting followed with good report by all chairmen of committees. Ways and means, Mrs. Dan Moncrief, chairman, did a good business with "skidoo." Sale from "little secretary" is \$80.00 at last report.

We have lost quite a few members dur-

ing summer months, moving out of our city. Past president Mrs. Jas. Barrett is living in Milwaukee.

## Malden Chapter

*Gladys House, Historian*

ALTHOUGH it has been vacation time, we have had wonderful meetings and exceptionally good attendance this summer. It may be the delicious lunches served at our meetings by two members appointed by the president for each succeeding meeting, has had something to do with the large attendance. At any rate we've had lovely meetings and "good eats." After the business and lunch, those who wish stay to play cards.

At our last meeting it was voted to have one-half hour of our meetings given to a literary discussion (religion and politics are barred). It was thought this would make the meetings more interesting as well as educational.

On June 10th, we held our annual picnic at Colfax Park. About seventy-five members and families motored to Colfax. At noon a bountiful dinner was placed on the table, and was enjoyed by all. The club furnished the ice cream.

In the afternoon swimming was enjoyed by most of the company, especially the children. A most enjoyable time was had by all.

On August 19th all members were asked to meet and clean the club rooms. The work began in the morning and in a short time everything was bright and shining. At noon we sat down to a potluck dinner and enjoyed an hour of singing old and new songs, which made us seem like one big family; and all said we would like to have more of these get-togethers.

Our president, Mrs. Poole and family enjoyed a trip east this last summer, which took them to Indiana, Illinois and Missouri.

Mr. and Mrs. Keel went by train to Detroit, Mich., and while there purchased a new car, driving home with it, visiting relatives in Indiana and Illinois on the way home.

Mr. and Mrs. May and son Justin visited in California.

Two of our members, Mr. and Mrs. Roach, are in the hospital recovering from operations. We all wish them a speedy recovery.

Our chapter again won the membership prize and the check for twenty dollars was very welcome. This is our second time to receive this prize and shows the great interest in the membership drive which the committee has taken.

held forth as an example to the world, for Safety and Efficiency.

As I read the bulletins of the Association of American Railroad and note the many new regulatory laws, court decisions and highway regulations governing motor traffic, I am convinced that this motor transportation competition is likewise rapidly coming out of its pioneer and unrestricted stage that new modes of transportation seem to have to pass through before they become stable, settled and of real use to mankind. I believe that motor transport will now find its place as a proper auxiliary rather than a supplanter of railroad transportation, and will then be operated in a safe and humanitarian manner as the railroads are now operated.

The imagination cannot contrive anything that can take the place of the railroads as the backbone and keystone of all transportation, so long as improvement and modernization of equipment, methods and policies keep pace with general human progress, as they are doing right now.

We, who are a part of this important key industry should feel proud of recent innovations in railroading that mean more comfort, speed and safety to the traveling and shipping public, and with our own MILWAUKEE ROAD out in front as usual, it is up to us to build and maintain enthusiasm and keep going in every possible way and railroads will soon be back in their rightful position as "tops in transportation" where they will remain for a long time.

## More for Their Travel Dollar on the Railway

RECENTLY I contacted and secured a lady passenger for San Francisco. She had all kinds of bus literature and rates and had not even considered the use of the railroad until I approached her on the subject.

I believe this is a typical case. The younger generation has not been educated to railroad travel and the older folks have the low price complex.

We must get to these prospective passengers first and make them see that they can get more for their travel dollar on the railroad than they can on the bus, even though bus rates are a few dollars lower. When I talked air conditioned coaches with even temperatures over the mountains, through the deserts, anytime, anywhere, and all the other comforts and conveniences of railroad travel as against bus travel and topped it off with railroad safety, the bus proposition was licked, and this lady was surprised and delighted at what we had to offer, as all other passengers will be if we can get to them in time. Of course, we have a handicap in our limited stopover and transit privileges. If we could sell our passengers a ticket good for stop-over anywhere for any length of time as the busses do, that would help a lot, but we have a lot of good argument, as it is.

(Continued on Page 28)

## The Platte-Stickney Line Agents' Traffic Club

Meeting Held July 16th

### Less Dangerous Than Motor Transportation

*W. E. Book, Agent,  
Geddes, S. D.*

A truck driver called at my office on business. He looked haggard and worn; found the nearest chair and slumped down in it, saying, "I'm all in, been out eighteen hours, had motor trouble and three flats, temperature in front of that truck body must be 125 and I've got 40 miles to make yet with a lot of perishable stuff." He dropped his head on his arms on the desk and fell asleep, completely exhausted. In a little while he awoke, staggered out to his truck and departed—an absolutely incompetent driver at the wheel of a five-ton Juggernaut of death—a destructive menace to himself, his employer, and any other motorists he might meet on that highway.

During its early days, railroading was pretty tough. In the Nineties my first job was a 24-hour trick and the rest of the boys had stiff assignments, but railroading at its roughest and toughest was far less dangerous to all concerned than this motor transportation. Locomotives guide themselves over a track under supervision and system participated in by many competent men, while that one exhausted truck driver was engineer, fireman, conductor, head brakeman, rear brakeman, station agent, dispatcher and repairman, dodging around hundreds of innocent and unsuspecting motorists with a vehicle almost as big and heavy as some of our early day box cars.

Education and experience brought legislation and changed conditions to our American railroads, until they are

# ON THE STEEL TRAIL

## THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Benseville, Ill.  
A. M. Dreyer.....Fullerton Avenue, Chicago  
Ruby M. Eckman.....Care Trainmaster, Perry, Iowa  
John T. Raymond.....Dispatcher, Marion, Iowa  
Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa  
Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa  
Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City  
Mrs. C. E. Zimmerman.....Care Superintendent, Green Bay, Wis.  
Miss E. Stevens.....Care Superintendent, Savannah, Ill.  
Miss N. A. Hiddleston.....Care Mechanical Department, Minneapolis  
Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.  
Ira G. Wallace.....Clerk, Red Wing, Minn.  
W. J. Zahradka.....Care Superintendent, Aberdeen, S. D.  
A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops

H. J. Swanik.....Care Superintendent, Austin, Minn.  
Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.  
William Lagan.....Care General Agent, Sioux Falls, S. D.  
Harriet Shuster.....Care Refrigerator Department, Chicago  
Mrs. Dora M. Anderson.....Care Local Agent, Moberg, S. D.  
A. M. Maxeiner.....Local Agent, Lewistown, Montana  
Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.  
Miss Ann Weber.....Care Agricultural Department, Chicago  
Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana  
Mrs. Nora E. Decco.....Telegrapher, Three Forks, Montana  
Albert Roesch.....Care Superintendent, Tacoma  
R. R. Thiele.....Local Freight Office, Spokane  
K. D. Smith.....Operator, Portage, Wis.  
H. J. Montgomery.....Mechanical Dept., Milwaukee Shops  
Kenneth Alleman.....Seattle Local Freight Office

### West End Trans-Missouri Div.

P. R. H.

MR. AND MRS. STEINMETZ of Minneapolis visited during the month of August at the home of Mr. and Mrs. George F. Cobb, Miles City, Mont., after having made an extended tour of western Montana, Glacier Park, Yellowstone Park and the Black Hills. Mrs. Steinmetz was formerly Miss Martha Cobb.

Mr. and Mrs. George J. Hilton of Moberg, S. D., spent several days in August visiting at the home of Mrs. Hilton's aunt, Mrs. A. A. Bugby of Miles City. George paid a visit to the superintendent's office, and we were all very glad to see him.

Mrs. W. L. Henderson, accompanied by her daughter, Miss Annette, and son, John, of Pittsburgh, Pa., visited several days recently with Mrs. Henderson's brother, Jos. Fleeger, machinist at Miles City Shops. They made a trip through Yellowstone Park while in this part of the state.

Mrs. A. R. Kidd and daughter Mary of La Crosse, Wis., visited in Miles City recently at the home of Mrs. Kidd's sister, Mrs. H. P. Lee. Mr. Kidd also made a visit here last month. He was formerly roundhouse foreman on the Trans-Missouri Division and came down to the shop and roundhouse to greet his old friends. Everyone was glad to see him once again. Mr. Kidd is now roundhouse foreman at La Crosse, Wis.

Mr. and Mrs. P. J. Gallagher made a tour of Yellowstone Park last month and report a very pleasant trip. Mr. Gallagher is boilermaker at Miles City Shops.

The Misses Jane and Margaret Eastwood, daughters of engineer and Mrs. Martin Eastwood, of Miles City, spent their vacation in Milwaukee visiting friends and relatives.

Miss Marie Kern of Los Angeles, Cal., spent a month visiting her father, J. C. Kern, conductor on the Trans-Missouri Division. During her stay here, she and her father made a trip through Yellowstone National Park.

Division master mechanic H. E. Riccius and family spent a week the forepart of this month vacationing in the Beartooth Mountains.

Leonard Reibe, son of machinist and Mrs. Leonard Reibe, of Miles City is attending States Teacher College at La Crosse, Wis., this fall and Kathryn Torgerson, daughter of engineer and Mrs. S. C. Torgerson of Miles City, is attending Jamestown College, Jamestown, N. D.

J. J. Foley, division freight and passenger agent at Miles City, has resumed his duties at the local office, after a summer spent in Denver, Colo., recuperating from a heart ailment. He appears in excellent health and stated he was feeling much better. We are glad to see him back on the job again.

A very pretty wedding ceremony took place August 23rd, when Miss Eleanor Wilson, daughter of Mr. and Mrs. A. B. Wilson of Miles City, was united in marriage

to Lieutenant H. W. Rhude, of Missoula. Lieut. Rhude is Asst. Adjutant at Fort Missoula. We extend our congratulations to this young couple and wish them many years of happiness.

Among those taking advantage of the double holiday, this month, were Jos. Peschl and Malcolm Spurling of the superintendent's office at Miles City. They both attended the Minnesota State Fair one day and Joe went on to his home in Northern Minnesota to spend a day or two with his parents and Mal motored back from the cities with some friends from the Coast. They both reported a very enjoyable trip.

Mrs. Thos. Dodge, of Milwaukee spent a week recently visiting with friends in Miles City. They were former residents of this city. Mr. Dodge having been associated with the division freight and passenger agent's office.

Mr. and Mrs. Jos. Feeley of Miles City motored last week through Yellowstone Park and other western points.

Chief Dispatcher and Mrs. C. A. Nummendor motored through Yellowstone Park recently.

A. E. Bennett, former agent at Thunderhawk, now sojourning in California on account of illness, is reported slowly improving.

Friends of John G. Kressel, engineer on Trans-Missouri Division, will be interested to know that he is now employed at Seattle, where the climate seems to afford some relief for his asthma affliction.

E. E. Kemp, former agent at Terry, has written for an extended leave of absence and tells us that he is progressing nicely and expects to return to work in the near future, all of which we are glad to hear. Mr. Kemp is spending his leave in Los Angeles.

We sent one of our big extra gangs over to L. K. Sorenson recently, after breaking them in and getting them very efficient so they could perform their duties without injury.

Jas. Corbett, agent at Miles City went to Spokane last month and brought his family home. They have been spending the summer on the Coast.

F. E. Kirkland, who was employed as file clerk in the superintendent's office at Miles City left recently for the only place worth living in—Tacoma. We were all sorry to have Kirk leave the ranks, but he just couldn't get used to a country where it never rained.

7072 cars of stock were loaded on the Trans-Missouri Division this year to September 5th and orders for single and double deck cars are still coming in.

### Dub. Ill. Divn.—2d Dist.

E. L. S.

AGENT ED. BOCK of New Albin is taking a two weeks' vacation fore part of August. C. Glynn returned to work at Reno Aug. 11th, after having been off duty for about 3 weeks. J. W. Hinkler, extra agent and opr. still working extra on L&R

Divn. A. R. Wilson is relieving agent Rock, and Wm. D. Ott is handling Wilson's job at Preston.

Condr. John Kelley and Miss Della Vorwald of Dubuque were married at Dubuque on August 1st, and will make their residence at Dubuque. Best wishes extended.

Mr. Ferd. Botz, our general Captain of Police at Dubuque Shops, has purchased for himself a brand new Studebaker Sedan, and is becoming quite efficient in learning how to drive same,—this being his first car. With all the added coaching he is receiving from our storekeeper Herb., and yardmaster Kieseles, he ought to be outsmarting them all by this time.

Dispr. O. A. Rampson is still on the sick list, having taken ill during his vacation latter part of July, and has not returned to duty up to this writing. We learn, however, that he is slowly on the mend and hope that he may return to his duties soon.

Condr. J. A. Swartwood and family returned from a two weeks' vacation and trip to the Coast and reported having a wonderful time. Carl Loibl, condr., and family are enjoying a vacation at Denver, Salt Lake City, etc.

Switchman Frank Hill is rapidly recovering from a recent minor operation.

Engr. William Luther has returned to work, and has been working as engineer on the Waukon Line for over a month, and has moved his family to Marquette from West Union where they had resided a great many years.

Dispr. E. W. Olson and family spent their vacation with Grandma Olson at Des Moines, and Chicago.

Switchman E. H. Pratt called at the office of Dub. Shops for a brief visit. He is still on leave of absence and feeling better every day. Expects to visit relatives at Rowan, Iowa, and Minneapolis in the near future.

More than one million, six hundred thousand children are being educated in America each year with the taxes paid by the railroads.

All the cars and locomotives owned by the railroads of the United States if coupled together would make a train nearly 20,000 miles in length.

Out of each dollar of operating revenues received by the Class I railroads in the first half of 1936, seven and nine-tenths cents went for taxes.

### La Crosse-River Division—

#### First District

Scoop

WE STILL have inquiries as to the correct pronunciation of the name Longfellow made famous in his poem and our own Milwaukee Road is making famous with "the fastest train on rails," in other words The Hiawatha. I took the dictionary—one of those old ones about a foot through—of 1890 vintage and found the name Hiawatha is pronounced "Hai'a-wa'tha," the

first syllable pronounced "Hea" instead of "Hia," so govern yourselves accordingly. Old Dan Webster should be right.

During the state fair in Milwaukee there were three rails promenading down the midway looking for the bearded lady—at least they were busily devouring cream puffs in lieu of hot dogs. Ach, Louie, Holman and Leo! Ask John Klefer if you don't believe it.

Ask any old-timer what that terrible din was on Oneida street recently, and he will say: "Shucks, that's a charivari. Some young feller getting married." And so it was. Gordon Van Wormer, son of Merton Van Wormer, West End conductor, "went and done it" with Marjorie Kerwin, sister of Bud and George Kerwin, also West End conductors. And the pesky kids never let up until he came across with the usual fee for the gang. Gordon is an extra brakeman working out of Portage and will make his home here. We wish the happy couple every happiness.

It was an ideal day to fish; the sky was overcast and a smell of rain in the air. "White Owl" Zamzow, obeying that hunch, hastily called some friends and hopped into his trusty car for a spot he knew had some big pike hanging around. As his speedometer climbed up toward sixty, a smell of something burning assailed his nostrils, and coming to a stop he found a bearing badly burned. He won't say who was the flagman, but is still trying to figure out how come he wasn't flagged down before the damage was done.

The old vets' convention in Chicago was a big success judging by the large attendance from every division represented.

Not very much news this month. Agent Gibson of New Lisbon is still on the sick list, the present temporary agent being John Meyer, who relieved W. R. Smith, he relieving "Rip" Van Wie at Portage, Rip going to North Avenue. Operator Brock laid off a few days, relieved by operator Flanagan at Muskego Yard.

The usual slump after Labor Day is not in evidence as far as the railroad is concerned. Lots of business and lots of trains.

## Wisconsin Valley Division

Lillian

MISS ETTA LINDSKOG, Chicago, secretary-general of the Milwaukee Railroad Women's Club, was guest of honor at a 1 o'clock luncheon given by the Wausau Chapter at its clubhouse Tuesday, Sept. 3. Cards were played during the afternoon, favors being presented at bridge to Mrs. Henry Gilham and Mrs. John Schultz and at "500" to Mrs. D. O. Daniels and Mrs. Felix Slonske. Members from various towns on the division attended.

Special trains arrived Monday, Aug. 31, carrying about 175 fur buyers who will attend the Fromm Brothers' fur sale and preview of furs at the town of Hamburg fur ranch.

Kermit Kerr, son of Mrs. Ella Kerr, 727 Scott street, and Miss Edna A. Ahlen, Chicago, were united in marriage at a quiet ceremony at the home of the bridegroom's mother Aug. 20. After the ceremony a wedding supper was served at the Kerr home. Mr. and Mrs. Kerr left for the northern lakes to spend their honeymoon and from there will go to Chicago to reside.

Mrs. Lillian Giddings is spending a month with her parents, Mr. and Mrs. B. F. Hoehn. Mrs. Giddings has just completed a very interesting vacation trip. After attending the exposition at San Diego and visiting there with relatives she went to Hollywood where she had the pleasure of renewing a friendship with Walter Disney, originator of animated cartoons, and with his brother Roy, who is his business manager. The Hoehns and Disneys were neighbors in Chicago. They arranged a trip through the studios for Mrs. Giddings and entertained her most delightfully at their home in Hollywood. She also visited with their parents who now reside in Portland, Ore. Going on from there she spent part of her vacation at Paradise Inn in Mt. Rainier Park and while there made the acquaintance with Shirley Temple who was

also vacationing there with her parents. Before returning here Mrs. Giddings also visited Glacier National Park in Canada.

Mr. and Mrs. B. A. Lemke were guests of honor at a party of friends and relatives on the evening of Aug. 22 in celebration of their silver wedding anniversary. Seven tables of cards were in play during the early part of the evening following which music was provided for dancing and a delicious lunch was served later on.

Mrs. E. J. Reinhold has returned from Memorial Hospital where she underwent an operation and is gradually improving.

Mrs. Anna McCarthy, Mrs. W. F. McCarthy and family, Mr. and Mrs. Sam Loomis, Mr. and Mrs. R. P. Rawson, Mr. and Mrs. Wm. Hayes and Mr. and Mrs. Walter Babcock attended the funeral of Mrs. R. D. McCarthy at Tomahawk Wednesday, Aug. 25. Mrs. McCarthy passed away after a lingering illness. Sympathy is extended to Mr. McCarthy and family by the Valley Division employees.

Mrs. James P. Smith passed away Aug. 20 at 1:25 o'clock following a sudden illness suffered during the afternoon of the previous day while attending the Wisconsin Valley Fair and Exposition. Funeral services were held on Saturday, Aug. 22, followed by interment in Restlawn Cemetery.

Mrs. Bert Nelson and Mrs. J. R. Campbell are enjoying an extended trip through the West. Their first stop will be at Seattle and they will then go to San Francisco, Los Angeles and San Diego, Calif.

## Iowa (East) Division

J. T. Raymond

MISS LENORE DIPPEL of the Iowa State Teachers' College at Cedar Falls, Iowa, spent two weeks' vacation visiting her parents at Marion the latter part of August.

Mr. and Mrs. Ernest Failor and children of Marion spent a week the latter part of August visiting Mr. Failor's mother at Lincoln, Nebr.

J. W. Sanborn, 60, of the clerical force, superintendent's office at Marion, passed away at University Hospital, Iowa City, Friday, Aug. 21, after a long illness. Mr. Sanborn had been clerk for several roadmasters for the past 19 years. Previously he had been a teacher and was deputy treasurer of Tama county for two years. Funeral services were held Monday, Aug. 24. Interment was made in the cemetery at Tama. Mr. Sanborn was a faithful man and made many friends among the Milwaukee Railroad families during his long years of service; they join the Milwaukee Magazine in expressing their regrets at his passing and extend their sympathy to the bereaved family.

Operator A. M. Bollinger of Green Island was away for several days the middle of August.

L. A. Phelps, agent, Worthington, took a two weeks' vacation Sept. 2. D. Gustafson relieved him.

Operator J. I. McGuire of Marion laid off Sept. 3 and is making a trip to Denver, Colo., accompanied by his wife. Ed Muljaley relieving at Marion and F. E. Sorg at Cedar Rapids.

Agent, H. L. Steen of Dehmar was off

duty Aug. 15 to 17. F. W. Behrens relieved him.

Agent A. J. Gibson of Dixon was off duty Aug. 17 for ten days. W. D. Schesser relieving.

Ira Seeger, operator, Atkins Yard, was off duty Aug. 26 for several days account sickness. F. W. Behrens relieved him.

F. J. Cleveland, time revisor at Marion, left Sept. 5 for a week's vacation. He and Mrs. Cleveland will visit their son at Jackson, Miss.

The Milwaukee Women's Club sponsored a picnic at Thomas Park Wednesday evening, Aug. 19, at 5:30 o'clock, for Milwaukee employees and their families of Marion and Cedar Rapids. A bountiful dinner was served by the president, Mrs. Coakley, and her committee at 6 o'clock. After this the Marion and Cedar Rapids men put on a spirited and creditable softball game with Guy Miller as umpire, between Marion and Cedar Rapids. Four innings were played, resulting in a score of 8 to 3 in favor of Marion. The battery for Marion: William Givens and H. Wuerth. No casualties reported and everybody had a good time.

Mr. and Mrs. Geo. H. Hennessy of Cedar Rapids visited relatives in Milwaukee the latter part of August while away on a vacation.

Many friends on the division deeply sympathize with engineer L. C. Low and family of Marion on account of the death of Mrs. Low, who passed away Aug. 18.

Merwin L. Taylor of agent Houston's office at Clinton was transferred to the trainmaster's office at Ottumwa, Iowa, early in September.

Mr. and Mrs. W. N. Foster of Marion left Aug. 20, spending two weeks with their daughter and family at San Francisco, Calif.

Mr. and Mrs. Guy Miller and daughter Janet went to Milwaukee the week ending Sept. 8. Miss Janet remain there where she teaches.

The 1936 Milwaukee Road veterans' reunion at Chicago passed into history, and the verdict of those who were the recipients of the Chicago brand of hospitality is that it was the most successful of any occasion of its kind. The Iowa Division veterans desire to express their hearty thanks and appreciation to Mr. Benson, chairman of the committee on arrangements, and all of his helpers for arranging so thoroughly for the comfort and pleasure of the Milwaukee Road veterans and their families. Since two years ago the membership has increased over a thousand, and President Gillick humorously stated at the business meeting that if this increase continued we might have to hire Soldier Field in Chicago with its larger capacity for these reunions.

We observed with much pleasure and appreciation the presence at the Milwaukee veterans' meeting a large number of veterans from the official family west of Moberg. These vets come from a long distance to greet and mingle with many old friends on the parent line at Chicago. Their presence greatly contributed to the success of the occasion. Among them were H. B. Earling, C. H. Buford, F. E. Devlin, Newman Fuller, Billy Emerson, Harry Calahan and others. It's a fine thing to be eligible for membership in this organization and is worth going a long way to participate in the many pleasures afforded at the reunion.

William Givens, son of superintendent W. C. Givens of Marion, resumed his studies at Iowa University, Iowa City, Sept. 2.

Three special trains, Veterans of Foreign Wars, from Chicago to Omaha, over the division Sept. 12.

Hugh G. Keenan has been appointed baggageman at Marion in place of J. Lytle.

F. E. Sorg went to Toledo, Iowa, Sept. 15 to relieve the agent, T&T Ry., for a couple weeks.

Dispatcher L. A. Turner of Marion was off duty several days in September.

Dispatcher R. L. Leamon of Marion began his two weeks' vacation Sept. 18.



H. & D. Division Engineer C. E. Haack and Wife in Their Peony Garden at Mound, Minn.

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Some of the Iowa Division friends who went to the Chicago reunion were: Mr. and Mrs. A. C. Dimock of Cedar Rapids, Walter Glew, Mr. and Mrs. W. D. Shank, Mr. and Mrs. Guy Miller, Mr. and Mrs. H. Wuerth, Mr. and Mrs. C. T. Rowe, W. R. Barber, Mr. and Mrs. Nick Harry, S. L. Winter, Mr. and Mrs. F. J. Hardenbrook, G. W. McElwain of Marion, and W. H. Young, Ben Moore, Mr. and Mrs. I. F. Connors of Perry, Iowa; Mr. and Mrs. F. S. Craig and their children, Beverly, Maxine and Clark, H. C. Gustafson and Forest T. Gustafson of Greeley, Iowa, and the writer. A correspondent gets lots of inspiration and incidents at the vets' reunion to write about, but has to remember that our space is limited. We will have a larger magazine some day.

Operator F. W. Bowers, first trick at Sabula Bridge, laid off about Sept. 1 account ill health, F. J. Day relieving.

W. A. Moberly and force completed laying new 112-pound steel between Indian Creek and Covington Sept. 5, and this completes the new steel on this division.

## Twin City Terminals

J. T. H.

ABOUT all that we have to report this month is vacation news. Ed Knoke of the Car Distributor's office took his family to Michigan over Labor Day, crossing Lake Michigan both ways and they hit pretty rough weather but Ed proved himself to be a real sailor.

Miss Emma Kaldet of the Engineering Department joined the "On to California" club and spent her vacation out there, as did superintendent D. T. Bagnell and J. P. Fahey, local freight agent.

George Pasko of the Engineering Department spent his vacation visiting in Wisconsin.

Quite a delegation of Veterans from the Twin Cities went down to Chicago to attend the Vets convention, among them being Messrs. C. H. Crouse, F. P. Rogers, C. B. Rogers, C. F. Holbrook, R. C. Donahower, Claus Lind, P. J. Madigan, H. E. Brock, and many more whose names he didn't get.

C. H. Welch is back again at his yard clerk job on the East Side.

Bill Flynn, chief clerk at the local freight in St. Paul, has been laid up for a couple of weeks and has been greatly missed. His many friends in the Twin Cities hope to see him back on the job soon.

## South Minneapolis Roundhouse Picnic

The employees of South Minneapolis roundhouse held a picnic at Costello's picnic grounds, 92nd street and Cedar avenue, Aug. 24. Arrangements were handled by chairman Edward Jewitt assisted by Gay Anderson, Duffy, Boche and Justad. Master of ceremonies was "Happy" Justad.

There were no dull moments, plenty of whoopee, ample refreshments from 4 p. m. until—? There were many races and games. Sack race won by Goldie. Tug-of-war, machinists' team, captained by Boche, and helpers' team, captained by Garrity. Won by helpers.

Egg-throwing contest won by Red Tangen and O'Connell with a record of 83 feet. This event provided the thrill of the day.

Laundries and dry cleaners kept busy calling for ties, shirts and whatnots.

The officials' three-legged sack race, won by Bob Cadden, provided plenty of laughs. A loving cup will be presented in the near future.

Pie-eating contest—World's champion, Joe Fogel, lost his title to Walter Jones. Joe defaulted by inhaling his pie. He will have to eat his pie in the future to regain his title.

John Stevenson won prize as the oldest employe on the picnic grounds, a mere 82 years.

The ball game won by the helpers with a score of 12 to 5 against the machinists. Bill Garrity proved himself again to be the winning manager. Bill knows his stuff. He was offered a position as manager of the New York Giants, also the Cubs, but declined because managers are not allowed to chew snuff in the big league. Bill is staying in the roundhouse.

Short speech by the Hon. Thomas Latimer, mayor of Minneapolis. Memorial for ex-Governor Floyd B. Olson. Andy Cooper, machinist in shop for 17 years, now private secretary to Mayor Latimer was in attendance. George Pederson, general chairman for machinists on Milwaukee Road, was glad to be at our picnic, and told of the fine cooperation between officials and employees at these gatherings.

Mr. Lamberg of Minneapolis and Mr. Lundburg of St. Paul were in attendance.

All officials enjoyed the day.

The picnic committee and employees wish to thank all who so generously donated and cooperated to make this picnic a success, EMBA home office, St. Paul, Mrs. A. Roberts, P. J. Reilly, O. H. Heffner and other South Minneapolis business firms.

## WANTED!

By one of the oldest and largest insurance companies, a Milwaukee Railroad employe or former employe residing, preferably, in Milwaukee or St. Paul, to act as part or full time agent selling Accident and Health Insurance to Milwaukee Railroad employes. Insurance experience desirable but not essential. Address replies to Box "A", Milwaukee Magazine, 253 Union Station Bldg., Chicago, Ill.

## Missoula Division Ramblings

H. W. M.

AMONG the Deer Lodge employes who took in the banquet of the Milwaukee Puget Sound Pioneer Club held at the Butte Country Club on August 16th were: Mr. and Mrs. Sam Winn, Mr. and Mrs. Chas. Davis, Mr. and Mrs. C. A. Millard, Mr. and Mrs. W. E. Brautigam, Mr. and Mrs. Lorry Cunningham, Mr. and Mrs. N. H. Mayo, Mr. and Mrs. P. L. Kirwan, Mr. and Mrs. J. R. Mahon, Mr. and Mrs. J. R. Rule, John Mackendon and S. S. Kohler. There were several more but we did not get their names. The musical program, so we understand, was furnished by Deer Lodge talent. They report having a fine time.

Since our last contribution we regret to report the death of Mrs. E. F. Husaboe, wife of agent yardmaster Husaboe, of Avery, Idaho. Active in civic and community work until her illness, the beloved matron will be missed by many friends. Our sincere sympathy is extended to the surviving relatives.

Business is still humming on the Old Rocky Mountain Division. All of the train and engine crews are working and the reserved list exhausted and new men being employed from time to time. Koga is busy on maintenance work, Ed Spiegler with a line crew on the Bitter Roots with the signal crew installing automatic signals. Barry Kirk has reached Roland on the stubbing crew, and the rest of the many crews in other departments are now on the east Rocky Mountain Division, and on the branch lines.

The widely advertised baseball classic has closed. We had a tournament at Deer Lodge in which some 16 teams competed in the early part of July. Sunburst, Montana won first place and the prizes given and the right to play in the National classic for semi-professional baseball in Kansas during the week of August 10th. It was an easy matter for the caller to locate crews while the playing took place. In the daytime at the ball park and in the evening at the pool hall conducting the post mortem.

E. L. Hopkins, opr. Deer Lodge, was the successful candidate in the recent primaries for the Republican candidate for County Assessor.

Brakeman Walter Miller of Alberton was called to Los Angeles on account of a death in the family on August 8th.

We are glad to report that the son of operator and Mrs. Harrigan of Avery has recovered from his injuries and is again up and around.

Mr. and Mrs. E. Sears and daughter took in the park for a few days.

F. L. Tavenner and family toured the northern part of the state and Glacier Park on their vacation.

Agent Clyde Coleman spent his vacation visiting relatives in the east. While on his tour he attended the Townsend Convention.

Our west-end telegraphers are deserting us. Forest Chaik and Roy Whaley are dispatching trains in Butte and Clyde Field working in the relay office.

Mr. and Mrs. William Craig have moved to Deer Lodge from Avery. Their presence in the community will be a welcome addition.

Mr. and Mrs. Deck Stephenson have moved to Deer Lodge from Alberton. Alberton's loss is our gain.

Chief clerk Foster of the mechanical department is on his vacation touring and fishing. He drops in on us once in a while and his rest is doing him a world of good.

Chief clerk of the Car department is spending his vacation traveling also. He is being relieved by Miss Cunningham.

Mr. and Mrs. Frank McAvoy spent their vacation in a tour of Glacier Park. They were accompanied by Miss Hildah Sikla of the Mechanical Department and her friend, Miss Young.

Herbert Spencer, operator Avery, is on



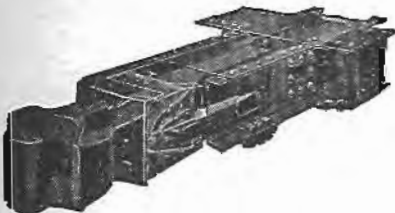
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his vacation. We do not know where he went but we bet he is having a good time.

Our genial yardmaster is on his vacation. Jack Loe is his pinch hitter. Plenty of work for Jack. We are having the largest volume of livestock business passing through for several years. Things are humming. Three yard crews working most of the time.

Our Friend Scotty is a pretty busy boy also. He is either down at the stock yards supervising the handling of the livestock or up town looking for men to work at the loading chutes. He too has three crews—one going, one coming and one working. The sheep start paging Scotty when they leave Alberton and Three Forks, and the cows call him by his first name. The Stock Attendants call him anything but his name. He is looking forward to his vacation within a few days.

Operator Ralph Coon moved from Deer Lodge to Alberton where he is working third trick at the present time.

Lorry Cunningham and Charles Horning and families have just returned from an extensive trip in the park. Lorry says they saw the whole thing this time.

### I. & S. M. Division

H. J. Swank

OUR deepest sympathy is extended to conductor John Peterson and children due to the death of Mrs. Peterson Sept. 9. She had been in failing health for some time.

Quite a number of veterans from the I&SM Division attended the veterans' convention in Chicago Sept. 10 and 11. All reported a good time.

Soon as Mrs. Ferris locates the balance of the frogs the boys let loose in the house, Les is going to pass out invitations for a frog-leg feed.

Understand Steve is going to compete with the specialist—he has all the information now.

Division headquarters building is getting prepared for another attack of "old man winter"—work of installing a new boiler is in progress at this time.

All is quiet on the western front now—Violet has a new typewriter to replace the old threshing machine she formerly used.

Deepest sympathy is extended to the bereaved relatives of Daniel D. Lyons,

## BOLTS NUTS RIVETS and LOCK NUTS

**Boss Bolt & Nut Co.**

3403 W. 47th St. Chicago, Illinois

agent, Castle Rock, Minn., who passed away Aug. 23. Dan was born May 12, 1865, entered service of the Milwaukee Sept. 9, 1894, and was agent at Carpenter, Ia., from 1894 to 1919. When he transferred to Castle Rock station where he remained until his death.

The following have been off duty recently: J. M. Moudry, operator, Farmington, off three days latter part of August, attending convention; H. R. Laugen, agent, Jackson, off Sept. 3 to 10; R. A. Helsner, agent, Hatfield, off Sept. 5 for a few days; F. N. Meyers, agent, LeRoy, off Aug. 24 for indefinite leave; N. C. Putnam, agent, Lyle, off since Aug. 17 account hay fever; W. P. Kenevan, agent, Lakefield, off Aug. 29 for indefinite time; P. W. Haling, agent, Medford, off Sept. 13 for couple weeks; P. X. Kennedy, agent, Montgomery, off Sept. 9 to 14; C. W. Stephenson, agent, Rushford, relieved by H. E. Wilson Aug. 18 to Sept. 8; B. E. Woolworth, Waldorf, off Aug. 11 to Sept. 11; E. L. Rowlee, agent, Wykoff, off Aug. 20 to 25.

J. M. Olson, formerly of Mankato Tower, has been appointed agent at Good Thunder, Minn. R. C. Danley, former agent at Good Thunder, is now working in the Mankato Tower—change effective Aug. 24.

Deepest sympathy is extended to operator Wesley Aldrich at Pipestone whose wife passed away Sept. 2.

Fireman Al Detienne, Albert Lea, was off for a week the latter part of August, touring Illinois and visiting friends in Chicago. Fireman N. Earl relieved him.

Deepest sympathy is extended to B&B foreman C. A. Strid, whose sister passed away Aug. 19. Funeral services were held Aug. 21 at Superior, Wis.

The Milwaukee Employees Credit Union is growing steadily—to date consists of 175 members with share account of nearly \$8,000. New members welcome.

### West I&D

Edna Ann Hall

WE HAVE not been hither and yon like Nora D., but we have written, talked and interviewed those who have been "yonning and hithering" and we find that they do not agree upon the value of thus putting in their time. The hay fever and the insect-bitten seem to about cheek with the fish catchers and the sun tan acquirers. In other words, perhaps a vacation is not always a vacation. Be that as it may, we are still hoping to have one before we die.

Carl Becker and Tom McComish both belong to the fish catching vacationer list. These gentlemen draped themselves along Minnesota lakes until the fish came up and chased them away. Louis Ilif went up to the north woods, but he says that he was not there long enough to get acquainted with the fishy tribe. We would say that a longer vacation is indicated. In fact if we ever had a slogan it would be "Better and Longer Vacations."

Mr. Frank Hodges, stockyards helper at Mitchell, is ill. We hope that he may soon recover.

The Women's Club of Mitchell had an

afternoon party and a handkerchief shower for Mrs. Guy Lawrence who is moving to California soon. Mrs. T. McComish, Mrs. Chas. Sloan and Mrs. J. McGrath were in charge of the party and Mrs. S. Grundland presented the gifts of the afternoon with an appropriate little talk. We are all sorry to see Mrs. Lawrence leave Mitchell, but wish her happiness in her new home.

Fay Higgins and "Dutch" Schirmer are among those who attended the veteran employees' association meeting in Chicago, held Sept. 10 and 11.

A special train with Col. Frank Knox and party passed through Mitchell Sept. 10, the train coming from Aberdeen en route to Rapid City. The party remained in Mitchell about one hour during which time Mr. Knox made a political address in the Corn Palace.

Mr. P. McMahon attended the roadmasters' convention held in Chicago Sept. 15 to 17. He missed the veterans' meeting, due to the "Knox Special," but thoroughly enjoyed the roadmasters' meeting.

Mr. John Elker, agent at Marion Junction, attended the veterans' meeting at Chicago.

Carl Anderson is acting as relief dispatcher at Mitchell.

Our stock business on the West I&D is very good to date with from one to two extras running every Friday and Saturday.

## Kansas City Division

K. M. G.

ON SEPT. 15 Leo Love, professor at Columbia University, New York, left Ottumwa after spending the summer in the home of his parents, Mr. and Mrs. A. L. Love. During his sojourn in Ottumwa he and his mother drove to Detroit, Mich., to visit Mrs. Love's brother.

Miss Gertrude Wendell of Pasadena, Calif., formerly of Ottumwa, and a sister of ticket agent Wm. Wendell, Ottumwa, visited in Ottumwa while en route home after spending the summer in the East.

Wheeler Gage, who for a number of years was employed as a machinist in the roundhouse at Ottumwa, has been appointed foreman of shops at Milwaukee, Wis. He started on his new job on Sept. 3.

B&B foreman Roy Crigler was off duty for about two months following an emergency appendicitis operation during July in the Ottumwa Hospital.

Mrs. Hugh Evans and children, Megan and Pete, returned to their home in Tulsa on Sept. 14 after spending three weeks in the home of engineer George Kissinger, father of Mrs. Evans. Mr. Kissinger accompanied them as far as Kansas City on their return trip home. Miss Mildred Kissinger of Chicago was a week-end visitor in Ottumwa on Sept. 5 and 12.

During August Mrs. J. W. Sowder spent over two weeks in Williamsburg, Ont., where she took a series of treatments from the noted Dr. M. W. Locke. A side trip to Ottawa, Ontario, to attend the exposition was very interesting and enjoyable.

Mr. and Mrs. Frank Albon of Savanna, Ill., were visitors in the home of superintendent W. G. Bowen Sept. 4 and 5; also, Lucille and Louise Weidman of Savanna were guests of Virginia Bowen during the first week of September. On Sept. 13 Virginia, accompanied by Mrs. Bowen, went to Chicago to register as a student in Northwestern University.

Mrs. W. G. Dingeman returned to Ottumwa about Sept. 1 after a sojourn of two months in Detroit visiting with her son.

Betty Jean and Nancy Ellen Smith of St. Louis, who have been in Ottumwa for most of the summer with their grandparents, Mr. and Mrs. F. M. Barnoska, entered school on Sept. 8, as they will remain indefinitely in Ottumwa.

Wm. B. Reynolds, son of conductor Mike Reynolds, was granted the degree of doctor of philosophy at the 155th convocation of the University of Chicago, held in the chapel of the university on Aug. 28. He is a graduate of Cornell and did his doctoral work in chemistry.

Due to being overcome by the extreme heat, it was necessary for engineer Wm.

Hodges to be taken to the Ottumwa Hospital where he was a patient for some time. He has again resumed his duties, having recovered from the heat stroke.

A most pleasant and interesting vacation was enjoyed by the family of roundhouse foreman L. H. Rabun, who rode the Olympian from Chicago to the west coast, thence a boat trip to Victoria and Vancouver. They made a stopover of three days in Mobridge en route home, visiting with the B. K. Daniels family.

Norman Givens of Marion was a visitor in the office of the superintendent on Sept. 4, he and Mrs. Givens having driven to Ottumwa to spend the day. They were the guests of Mr. and Mrs. Herbert Cogswell. Norman made a visit to high school to see some of his classmates of former years.

A number of Ottumwa veteran employees and wives were in Chicago for Sept. 10 and 11 to attend the Veteran Employees' Association meeting. From reports brought back they must indeed have had a wonderful time. The following Ottumwans attended: Messrs. and Mesdames F. E. Orvis, Ambur Towns, James N. Brown, Herbert Cogswell, W. M. Davis and Miss Ruth Towns.

Mrs. Tom Kemp is in San Antonio, Tex., for an indefinite visit in the home of her daughter.

Knock, knock—who is thar?  
L. H. Wilson and his new car,

## Notes from Elliott Bay-Seattle Local Freight Office, Seattle, Washington

Kenneth Allemen

MR. W. C. Bush, agent, Chicago, Ill., accompanied by Mrs. Bush, spent several days of their vacation in Seattle. While here Mr. Bush paid the local freight office a visit.

W. H. Campbell, freight agent, is leaving for Chicago the middle of this month. He will attend the Board Meeting of the Committee of Direction, Freight Station Section, Association of American Railroads, held at the Knickerbocker Hotel at Chicago. He will represent this district. We all wish him a very pleasant trip.

G. E. Anderson, chief clerk, is taking a couple days' vacation. We understand during this time he is taking special care of his flower beds. They are from the sample of the flowers he brings to the office, one of the prettiest in the city.

Ruth Walla, who is working on the general clerk, position, visited her aunt and friends at Spokane, Wash.

Harry Anderson is back working in the ocean dock department at the Seattle local freight. We all welcome him back.

Edward Pesek spent Labor Day visiting his relatives at Cle Elum, Washington.

Daisy Webb Heester is taking a month's leave of absence. We understand that she is spending part of her vacation in our neighboring city of Victoria. Mildred Peters is relieving on the comptometer job while Daisy is away.

Madeline Givins has just returned from her vacation. This took her as far as the Yellowstone National Park. She returned via Salt Lake City and Seaside, Oregon.

Mark Cable spent the holidays visiting friends at Vancouver, B. C.

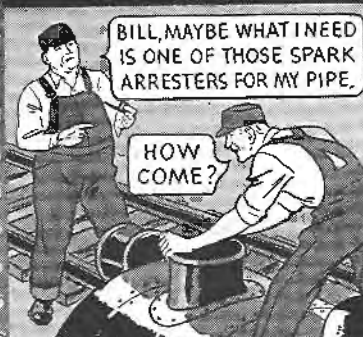
Mrs. William Brundage, wife of our local rate clerk, has just returned from visiting friends east of the mountains.

R. I. Macklem, warehouse foreman, is receiving congratulations from friends at the local freight house. He just received a check of forty dollars on a sweepstakes drawing that was held in Canada. We all hope he can win again, and may his luck be even better next time.

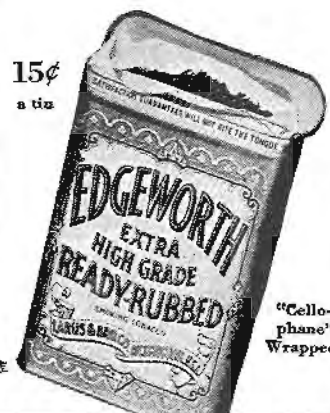
Ellen Noble has just returned from a vacation which included Seaside, Oregon. She also visited the Islands up and around Victoria, B. C.

Mr. R. J. Tarte, president of the Transport Storage Company, which leases part of the local warehouse, has just left for a

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CHICAGO, ILLINOIS

vacation in the east and south. Rube, as he is better known to his friends, took the Milwaukee Railway as far as Chicago. From there he is going to Detroit. Will also visit Niagara Falls, New York City, Washington and then return via California. We wish both he and his wife a pleasant trip.

Rose King has just returned from her vacation. This included a trip to New York City. Also Washington, D. C., returning via the Grand Canyon of the Colorado and California. She still claims, and she sure is right, that there's nothing like the good old Milwaukee Railroad. It has scenery, it gives real service with honest-to-goodness courtesy, and last but not least, "eats" that really satisfy.

**Boost Milwaukee — There's Not a Better Railroad**

### La Crosse River Division— Second District

Ira G. Wallace

ENGINEER CHAS. STINSON and family have moved to St. Paul where Charles has taken the way-freight run. The Red Wing Hiawatha Club entertained Mrs. Stinson at a farewell party and she was presented with a beautiful lamp as a remembrance of her activity in the club.

Carl Ellingson of the roadmaster's office made a quick motor trip with a party of friends to Port Arthur, Canada, over Labor Day.

Harry Tebbe and Edward Raetz took more than their share of the prizes at the annual flower show held at the Red Wing armory. Wilfred Johnson received a great deal of criticism for not entering some of his choice flowers from his depot garden.

Mr. and Mrs. M. Nilan, custodian at Eggleston, attended the veterans' convention at Chicago and report that they had a most enjoyable time. Mike is one of the senior veterans on the division.

Engineer Fred Koch and wife of Eau Claire also attended the convention.

### Present Day

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**DEMAND the Best**

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**SAFE DEPENDABLE EFFICIENT**

**LAKESIDE RAILWAY  
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Mrs. Fred Roberts, her son, Leo, and daughter, Mary, wife and children of Engineer Roberts of Hastings, left Labor Day for the west coast. Mary will attend school in Washington, while Leo will enter his third year in California. Mrs. Roberts plans an extended six months' visit in the West and South.

Mr. and Mrs. Caspar Omundson have returned from a week's motor trip to Rapid City, S. D.

Bert Motweiler, helper at Durand, spent Labor Day with relatives at Zumbrota.

After a busy summer, Roadmaster C. Carlson is preparing the division for winter. He is not anticipating another record cold wave but will be ready for one should it make its appearance.

Mrs. Wendell Haben and son Paul have returned from a three weeks' visit to Salt Lake City, Utah.

Tom Truax, son of agent L. M. Truax, set a new low par on the Hastings golf course with a 24. The old record had stood for a number of years. Tom will return to the University of Minnesota for his sophomore year the first of the month.

Mr. and Mrs. Edward Tebbe spent Labor Day in Chicago.

The painting of the depots and buildings on the division is expected to be completed in the near future.

Operator John MacDonald is relieving the agent at Durand, Wis.

E. Ender is back at work on the switch engine at Eau Claire after a siege of sickness.

Section foreman George Loer spent a week visiting with friends in the Dakotas.

John Monarski, bill clerk at Eau Claire, has joined the Duluth-Eau Claire Band. John is regarded as one of the best French horn players in the city.

The River Division was recently honored with the President's "dust bowl" special and the Knox special. The President's train made its run over the division late in the evening and made no stops. The Knox special made various scheduled stops at river towns where the Vice-Presidential candidate gave a series of short addresses.

### Drafts from the Drafting Room

"Monty"

THE car department drawing staff is again operating on an eight-hour basis. It sure feels good to be able to get that extra half hour's sleep in the morning. Also the lunch does not have to be eaten in such haste. And does the day seem shorter now!

Harvey Necher reports another bowling meeting. Harvey sent cards out for the last meeting and of the 40 members only five appeared. The sixth member almost appeared but saw the five members having their meeting sitting on the front steps, and he tooted the horn and went right by. Who could that sixth fellow have been?

H. W. Chandler has a case of ambidexterity, or something, on his main bowling finger. How's chances of a match game now, Hal? Still, I think you could bowl just as good or better if you bowled left-handed.

You must get in on the magic square craze. Lots of easy money, and you don't have to know much to win, either.

There's nothing like a helpful lift on the way to work in the morning. The writer was picked up at 34th and Canal and taken the rest of the way to work. We passed Murphy's and could find no place to park, so went 'way back to 32nd street. Nice going, eh what?

New arrival—Robert Engelke—rounds out our locomotive drawing staff. Welcome to our midst, Bob.

Sorry to have to state the departure of Clarence Nordquist. Clary has accepted a position with the civil service department of the War Department. His many friends that he has made during his service here wish him good luck in his new venture.

Did you notice the new blood injected into the noon-hour horseshoe league? The noise and cheering you hear now and then is just because Monty put "another" ringer on. Just another Casey Jones (when a ringer goes on).

Willard P. Williams finished his time at the drawing room. After a short vacation to his home town, Tacoma, Wash., to visit his folks and "sweetie," W. P. W. will enroll at Purdue University. Best wishes from all your friends and brother "goons."

Gus Koester, "Ozzie" Peterson and Tommy Scott are the lucky ones to have gone on their vacations. Hope all concerned have a wonderful time. The car department's vacation will come too—some time, maybe.

Over at the test department the word is passed around that Jim Lindsey will soon become a father (in-law). Jim's daughter, Ruth, will walk down the aisle Sept. 12 to become Mrs. Kressing. Congratulations to "papa-in-law and to the bride and groom from all.

Did you ever hear of a more punctual worker? Felix Schwallback, material inspector, working at Gary, Ind., leaves Milwaukee every morning on No. 55 (this train leaves at 4:50 a. m. daily). Felix starts work at 8. It is said he gets up to go to work at 3 a. m. How about it, Felix?

A great big brand-new black Hudson, 1928 model, left-handed steering wheel. Who belongs to it? Why, Lester Winding, of course. Did you see him driving down Wisconsin avenue. He likes his half of the road in the middle. Lester, after all these years! Congratulations.

Royce Juell was lucky to the extent of \$6 on our magic square.

Obituary: Gone but not forgotten. Canines of T. M. Cannon. Condolences from all.

Knock-knock.  
Who is there?  
Odegaard  
Odegaard who?

Ode guard your valuables—Ray Petrie is here again.

## Notes from the Local Freight Office, Spokane, and the Coast Division, East

R. R. T.

**D**URING a recent trip to California, Mrs. Hoover, wife of Fred Hoover of the Spokane switching force, suffered a minor injury to one of her feet, which was considered unimportant at the time but after her return to Spokane an infection from the injury set in and resulted in a serious case of blood-poisoning which laid her up for several weeks and caused her great pain and suffering. Fortunately she is now recovering but is still under medical care. We offer our best wishes for her early restoration to entire health.

Machinist John Frazier from Othello roundhouse is at present under treatment in a Spokane hospital because of a serious injury to one of his feet. We hope that it may soon be entirely cured. In the meanwhile machinist Albert Bates from Spokane roundhouse is working in his place.

Something in the nature of ptomaine poisoning was going the rounds among our Milwaukee family at Spokane recently. Car foreman Earl Medley was one of the

victims and was a very sick man indeed for two days but was able to return to work then although still very weak. Storekeeper Frank Kretschmar was another one. He went home to Tacoma for the double holiday of Sunday and Labor Day, intending to do some real fishing on the Sound, but was taken sick on the train and had to spend the holiday in bed at Tacoma, being barely able to return here for work, but is feeling better again. A married daughter of Lloyd Modeland, foreman of the first trick switch engine at Spokane, was stricken by the same mysterious illness. Mrs. Modeland went to nurse the daughter and her child, when suddenly she also was taken sick in the same manner. Fortunately all the victims soon recovered, though feeling extremely weakened. The cause of the sickness, which claimed other victims in the city remains a mystery.

Mr. William Smith, the genial roundhouse foreman at Spokane, recently returned to work after his annual vacation, which he spent chiefly at home with the exception of brief trips to Grand Coulee Dam and to Wallace. Night roundhouse foreman Sam James is also back at work after his vacation; he made use of it for a trip to his beautiful country estate near Olympia (where he has installed a wonderful private fish hatchery), with a visit to old friends in South Tacoma and a trip to Portland.

Engineer William Emerson and wife were in attendance at the veterans' convention at Chicago and also visited friends and relatives in that vicinity.

Car inspector Leonard Lore and Mrs. Lore recently made a trip to Cleveland, Ohio, to visit relatives there. They were overjoyed to return to the more moderate temperatures prevailing in Spokane.

Engineer Lee Thorne is off for a vacation of fifteen days at this writing but we have not heard whether he went anywhere away from home.

Engineer George Ruedi, who has been absent for some time due to illness, has fortunately recovered and was able to return to work on Nos 292 and 294 on the Metairie Falls-Spirit Lake run.

Harry Hill, the popular car clerk at Spokane freight office, may well be proud as he received third prize in his division of the annual Spokane garden contest. Considering the little time he was able to give to his garden this summer due to much extra work at the office, Mr and Mrs. Hill have good reason to be elated at the honor won by their beautiful garden. For next year Harry is planning the addition of a lily pond and rock garden, which would enable him to compete for additional honors.

Engine maintainer Phil Sandberg at Metairie Falls is off for a vacation of two weeks at this writing, no doubt enjoying his leisure in that beautiful neighborhood to the fullest. Tommy Barnes of the roundhouse force at Spokane is taking his place in the meanwhile and is no doubt spending much of his leisure time swimming in the river, he being a well-known aquatic expert.

Engineer Bill Graham lately was on a short fishing vacation, but as the results have not been made public we surmise that they were not very conspicuous. Better luck next time, as he is well known as a skillful fisherman.

Section foreman Guy Chimanti and his force have been doing some very good work on the tracks in Spokane yard and have improved them very greatly.

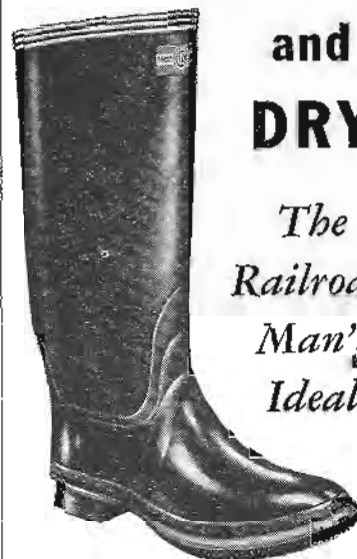
Work has been so heavy in Spokane yard that yardmaster Ray Falck has been working a third engine almost daily; he has found it necessary on numerous occasions, due to all the trainmen being at work, to borrow switchmen from the Spokane International road.

Machinist Don Ross of the Spokane roundhouse is off for a week at this writing to look after things at his famous ranch near Beverly, where he raises champion hogs and alfalfa; he finds a surer profit in the bulls and boars of farming than the stock exchange speculators find in being bulls and bears.

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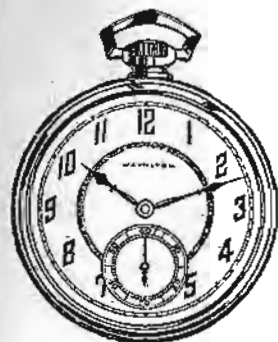
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## To Milwaukee Patrons

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

Three Forks Creamery Co.  
THREE FORKS, MONT.

We hear that roundhouse foreman Emil Waterstrat at Othello is off on a vacation at this writing; machinist Tom Malone, we understand, is taking his place in the meanwhile.

Our famous fishing experts, car clerk Harry Hill of Spokane freight office and John Stilz of the Spokane switching force, with their respective wives and Johnnie Stilz, Jr., again made their annual jaunt to the wilds of Montana at Lake Kilbrennan, famous fishing paradise of our neighboring state. In spite of a terrific downpour just as they left, they were favored by fine weather and had a most enjoyable outing; the fishing was good, though not as good as in past years, due to the extremely dry weather of the summer; thanks to the careful planning of the ladies no provisions or equipment were forgotten this time; and only some minor incidents lent spice to the trip. On one of the days Mr. and Mrs. Hill were out in one boat and Mr. and Mrs. Stilz in the other. It may be that Harry was day-dreaming just a little in the clear mountain air and warm sunshine; at all events his tackle was suddenly struck by a tremendous fish and before Harry could collect his scattered wits the rod was torn from his grasp and he saw his sixty dollar fishing outfit disappear beneath the water, about fifteen feet deep at that place. Mrs. Hill, we dare say, was about to burst into tears and Harry sat there, a picture of surprise and dismay, when John Stilz proved himself to be indeed "Johnnie on the Spot." Calling to the Hills to keep the spot in sight, he hurriedly rowed ashore, ran to the adjacent forest, with a few strokes cut down a slender sapling of twenty feet in length, quickly trimmed off the lower branches, leaving a bunch at the top, and again rowed out with this implement. After a few trials he succeeded in entangling the leader in the branches and after a minute or two of careful work the rod was again in Harry's hands, no worse for the dive. Needless to say, John was quite the hero of the occasion and we regret very much that he damaged his glory a little later by another exploit. The party had landed at another part of the lake and decided to have picnic dinner there. A fire was built and a goodly kettle of water placed on it in which the wienerwursts were boiled. John undertook to act as fireman and did a good job of poking the fire—so good, in fact, that he suddenly upset the kettle, spilling the wieners into the embers and considerably scalding the feet and legs of little Johnnie, who was standing close as an interested spectator. You may imagine the screams that arose from the victim and from the ladies, while John was rushed for first aid. The sausages, we believe, were salvaged

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but John was under a cloud the rest of the trip. However, the scalds were not as serious as thought at first and the party returned in good spirits. On the way home they stopped for a brief visit to the beautiful mountain home of Henry McGinnis (of the Spokane car force), where the fish are trained to bite on cheese as bait; near there they verified Henry's boasts of game thereabouts by seeing a beautiful buck deer clearing the brush in high bounds. John hopes to see that buck again later in the season.

While engineer Emerson was in the east, engineer Ed Maxwell took his place, and Ed Herrington, in turn, took Maxwell's place on the Cocur d'Alene run.

Engineer Charlie Schleusner worked on the first trick switch engine in Spokane yard during Lee Thorne's absence.

While business in the freight house at Spokane is so good as to require extra help, Mike Quinn's son is working extra, and so is the oldest son of Joe James of the switching force. Thus is the younger generation gradually breaking into railroad-ing.

Working as extra switchman at Spokane is Clarence McGee, son of Chris McGee, well-known veteran conductor of Miles City, Mont.

While Tommy Barnes was relieving at Metaline Falls, his place here was taken by Roundhouse Laborer Browning.

Engineer Bert Nolan is another one who recently took a week off to go fishing in one of the neighboring lakes.

## D&I Division—First District

E. S.

EDWARD WINSTON, son of switchman and Mrs. Louis Winston of Savanna, received an appointment to the Naval Academy at Annapolis, having won the appointment by virtue of excellency in examinations conducted among applicants of the regular navy. Edward has been on six months' sea duty on the U. S. S. Saratoga of the Pacific Fleet. He will go to the Naval Academy preparatory class at Norfolk, W. Va., Oct. 3 and we wish him the best of luck.

Dispatcher and Mrs. F. B. Cole and daughter left Sunday, Sept. 13, on a vacation visit to Excelsior Springs and Kansas City, Mo., and they will also spend a week in Chicago before Mr. Cole returns to his duties in the dispatcher's office at Savannah.

Mr. H. M. Trickett, well-known conductor on the east end of the Illinois Division, died at his home in Elgin, Aug. 13, 1935. Mr. Trickett entered the service Jan. 7, 1899, as a brakeman and was promoted to conductor in 1918. Sympathy is extended to the immediate family and other relatives.

It has been a long, long time since the clerk's organization has been able to report one of its own as having been with the railroad for fifty years—and we are proud to say that the superintendent's office at Savanna can lay claim to that honor, as we have Mr. A. C. Cahan, who began service with the Milwaukee at Dubuque

Shops Aug. 28, 1886, as enginemen's time-keeper, and with the exception of a short time that he was located at Milwaukee in the same capacity, spent the greater part of his time at Dubuque Shops until the consolidation, when the office force was moved to Savanna. Mr. Calehan celebrated his fifty years of service very quietly at work in the office, hardly realizing that this span of time has passed so quickly. We are proud of your record, too, Cal, and we hope to have you with us many more years.

Perishable freight inspector and Mrs. L. Moore, Savanna, have been spending their vacation in the East, enjoying the beauty of Niagara Falls and other points of interest in that part of the country.

Announcement has been made of the marriage of Miss Frances Yates of Chicago, eldest daughter of Iowa division engineer and Mrs. James Yates of Savanna, to Gustav Paul of Chicago. The ceremony took place in Chicago on Aug. 18.

We regret to report the passing of another one of our veteran employees, Mr. H. H. Miller, agent at Byron, Ill., for many years, who died in St. Anthony's Hospital, Rockford, Aug. 31, at the age of 81. Burial was made in the cemetery at Steward, Ill. Agent Miller had been in the service of the Milwaukee for fifty-six years, and this venerable old gentleman will be missed around Byron. Sympathy is extended to the family of the deceased.

Announcement has been made of the marriage of Miss Dorothy Roche of Rockford, daughter of Iowa Division conductor Walter Roche of Savanna, to John P. Fauble of LaMoille, Ill., Sept. 12. They will make their home in Rockford, Ill.

Dispatcher and Mrs. G. R. Humphrey, Savanna, spent their vacation visiting in California and Mr. Humphrey is back at work in the dispatcher's office. G. R. H. certainly looked like the California climate agreed with him.

Operator Ray D. Fields and son vacationed again this year up in the wilds of Minnesota where it has been so cool that you can sleep under plenty of covers at night. It must have been grand, for dispatcher Buswell and his son Vernon trekked that way, too, just as soon as vacation time showed up for Buz, but we understand it was fish that they went after. So far we haven't heard any "tall stories" from either one, so maybe the fish were cold too.

Many of the veteran employees and their families on the Illinois Division attended the annual veterans' meeting in Chicago Sept. 10 and 11 and, as usual, were royally entertained.

Sympathy is extended to machinist and Mrs. Edw. Shafer, Savanna, account the death of Mr. Shafer's mother, which occurred during the early part of September.

## Iowa (Middle and West) Division

Ruby Eckman

THOMAS KANEALY, the youngest son of yardmaster James Kanealy, was married Sunday, Sept. 6, to Miss Lenora Jackson of Perry. The young people went to housekeeping at once in an apartment they had furnished in the Perry Theater block.

Miss Etta Lindsog, secretary general of the Milwaukee Women's Club, was a guest of Perry Chapter at its first meeting Sept. 4. Mrs. Everett Evans entertained Miss Lindsog, Mrs. Bryant, Mrs. Brown and Mrs. Ryan, officers of the club, at her home at breakfast. Perry Chapter was, of course, thrilled to get the \$20 prize for increased membership.

Operator F. D. Mongold of Rockwell City was off duty in September to attend the funeral of his sister in Springfield, Mo. B. F. Ottoway, an East Iowa Division extra man, relieved him.

Frank Hastings of Coon Rapids station was off duty the latter part of August, Herman Krasche relieving.

Signal maintainer Walter Ivey was off duty the fore part of September. With Mrs. Ivey and their daughter, Hildred, he made a trip to Arkansas.

Charles Stromquist, who is in the U. S. Navy, stationed at Bremerton, Wash., was home in August enjoying a few weeks'

furlough. He visited his parents, machinist and Mrs. Arthur Stromquist.

Mrs. Irene Dillon, stenographer in assistant superintendent Whalen's office, has been on sick leave for several weeks. Gene Kindig handled the work until he had to resume his school work at Iowa State College at Ames, after which Robert Kindig was on the job.

Miss Hilma Anderson of Des Moines, whose father, Olaf Anderson, was for many years chief carpenter for the Milwaukee, has recently been honored by an appointment as consultant on the Educational Commission at Washington, D. C. The appointment is for a five-year term. Miss Anderson, who is connected with the Smouse Opportunity School in Des Moines, was during the summer a delegate to the National Education Association convention in Portland, Ore. She gave a report on the school work at the convention. Friends of the family are always pleased to hear of the honors which come to the children. Mr. Anderson died when the children were in grade school, but by co-operative efforts they have all received a college education and are now holding good positions. The mother lives with the children who are located in Des Moines.

The baseball games in Chicago during the summer attracted an unusual number of the Milwaukee fans at Perry, especially such league games as were played on Sunday.

Effective Sept. 1 there was a change in the territory of the traveling engineers. Earl Jefferson was transferred to the territory which includes the middle division and the branch lines. Frank Banyard, who has been acting traveling engineer during the illness of Skulle Elnerson, will have the West Iowa Division and the Des Moines Division.

Brakeman Francis Reel was in St. Luke's Hospital in Cedar Rapids for several weeks as the result of a broken leg.

Robert Mullen, who is a school teacher and an operator, returned to his school work at Collins the first of September. Robert had worked at Tama all summer as Henry Storm laid off during the summer and Robert was used in his place. As three of the extra operators on the main line have been busy all summer at the Melbourne cross-over temporary office, it has been necessary to use some of the Second District men most of the summer on the main line. Howard Lee and Ward Locke have been used most of the summer.

Ray Farran, who has been agent at Spirit Lake for some time, checked in as agent at Adel Sept. 5 in the place left vacant by the death of O. M. Case. Paul Calhoun, who has been at Adel, went to Spirit Lake to hold that agency for a few weeks or until R. G. McGee, who is now at Boone, is ready to go there.

Assistant foreman George Dedual of the Perry roundhouse force has a new grandchild, a daughter having been born to Mr. and Mrs. Leonard Dedual in Chicago.

Engineer Glen Frazier of the Des Moines Division force was in the hospital in Des Moines in September following an emergency operation for appendicitis.

An event long to be remembered by Melba Ruth Wagner, daughter of machinist John Wagner, and Hila Jane Wilcox, granddaughter of engineer E. G. White, occurred the latter part of August. The little tots, who are students in a dancing school in Perry, were invited to dance before the Dancing Masters of America at their annual convention held at the Congress Hotel in Chicago. The little ladies danced before an audience of three thousand, including instructors from all parts of the United States. Machinist Frank Mullen's wife, who is the accompanist at the local dancing school, accompanied the young ladies to Chicago and played their accompaniments.

A wedding of double interest in the railroad families occurred the early part of September when Dr. Donald Hickey, son of conductor B. R. Hickey, and Miss Elizabeth Kerlin, daughter of engineer Clayton Kerlin, were married. The ceremony which followed a number of social affairs for the bride was one of the social events of the



THE NEW DAY with its streamlined locomotives, its lightweight passenger trains, still demands an old railroading virtue—accurate time-keeping. Hamilton's new Model 10 is as up-to-the-minute in design as the most modern streamliner. But the old Hamilton accuracy that has measured time uncannily fine for generations of railroad men, is still its biggest feature. Elinvar\*, a new metallic alloy, helps this truly fine watch to resist rust, magnetism and extreme temperature changes. Model 10 has 21 jewels, is adjusted to five positions and automatically regulated to temperature. As long as you carry this Hamilton you will have dependable time in your pocket. Ask your time inspector or jeweler to show it to you. HAMILTON WATCH COMPANY, LANCASTER, PA.

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season. Dr. Hickey, who recently completed his course at Still College of Osteopathy in Des Moines, has opened an office in Bayard, Iowa.

Conductor Frank Morgan was in Waterloo the latter part of August to attend the funeral of his niece, Miss Lenora Morgan, who was killed in an airplane accident.

Thomas Johnson has resumed work in the water supply department after a several weeks' layoff on account of sickness.

### The New Hub of the I. and D.

Wm. Lagan

CHIEF DISPATCHER H. L. FOSKINS and family are vacationing in California.

Geo. Waugh, sectionman of Elk Point, S. D., has received his 40-year button for that many years of service with the Milwaukee Road. Congratulations, Mr. Waugh!

Mrs. L. M. Sweeney, wife of switchman L. M. Sweeney of Sioux Falls, has left for Denver, Colo., to attend the national encampment of Veterans of Foreign Wars. Mrs. Sweeney is state president of the women's auxiliary for South Dakota.

Agent W. E. Beck and wife of Geddes attended the Milwaukee veterans' meeting in Chicago.

Check clerk Ed Hoelworth and family have returned to Sioux Falls from a visit to the west coast.

Conductor Charles Belknap, Sr., of Sioux Falls is wearing a 45-year button, having completed that many years of service with the Milwaukee Road.

Some of the Sioux City people who attended the veterans' meeting in Chicago were engineers Cline, Zimmerman, Nelson, Tyscott, Labrech and Bryan, and conductors Beck, Burrell, Clement and Maroney, and clerk Geo. Anderson and section foremen John Miller and Henry Miller.

Mr. and Mrs. Ross Bankson and O. K. Johnson of Sioux Falls were Chicago visitors at the veterans' convention.

Conductor John Reagan of Sioux Falls is visiting relatives in Chicago.

The Sioux carried a delegation of postmasters out of Sioux Falls Sunday, Sept. 13, en route to Cleveland to attend the meeting of the National Association of Postmasters.

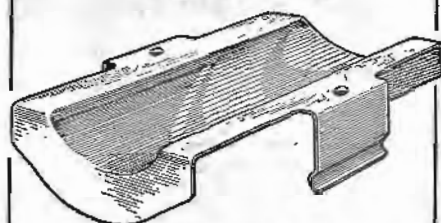
### I&D Items

eca

MR. AND MRS. O. A. BEERMAN of Milwaukee, Wis., formerly of Mason City, announce the marriage of their daughter, Norma, to Clarence Rivedal of Mason City, Iowa, which took place May 31 at Fredericksburg, Iowa.

J. Harold Phillips, file clerk, superintendent's office at Mason City, returned to

## MACER



### JOURNAL BEARING PROTECTORS

**LEWIS BOLT & NUT CO.**  
MINNEAPOLIS MINNESOTA

work Sept. 14 following an operation for appendicitis.

Supt. Ingraham and division engineer made recent trip over the West I&D Division. Supt. Ingraham accompanied the "Knox Special" over the line, Mitchell to Rapid City.

Mr. D. B. Clemans, tapeman, from St. Paul, Minn., returned home Sept. 12 to return to school. Mr. A. T. Gravelle is now employed in the engineering department as foreman.

Albin Groth, superintendent's office stenographer at Mason City, recently spent a few days' vacation up in the "north country" doing some real fishing.

Colonel and Mrs. C. S. Pack spent their vacation at Greensboro, Ky.—or should we say Greenville, Ky.? Nevertheless, the new Hudson was given a real test.

Mr. and Mrs. V. P. Sohn and family have returned to their home at Ruthven. Mr. Sohn acted as relief dispatcher during summer months at Mason City.

Two special carnival trains from Minneapolis, Minn., went through Mason City Sunday, Sept. 13, en route Spencer, Iowa, to be on hand for the Clay County Fair which opened Monday, Sept. 14.

Mr. P. Roller, water inspector, of Mitchell, S. D., was in Mason City Sept. 15 on business.

Mr. O. E. Bradford, traveling inspector from Austin, Minn., was in Mason City recently on business and en route Spencer and Sheldon, Iowa.

Mrs. Paul Hurley, Mason City, who recently underwent a major operation at the Mercy Hospital, is now at her home and getting along nicely.

Joe Shovel, machinist, returned to work Sept. 1 after a long illness.

The town of Mason City experienced a "real" wind and electrical storm the night of Sept. 6 with heavy damage to trees, light poles, wires, etc. Most of the fair grounds just "ain't no more."

We have been receiving rain and more rain in this vicinity and at this writing the thermometer has dropped considerably, just reminding us that the snowballs are getting closer day by day.

When this is published, another world's series will be making history. The writer contends that anyone betting against the Yanks has something sadly wrong with him.

Two long and two short whistle blasts from a locomotive, under the signal code used by all railroads in this country, indicate that a train is approaching a highway grade crossing.

The firebox of one of the largest locomotives in operation in this country is nine feet wide and twenty-two feet long—one hundred and ninety-eight square feet—approximately the area of a living room in an average small home.

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

Nora B. Decco

Indian summer has arrived after that storm, with the rain and wind and snow and all the tricks the weatherman has hidden in his bag to scare the tourists away from here, but a few peeks after its all over and what do they see? More and more each year postpone their trips until September and October and we old-timers will tell them, from now on for six weeks is the best of the year . . .

Lots of stock moving everywhere on the railroad now and every one busy the extra board is moving as fast as ever and some of the young fellows we noticed a year or two ago in the front line at high school graduation, carry a lantern and a brand new book of rules.

Condr. Harry Buyers and wife have moved to Three Forks, purchasing the nice home of Condr. Coffin here.

Miss Helen Chollar the very attractive young daughter of Fireman and Mrs. Chollar of this division has gone to Los Angeles where she will attend an art school. Miss Chollar is a very talented young lady and we expect some good news from her in the not too distant future.

Mrs. Archie McDonald and family have returned to their home in Portland after a summer vacation spent here visiting with Mr. McDonald.

Train dispatcher M. J. Welch has returned from his vacation spent mostly going and coming back again. He drove his car through the Dakotas and down into Indiana and reports a swell time. Train dispatcher Chaik relieved him while he was away.

Mr. E. R. Stevens, traveling engineer for this division, has taken his vacation now, while the chances are good that he will get one, and gone to New York City for a visit with relatives, including his son.

Engineer and Mrs. McKenna enjoyed a visit from both girls this past month. Lois, who is Mrs. Whitebread, and her husband came from Missouri and Helen from Denver, they traveled around here and there and went over to the mine looking for nuggets while here, and had a good visit.

Mrs. H. C. Rector, wife of agent at Three Forks, has returned from a few weeks' visit with her sisters, one in Milwaukee and one in Menominee, Mich. Madia kept house while she was gone and about the time father came in for supper, Halford was not to be found and when Halford arrived, father had gone some place and when Jack got up to the table Halford had gone to look for father so Madia is going back to the Washington U. right away and stay.

Mrs. Shaw, wife of engineer Shaw, was called to Minneapolis on account of the death of her brother-in-law Sept. 9th.

Operator DeChant and general chairman Kearby boarded the train at our city one evening recently, out on business and pleasure we understand, well business in this part of the country now can be considered pleasure, with this beautiful fall weather which we have from now on, right after the park closes, wonder why they close right when everything is the best.

Mr. H. B. Rivers of Miles City, an old friend of the division, stopped off in Deer Lodge for a visit with friends for a few days.

Miss Fay Logan of Deer Lodge, daughter of Agent W. H. Logan of that city, has gone to Indianapolis, Ind., where she has a position in social service work there.

Mrs. H. B. Vaninewegan and daughter June have returned to Seattle after a short visit with Mr. Van at Deer Lodge and with the Fairhursts here where Miss June will attend school again.

The Decklemens from Spokane. Mrs. Deckleman is a sister of Mrs. Fairhurst, made a week's visit here at the same time.

Mr. and Mrs. G. E. Alvord from Chicago, passed through our city last week enroute home after a trip around the west. Mr. Alvord is with the freight claim department of our railroad in Chicago.

Condr. and Mrs. Art Carlson have a new car and is it a dandy—ask them. Best engine ever put out and they have toured the Park several times since said car drove into the home garage. Ask the young folks about the bears and also ask Mr. and Mrs., they were there too. Also did anyone know about the Carlson garden up the river? I am dumb with envy when I take a look at even a sack of cucumbers or an arm load of citrons or what have you. How do they do it?

Agent Joe Beiser and wife of TwoDot spent a few days in our city last August enroute home after a drive around this part of the railroad. Some of these folks we work with for 20 years come to the ticket window and have to tell us who they are.

If you want to see a nice new first class modern garage with first class service in every way, drive into our city on Highway No. 10 and take a look at Campbell Service Garage just at the end of Main street. None other than Jimmy Campbell is in charge and it is as nice as you could ever find anywhere in a place much larger than this. We aim to please and James is getting all set for the rush next year and from the parade through the street this year next year is going to be some show.

Mrs. Kunze, wife of fireman August Kunze, and two small daughters have returned from a trip to Wisconsin where they spent most of the time with Dr. and Mrs. Keohler, who live at Kendall, Wis. Dr. and Mrs. Keohler and small son and daughter returned home with Mrs. Kunze and spent a week here renewing old friendships.

We regret to write of the illness and death of Mrs. Mabel McCauley, wife of section foreman McCauley of this place. September 3rd. She had been at Rochester, Minn., where a major operation had been performed and she was improving very fast when she passed away quite suddenly at the hospital there. The remains were brought to Missoula and we offer our most sincere sympathy to her mother, two sisters and her husband in this great loss.

Condr. Hudson is pilot on the pile driver X99 and we talk to him every evening about one thing and another. Work is being done at all the bridges on the east subdivision now. James Farts gang in charge.

The weed burner is on the rip track, and the Park is closed and Dan Young can hear no sound throughout the hotel hallways, but the echo of his own footsteps and that won't be for long says he, but again next year. We are glad to say that our railroad did a swell big business this year and no complaints that any of us around here heard, and we would have heard them never fear. That affable young person from the University of Minnesota who drove the Gallatin Gateway bus mostly evenings, has gone back home again and nothing to do till next summer, but think about all the things that happened this summer, only now and then did we catch a thoughtful look on his face. Sometimes when the second section of 15 would be real late and the outside platform benches were hard and cold and the hour grew late and the lady passengers did not know what they wanted to do, or did they, then and only then would that spark appear in his eye, but why mention such a little thing. He hopes and we hope he returns with the "crew" for the Inn next summer. By the way, his name was Harold Wrightson if any one forgot.

Fireman C. C. Laughery has returned to work after an absence of a number of years. Fireman Gibbs' name is among those present too.

### No Difference

"Look here, waiter, is this peach or apple pie?"

"Can't you tell by the taste?"

"No, I can't."

"Well, then, what difference does it make?"

## LO—THE POOR INDIAN!



**TWO PUFFS** from that soggy pipe full of fire-water tobacco and another redskin bit the dust. We tell travelers as well as stay-at-homes that the true pipe of peace should be regularly cleaned, and packed with nothing but inoffensive Sir Walter Raleigh Smoking Tobacco. It's a secret blend of definitely milder Kentucky Burley leaf. Burns slow, pacifies the tenderest tongue and spreads a most delightful and winning fragrance. We're so blazed proud of Sir Walter Raleigh we wrap it in heavy gold foil for extra freshness. Ever treated yourself to a tin? Only 15¢.

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MUFFLERS**

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CORPORATION**

122 So. Michigan Ave., Chicago

## A Veteran Woman Agent

(Continued from Page 14)

trous storm in the history of the county both in loss of life and property which occurred the latter part of May, 1896. This storm was general and of the nature of a cyclone and cloudburst. The full force of this storm was felt on Bloody Run. It came between 11 and 12 o'clock at night, a terrific stream of water poured down Bloody Run hollow filling the bottoms to the depth of from ten to twenty feet. About a mile west of Beulah depot it swept everything away. William Lord, the agent and his family occupied rooms in the second story. They heard the rushing water and escaped across the bridge and reached the other side just as it was swept away. Their lives were saved, but they lost everything. The depot was swept away. Many lives were lost along this line from there to McGregor.

### Still Likes Job

When repairs were completed on the branch as far as Stulta, the management saw fit to change the roadbed near Stulta and save further washouts. I was stationed in a box car which was used as an office and was obliged to drive out every morning and back at night for over ten weeks. My daughter took care of the Western Union at Elkader. The month of June and latter part of May seemed to be the fated months for floods, but since then there haven't been any serious washouts. Of course, we had our usual snow blockades, but that's just railroading. So far nothing has ever tempted me to give up my job.

## One for All—All for One

(Continued from Page 9)

ing rules of all employees coming in contact with shippers and travelers!

Working hand in hand—or "all for one and one for all"—the railway employees, the individual lines and the Association of American Railroads are making progress in the campaign to make America again rail conscious.

It should be remembered, however, that it is not an easy job. To reverse a tide which first began to stir fifty years ago and has been running against us for years—will require every bit as much courage and resourcefulness as

was displayed by the pioneers who tunneled mountains and stretched the rails across rivers and planes to conquer a wilderness and bind this country together with mighty links of steel. But the record of the railroads through the recent lean years is ample proof that the railway employee of today possesses the necessary courage and resourcefulness to carry the job through to success.

Perhaps the railroads have been a little tardy in presenting their story to the public. Perhaps railroad employees have been so busy providing the nation with an unexcelled transportation system that they haven't found time to talk about it. Or perhaps both the railroads and their employees have been just a little too modest to tell the world about their achievements.

But that time has passed. The railroads and their employees are going to continue rendering courteous and efficient service but they are also going to get up on their hind legs and broadcast the fact that the railroads are not only the nation's greatest and most essential transportation agency, but are good citizens as well.

And when that fact gets across the public is going to demand that all transportation agencies be put on an equal footing, and that the railroads be given greater freedom to work out their business problems in a business way.

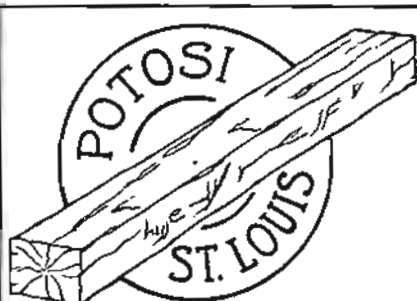
The resulting increase in railroad traffic will pull idle locomotives out of storage, keep freight and passenger cars rolling, and give to railroad employees a greater security and opportunity than they have had for a long time.

Teamwork by railroad employees, the railroads, and the Association of American Railroads, will make the program a success!

## More for Their Travel Dollar

(Continued from Page 16)

We have simply got to find a way to broadcast the merits of our new high speed, high class passenger service to every corner of the land, and contact, in some way, every prospective passenger. Much is being done along that line, but it's a big job and every railroader ought to help.



TREATED AND UNTREATED  
**CROSS TIES**  
**SWITCH TIES**  
**PINE POLES**

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Greater Protection  
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**CARDWELL AND WEST-  
INGHOUSE DRAFT GEARS**

**Cardwell Westinghouse  
Company**

332 S. Michigan Ave., Chicago, Ill.

Prospects along the Platte Line are about the same as last year. Not a big crop but enough to feed and care for our own and possibly some surplus.

We must continue to carry on and do the best we can, being on the alert for every passenger and every freight shipment that can be landed. The trucker has had his day and many of them are dropping out fast. It's pretty hot now, but we must make it still hotter for this truck and bus competition. Many a poor trucker has lost his all by listening to the brilliant hued sales talk of some high-pressure truck salesman, and very few of these truckers survive a year or two in this business anyway. With pickup and delivery and all pulling together this competition will soon fade entirely.

### Record for Continuous Employment in Mason City

ON July 31st, veteran boilermaker James W. Connors of Mason City, retired from active service, after fifty-six and one-half years of continuous employment with The Milwaukee Road at Mason City. Thus Mr. Connors has established a record for that shop center which will be difficult to equal by any of his associates. Mr. Connors is nearly eighty years of age, and on the day of his retirement his associates in the boiler shop gathered about him to present him with a gift in testimony of their esteem and affection. With the gift went an autograph book containing the names of his old associates with a good wish from each one for his continued health and happiness.

"Jim" Connors had seen many boilermakers and mechanics come and go since he started work in the roundhouse at Mason City immediately upon its completion in 1880. For twenty years Mr. Connors was boilermaker foreman, but because of advancing age, he voluntarily relinquished that position five years ago. During that time he had worked under every superintendent, roundhouse foreman and master mechanic on the I. & D. Division, and quoting one of his associates—"It wasn't any wonder that we felt a little tugging at the heart strings when we said good-bye to Jim."

### It All Depends

A professor of English thinks 850 words an ample everyday vocabulary. Yet there are people who can't start a car these days with fewer than 1,000.

### Taking Chances

Be sure you are consistent in trying to take no chances, morally or otherwise.

It was early evening. Along the country highway walked a beautiful young maiden. She looked neither to the right nor to the left. Along came a dilapidated flivver.

"What say, honey?" sang out the driver. "Would you like to take a little ride?"

The girl looked up scornfully. "On your way," she retorted. "I don't care to ride with strangers."

The flivver chugged away. The girl continued to walk. Some ten minutes later another old machine chugged up.

"Hey, baby," yodeled the driver, "you wanna lift?"

The girl stiffened. "On your way," she repeated. "I don't care to ride with strangers."

The second car rolled away. The girl strolled on. A short while later, an expensive limousine stopped beside her.

"Good evening, young lady," said the driver. "Can I take you anywhere?"

The damsel eyed the classy car. She gazed at the driver.

"What's your name?" she asked.

"Tom," replied the driver. The girl nodded and stepped into the machine. The car started off, and the driver turned to the girl.

"Tell me," he questioned. "Why did you ask me my name?"

The girl shrugged. "Because," she explained. "I don't care to ride with strangers!"



**Signal**  
UNION MADE

**FULL BACK  
FITTED  
OVERALLS**



SHORT MEN • TALL AND  
THIN MEN • STOUT MEN



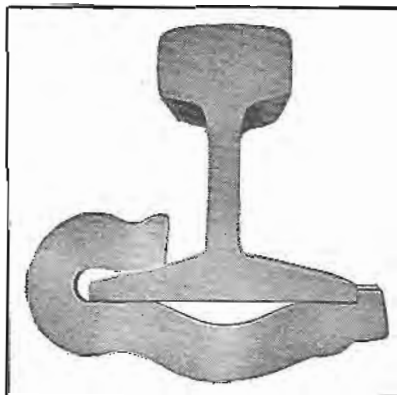
• SIGNALS fit comfortably without slipping of shoulders, sagging under arms or binding in the crotch. Extra room through the seat, yet not baggy. Best quality, tub-test blue denim, supershrunk triple stitched. Try SIGNALS and you'll never wear any other overalls.

Sold by good dealers everywhere. If your dealer does not handle, ask him to get them for you.

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Simple



Efficient

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

**FOR SALE**—12 Acre Irrigated Truck and Nursery Garden with small greenhouse, adjoining city limits of Miles City, Mont., and Yellowstone river. Own individual irrigation plant, plenty water free. Has 5-room house with full basement, soft water electric pump, bath, etc., and one 5-room house, semi-modern, 2 garages, small barn with lean-on cow and horse stables, chicken house, 2-room broom and horseradish factory doing a thriving business from home grown products, small blacksmith shop, all electrically lighted with city current, 2 deep soft water wells. Soil rich sandy loam, grow most anything, mostly planted to garden stuff. Some alfalfa, horseradish, broom corn, strawberries, orchard and nursery stuff. On coast to coast highway, half day's drive to Yellowstone national park, convenient for tourist cottages. See it now. Price, \$8,500. Reference, 1st National bank, or Gov. Elmer Holl. Riverview Gardens, agency N. W. Nursery company, Hilleman Bros., props.

**FOR RENT**—Completely Furnished 3 Rooms—Private bath—Garage—3 Blocks from Milwaukee Station. Good Suburban Service. Roselle, Ill. Telephone 233.

**FOR RENT**—Furnished room for 1 or 2 girls with or without home cooked meals. Good transportation and pleasant surroundings. 2356 Cullum Ave., Phone Irving 1348. Lauretta Nolan, formerly in office of Auditor of Expenditure.

**FOR SALE**—One modern 5-room bungalow with garage. Lot 50 by 150. One modern 4-room house with garage. Lot 50 by 150. Inquire of Eugene S. Fiedler, 226 Center St., Bensenville, Ill., Box 294.

**FOR SALE**—Modern 6-room Bungalow with bath. 30 min. from Chi. Loop. In village of 2000. Excellent schools. Both Protestant and Catholic Churches. Write Alfred Elchelman, Bensenville, Ill.

**FOR SALE**—8-room modern house on 8th Ave. S. E., Minneapolis, Minn. Reasonable. Write for further information to Mrs. Wm. Frommes, 417 8th Ave. S. E., Minneapolis, Minn.

**ATTENTION!—NOW**—More than ever Advertisers are seeking concentrated markets. The Milwaukee Magazine opens the door to a great railroad market. It's good business to talk to the railroad people through their own publication. If you know of a prospective advertiser who wants more business from Milwaukee Road employees tell him about this magazine and write to the Assistant Editor of the Milwaukee Magazine at 252 Union Station Bldg., Chicago, giving the name and address of the prospect. You will be doing both the advertiser and the Magazine a favor.

**FOR SALE CHEAP**—2-Flat brick and frame house, 5 and 6 rooms, close to Lincoln Park, Chicago. Streets and alleys paved, no assessments. Good investment. 12 per cent on your money. Write for further information to R. W. Graves, Room 848, Chicago Union Depot.

**FOR SALE**—A nice little home of six rooms, about 60 miles from Sioux City, Ia. Located on a lot and a half of ground, with fruit trees and a fine cellar. All clear and very low taxes. Will accept \$600.00 cash. J. S. Spurr, L. B. 506, Sanborn, Ia.

**FOR SALE**—Four Lots Nos. 359-360-445-446 in Midland Heights Addition, Mason City, Iowa. Good Location. Close to School, Stores, etc. Also Small House, acre of land, shade trees, paved street, 3 blocks from Milw. Depot. For further information, write Lock Box 7, Sanborn, Iowa.

**FOR SALE**—Large dairy farm 1/2 mile from Athelstone, Wis., which has church and 2-room school. Large barn, silo, 2-car garage and other buildings. Some machinery included. Large trout stream running through land. For further information, write, 15 Withworth Ave., Iron Mountain, Michigan, Oscar L. Flom.

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**There Is No Substitute for Natural Pure Water**

HEALTH-FIRST DRINK

**CHIPPEWA**

NATURAL SPRING WATER

"The Purest and Softest Spring Water in the World."

PHONE CANAL 1860 or write

Chippewa Spring Water Co.  
1318 S. Canal St. Chicago

**2 DOG WORM CAPSULES**

Now Combined in

**ONE TREATMENT**

NO LONGER need you guess which kind of worms afflict your dog—or guess which type capsule to use. Pulvex Worm Capsules expel "all three": Tape and Round, and Hookworms. Now you can be sure of worming your dog correctly. Easily given. No gassing, gagging or harmful effects. Guaranteed. At pet, drug, department stores, 75c.

Expels  
HOOK, TAPE  
and ROUND  
WORMS



**PULVEX WORM CAPSULES**

# Save in BANKS WHICH SERVE YOUR RAILROAD

These banks are depositories of The Milwaukee Road, and also are providing a banking service to a large number of its employees. You will find able and willing counsel among their officers. Take your banking problems to them and let them help you.

## EVERYONE SHOULD HAVE A BANK ACCOUNT

*We Solicit the Patronage of  
MILWAUKEE EMPLOYEES*

*Open a Savings Account Here and  
Add a Little Each Pay Day*

GET THE SAVINGS HABIT

## MERCANTILE TRUST & SAVINGS BANK of Chicago

*Opposite the Union Station  
Jackson Boulevard and Clinton Street*

MEMBER CHICAGO CLEARING HOUSE ASSOCIATION  
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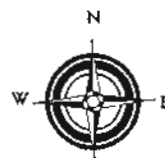
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## CITY-WIDE SERVICE

*for your convenience*

No matter where you live in Milwaukee, you'll find an office of this bank near at hand. In addition to three downtown offices, there are eleven First Wisconsin branches in neighborhood business centers . . . and every office is equipped to serve you helpfully and dependably at all times.

## FIRST WISCONSIN NATIONAL BANK

OF MILWAUKEE

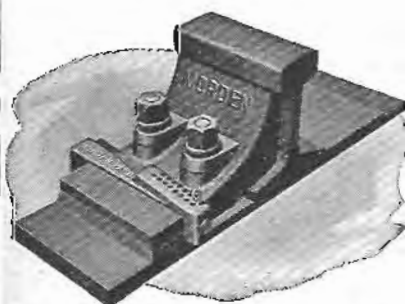
Member F.D.I.C.

(NOTE:—All of The  
Milwaukee Road  
Depositories  
are not represented  
here.)

## First National Bank OF

Everett, Washington

on the Chicago, Milwaukee, St. Paul and  
Pacific Railroad, on Puget Sound  
Established more than forty years ago.  
Interest paid on savings deposits.  
1892-1936



## MORDEN SECURITY ADJUSTABLE RAIL BRACE

Standard on The Milwaukee Road.  
Designed for super-strength to meet the  
requirements of modern high-speed traffic.

### WE MANUFACTURE

Frogs — Switches — Crossings — Guard  
Rails — Gage Rods — Rail Braces —  
Compromise Joints — Balkwill Crossings  
— Articulated Crossings — Samson  
Switches — Betts Switches and GEO  
Track Designs.

**Morden Frog & Crossing Works**  
CHICAGO, ILLS.

Branch Offices:  
Cleveland, Ohio      Louisville, Ky.  
New Orleans, La.      Washington, D. C.

## YOUR Fire Pail and Barrel Equipment Becomes

*Much More Effective When*

**SOLVAY**  
TRADE MARK REG. U.S. PAT. OFF.  
**CALCIUM  
CHLORIDE**

is added to the water

Write today for prices and valuable  
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Alkalies and Chemical Products  
Manufactured by

**The Solvay Process Company**  
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## KERITE

Insulated  
Wires and Cables

For All Purposes  
Under All Conditions

Gives Unequalled Service

Everywhere

**KERITE**



# She's traveling on the Safest Carrier in the World!

**P**ERHAPS you saw in front-page headlines, last year's record of railroad safety. Yet this was only the peak record of many years' like achievement.

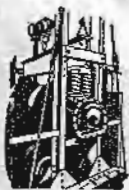
The American railroads have been the safest form of transportation, public or private, for many years; insurance statistics prove that people are actually far less likely to suffer harm on a modern railroad train than even in their own homes.

This doesn't just happen. The railroads are safe because they pioneered and have practiced Safety First for thirty years. They are safe even at their present stepped-up speeds, because they are *modern*.

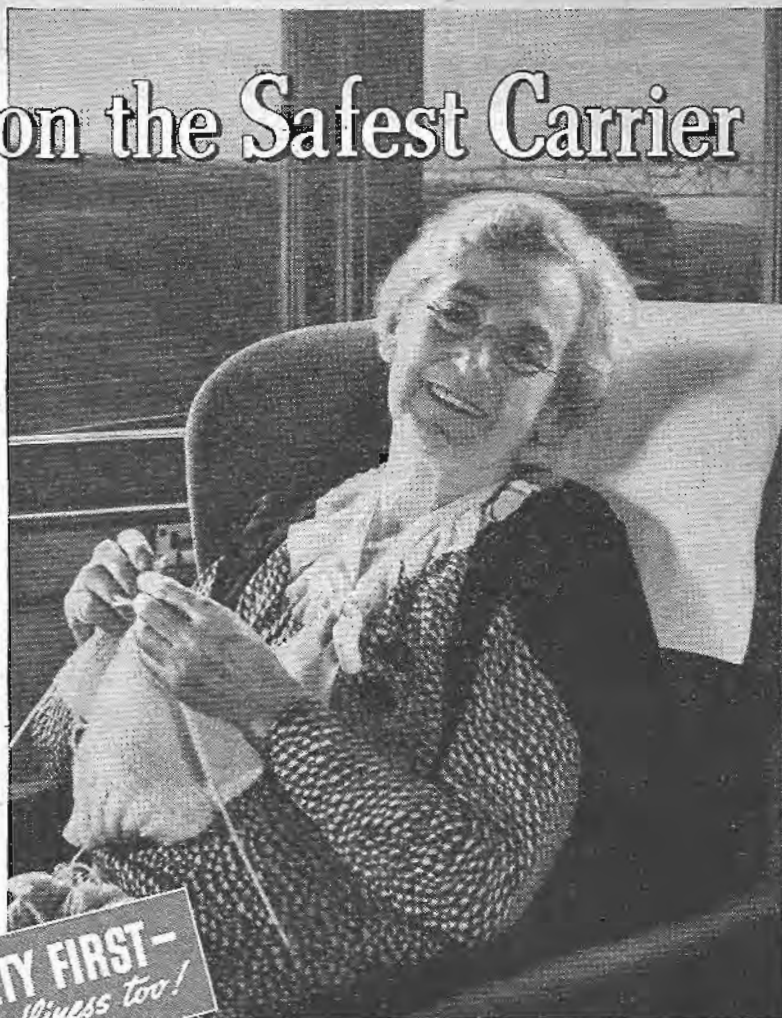
Every mile of main-line track is today protected by safety practices as perfect as human ingenuity can so far devise. Unseen but constantly augmented improvements in locomotives, cars, brakes, couplings surround those who travel by rail with a degree of security unmatched elsewhere.

## PIONEERING STILL GOES ON!

Railroad research has now perfected a "Loadometer" which permits advance study in the laboratory of the actual effects of load, vibration, friction, speed and atmospheric temperatures upon various bearing designs, bearing metals and lubricants. Thus does modern railroad research anticipate "trial and error" and make it more nearly possible to perfect equipment before it is placed in actual service. This is one of countless pioneering efforts covering a wide range of studies and including such varied projects as Equipment Design, Metal Alloys, General Equipment Efficiency, Design and Performance of Signal Apparatus, Production Methods, Wood Decay, Metal Corrosion, Water Softening. If all the research activities carried on by the American railroads were concentrated in one huge laboratory it would require an institution housing thousands of men and providing millions of square feet of floor space. Six railroads, two universities, and ten supply companies alone, for example, maintain a permanent research personnel of about 1,000 people.



Thirty-two



**SAFETY FIRST—**  
*friendliness too!*

And probably the greatest tribute to practical railroaders lies in the fact that while they have bettered their safety record they have *at the same time* bettered their speed and service.

Freight travels 43% faster than it did a few years ago. Passenger trains have had running time notably cut. Comfort, as exemplified by air-conditioning, has been provided in steadily increasing measure.

"Safety First" still lives as the basic creed of American railroad men, but today it takes expression in the broader form—"Safety first—friendliness too!" People who travel by train enjoy not only the safest travel in the world, but also the finest and most reliable.

**ASSOCIATION OF  
AMERICAN RAILROADS**

Transportation Building, Washington, D.C.