

The
**MILWAUKEE
MAGAZINE**

SEPTEMBER, 1937



Submarine, 4th Vein, Ind.
 Crown Hill, 5th Vein, Ind.
 Jackson Hill, 5th Vein, Ind.
 Siepmann, 6th Vein, Ind.
 Minnehaha, 6th Vein, Ind.
 Little Betty, 4th Vein, Ind.
 Patoka, Pike County, Ind.
 Monarch Brazil Block
 Dorthel, Fulton Co., Ill.
 Springfield, Illinois
 Delta, Southern Illinois
 Northern Illinois
 Republic West Kentucky

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 Crichton Greenbrier Smokeless
 East Gulf Pocahontas
 Millburn Smokeless
 Burnwell Dorothy
 Kentucky Blue Bell
 Kentucky Walnut
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 Sunday Creek Hocking
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NEW YORK

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--

CHICAGO

Wisconsin Scenes and Landmarks

The Door County Peninsula

A. G. D.

HERE are some names you can roll off your tongue and see what you make out of them: Bailey's Harbor, Moonlight Bay, Spider Island, Garret Bay, Egg Harbor, Sister Bay, Land's End, Ellison Bay, Cave Point, and North Bay. Now, when you select a map to find these places, you are likely to make the mistake of trying to locate them somewhere on the New England coast. But, surprisingly, you'll have to come way over inland to the grand old state of Wisconsin to find the little bit of New England where these intriguing names identify many of the interesting points in Door County, Wisconsin.

Door County, Wisconsin, or the Door County Peninsula, as it is generally known to the people who have found it, can best be described by asking you to hold out your right hand, palm upward. Take special note of the thumb because it is to your hand what Door County is to Wisconsin. It juts out into Lake Michigan above the city of Green Bay, forming a barrier between the lake and the waters of Green Bay. It is one of the last places in the west to give way to the demands of present day conventions. Sequestered as it is on every side by large bodies of water and far from the main line of travel, its people have until recently retained an original freshness and have developed types and a character of their own. Professor C. M. Moss of the University of Illinois, who has spent his summers on the Door Peninsula for many years, puts into words, an impression which many who visit there would like to express, and would, perhaps, except for lack of the knack of saying it as nicely as the Professor when he wrote, "I cannot picture it as much less than a bit of the outer rim of Paradise. What with the rugged newness of the surroundings, its peaceful quiet, so full of the very breath of serene life, to one who could appreciate its soul invigorating influence, the simple, genuine kindness of the people, their calm and hopeful religious life, it resembled the sleep of a young child, trustful and undisturbed by the clamor and disquiet of the day, yet throbbing with a fresh life animating its being."

Say "Door County" sometime to one who has been there and his response will be "Oh, Cherryland!", and cherryland it is. Boy, oh boy, what pies come from that luscious fruit! Along about the end of May each year,

generally near the 20th, the 800,000 trees, cherry trees, of the Door County orchards create a spectacle so beautiful that people come for hundreds of miles to see it.

Perhaps as gay and glamorous as the cherry blossoms that bloom in May are the troops of cherry pickers, who come in to harvest the crop in Door County during the latter part of July and early August. Boys and girls from distant cities are provided with what works out to be virtually a vacation with pay, when they join up with the 8,000 pickers who come in to Door County annually to harvest its 20,000,000 pound cherry crop.

The growers provide fine dormitories for these youngsters, and after the pickers' day is over and a healthy evening meal packed away, somebody's portable phonograph proceeds to compete with somebody else's ukelele on the general theme of "There'll be a hot time in the old town tonight," but the gayety doesn't last until a very late hour. A day in the cherry orchards climbing up and down ladders and hauling buckets full of luscious ripe cherries from tree to crop wagon makes a good bed pretty welcome.

But cherries aren't the only thing that gives prominence to Door County. Its background, its history, its ever present scenic beauty, charm and fascinate its visitors. The whole peninsula is a park with the curling waters of Lake Michigan washing its winding, sandy beaches on the east and the palisaded rock bluffs of the Green Bay shore ground by the ice in ages past and perpetually pounded by waves, forming its western coast line. Here in recognition of the unusual resource of sheer beauty in this county, the state of Wisconsin has set apart two large tracts in order that they may be preserved for all time for the enjoyment of all the people. These

are Peninsula Park of 3,400 acres lying between Fish Creek and Ephraim, and Potawatomi Park on the shore of Sturgeon Bay north of Sawyer. Both are laid out with roads and trails and have facilities for camping, boating, picnicking, hiking, and nature study. Both are also provided with observation towers, and Peninsula Park has an 18-hole golf course.

The origin and growth of almost every community on the Peninsula is a story unto itself, each story filled with romance and adventure. Among the many interesting things that a Door County visitor should do is get acquainted with the people who live there, for from their lips the area's story is best told. The region is famed for having been the home of two successive Indian tribes, the first of which, the Winnebago, was feared as the most savage in the west and the second, the Potawatomi, esteemed as one of the most docile and intelligent tribes in America. And here, in 1634, came that great explorer, Jean Nicolet. Here the early missionaries came and then, also, came and lingered a long line of explorers. And from here great flotillas of Indian canoes were sent laden with beaver pelts to rejoice the hearts of Montreal merchants.

Easily accessible by ferry across the channel called Death's Door, above the tip of the Door County Peninsula lies Washington Island where a hundred years of white settlers have wrought few vital changes. The strewn rock ruins of a cooper's fireplace on the northwest shore date back to 1836. The fat oil tanks looming large on the shore at Detroit harbor are comparatively new. But through the years the friendly Scandinavian folk who call this island their home have been doing the same things in pretty much the same way. No new day has ruffled their serenity.

Visitors who ferry across Death's Door from Gill's rock to Detroit harbor, and who explore the island, invariably return to the mainland with the feeling that they have happened upon a bit of an old world where time has lost its pace. It is probably a fact that nowhere else in the United States is there to be found a place quite like Washington Island — where 300 hardy souls, who love the water that bounds them, calmly pursue the toil that harvests fish from the water and timber and field crops from the land.

Gasoline and Diesel engines have supplanted sail as power for the fishing craft that work from island ports, but sons and grandsons of the first settlers still man the boats, nets are still set on the same



A Load of Cherries Ready for Market.



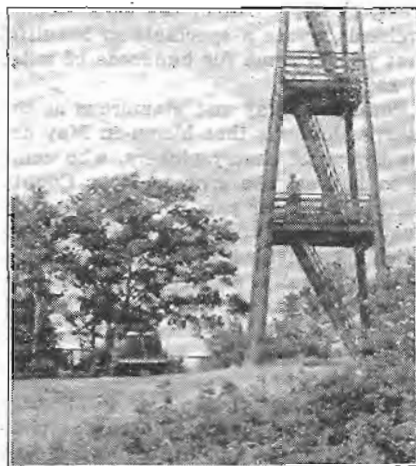
Picking Cherries at Orchard Bay.

bars and banks, and fishing remains one of the principal industries.

They're hospitable folk, the Washington Islanders—and they take pains to have visitors see, marvel and enjoy the unusual sights and the beauties of their "tight, little Isle." Here are clearings made by the Indians of the long ago, but still extant, and there are little side roads leading to the grand old cliffs that rise out of the waters of the Bay and the Great Lake. In a little old log cabin, an interesting collection of Indian objects that have been collected on the island is to be seen. The deserted little town of Washington Harbor silently tells a tale of the long ago, when the pioneers came in, lived their span, and passed on, their descendants likewise, until now it is a "ghost town," with ruins of old log cabins and lovely scenic effects through the vistas, marking the chief interest. The people who still live on the island however are serenely contented; even the younger generation decline any offers or prospects that may take them away from the scenes of their childhood and "the water." "The people love their sea. The sea does not change, neither do they."

And then there's Bailey's Harbor, the oldest village in Door County, without mention of which no tale of the peninsula county would bear weight. Discovered by a Captain Bailey in 1848 as he was piloting his storm-tossed vessel to Milwaukee and being deeply concerned with gloomy misgivings about the 150 mile journey ahead of him without a harbor or a lighthouse to ease him on his way. Just as the wailing of the storm frightened immigrants, who had taken passage on the ship, was threatening to drive the worthy captain frantic, he saw a large harbor opening into the land on the west. His faulty charts recorded no such point of refuge, but fearing shipwreck if he continued he determined to take a chance on the harbor and turned in, and under these stormy circumstances Bailey's Harbor came into being. Building-stone, cordwood, and lumber were in much demand at Milwaukee and at Bailey's Harbor

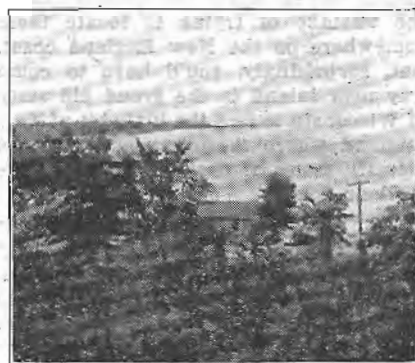
they were all easily accessible, and Captain Bailey proceeded to develop a business in these commodities at that point. Eventually the state legislature was persuaded to set off Door County as a separate county, and Bailey's Harbor became the only village or claimant for the county seat in the entire county.



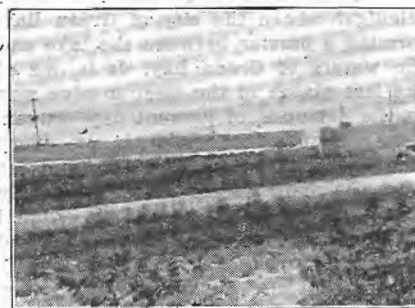
Sten's Tower—Peninsula State Park.

After a number of ups and downs the tide of prosperity that had been started by Captain Bailey in Bailey's Harbor diminished. The mills burned down, the piers were ruined, the cottages crumbled into decay, and the hopeful county seat expired in its infancy. Only the lighthouse continued under the undeviating course of a conservative government to light up the passage to a deserted port, hemmed in on every side by a trackless forest. Legally, however, this Rip Van Winkle among villages was still the county seat, and legislative action was required to make the change which was made in 1857 by force of the influence of energetic hustlers of the then thriving village of Sturgeon Bay, which thereafter became and is today the county seat of Door County.

And Ephraim, where in the 1850's came the Rev. A. M. Iverson to form a village for the colonists who joined with him in forsaking a religious cooperative community of the same name—Ephraim—previously founded by Nils Otto Tank. The Ephraim of Otto Tank consisted of some 969 acres, most of which are now included in the city of Green Bay, and in addition some 9,000 acres lying a little farther south on the same side of the Fox River. The story of Ephraim is the story of Nils Otto Tank, but the Ephraim of today is not the Ephraim of Tank. Tank, whose death in 1864



Looking Across Sturgeon Bay.



Old Stone Fence—Horseshoe Bay.

marked the passing of an inspired pioneer, had hoped to bring into being a communistic colony patterned after the

(Continued on Page 9)

The Iron Horse Speaks Out!

And the Story He Tells Is Winning Friends and More
Business for the Railways—and Greater Opportunity
and Security for Every Railway Employee

ROBERT S. HENRY, Assistant to President,
Association of American Railroads

JUST a few years ago, people everywhere were saying that the Iron Horse was on the way out; that he would soon join the stage coach and the canal boat; that the newer forms of transportation could do a better job of hauling America's commerce.

While it wasn't true, as all railroaders well know, that sort of talk was current Public Opinion, and it was hurting the railway industry. Public confidence in the railways was at a low ebb, our business was falling off, our locomotives and cars were idle, and our fellow-employees were being furloughed because there was no work

for them to do. The Iron Horse was taking a licking.

And then something happened! Realizing that it isn't what an industry is, or even seems to be, that counts with the public, but what the public *thinks* an industry is that counts, the individual railroads, the army of one million railway employees, and the Association of American Railroads joined hands in a campaign to remake public thinking about the railway industry. A railway public relations campaign was planned and launched and the Iron Horse began to tell its story of courage, resourcefulness, progress and achievement.

His "voice" was the monthly insertion of page and double-page advertisements in national magazines going into the homes of nearly every family in the land; the distribution of supplemental advertising literature and other material by the individual railroads; the delivery of speeches by competent railroad spokesmen and last, but by no means least, the "word-of-mouth" advertising of the million railroad employees in their daily contact with the railway's customers and their own friends, neighbors and people with whom they do business.

With the facts to support every claim he made, the Iron Horse set out to tell his story to the American people. His first objective was to establish in the public mind the fact that while the railroads, like every business and every person, have problems, they are not a chronic and perpetual "problem"; that they are competently managed, enterprising and progressive; that they are doing a great job, and that they are essential to the economic life of this continent.

It was a new kind of pioneering for the Iron Horse, but he tackled it with traditional enthusiasm and resourcefulness. And so effectively has he used his new "voice" that the first objective has been reached within the comparatively short period of one year. Public opinion about the railways has undergone an "about face." America is again rail conscious—proud of the railways and the great job they are doing—and more freight and passenger business is being offered to us to handle. Best of all, during the past twelve months, more than 100,000 employees have been restored to railroad payrolls.

A great job has been done—but it is still far from being finished! The story of how America's prosperity is interwoven with the prosperity of the railway industry must continue to be told, and told, and retold, to the public, at every opportunity and in every form.

The railway's public relations campaign is continuing. It will be conducted along essentially the same lines as during the past year. The goal is to build, on the foundation of confidence and respect in the public mind, a willingness to give the railroads an even break in rates, regulation and legislation: to let them work out their own problems in a business way, and meet competition on a basis fair to all.

The Iron Horse is not asking for any special advantages or extra privileges. All he wants is an even break—a square deal. And again, as in the past, the success he has in getting that even break will depend upon the intelligent and enthusiastic cooperation of the individual railway employees—you and me, and all the rest of those who earn their living by working on the railroad.

The term "public relations" is not, in itself, a mysterious combination of words capable of producing miracles. In the words of one railroader, "Public relations is, at the bottom, nothing less than an organized effort to present

to the world at large the facts about the railroads, not only through the officially recognized channels of advertising and publicity, but through the even more effective and important channel of word of mouth contact of the individual railroad workers."

Broadly speaking, the railroads' public relations is the sum total of all the contacts by everyone who works for a railroad with every member of the public. Every such contact leaves its impress, good or bad, and does its part to shape public opinion of railroads and railroad affairs. The million railway employees, therefore, with their millions of contacts with the public and their influence as citizens in their own communities, are really the very foundation of the public relations program. It's up to us!

And there is a very vital reason why every railway employee should make the securing and retaining of the goodwill of the public a part of his daily job. The railroads, as we all know, get the money to pay our wages from the transportation of freight and passengers. The number of employees needed to do the work varies in accordance with the business we have to handle. And anything which increases the cost of railway transportation without improving it means less business for us—and fewer employees. Economical, efficient operation means more business and more employment. That's why it is important that we see that the railroads get a square deal.

The railways' national magazine advertisements in the near future will point out to the American people—

That there is no "water" in the capitalization of the railways because they are actually worth, according to the valuation of the United States Government, seven billion dollars more than their outstanding stocks and bonds in the hands of the public;

—that the "land grants" made years ago to encourage development of the wilderness were not a gift but the best trade ever made by Uncle Sam; that actually only 9 per cent of the total railroad mileage was built by land grants; that this so-called "free" land has been a fat source of tax revenue to cities, counties and states ever since, and even Uncle Sam has received benefits in the form of reduced rates exceeding in value the cost of land itself;

—that the railroads pay a million dollars a day in taxes for the support of government and spend a billion dollars each year for the materials and supplies to carry on their everyday operations;

—that in the face of increased costs all along the line, they are now hauling a ton of freight for 23½ per cent less than they got for hauling a ton a mile fifteen years ago; and that passengers pay an average of 42 per cent less per mile than they did in 1921:

(Continued on Page 14)

The Milwaukee Road Post No. 18, American Legion, Float in Parade of 40 et 8, August 7th and Legion Parade August 9th in Milwaukee

THE picture herewith shows a miniature HIAWATHA locomotive mounted on the float displayed by Milwaukee Road Post No. 18, American Legion "40 et 8" parade, August 7th, and the State Legion parade in Milwaukee, August 9th.

This was the first Department or State Legion convention ever held in Milwaukee and from all reports it was a most successful event, described in the local papers as "beautiful," "delightful," "clean," "amusing," and "colorful." The Milwaukee Journal of August 10th devoted the best part of a double column space to the parade and the significance of what it termed "the greatest parade in Milwaukee's history. Not since the war days had anyone seen the like of it for size. Never had been a parade with

so many sides of life, with so much earnestness, devotion, effervescence, relaxation and nonsense. It was patriotic, it was grim, it was colorful, it was gay, it was light-hearted, it was playful and ridiculous." And withal it was a spectacle to warm the hearts of the veterans, and to raise the vibrations of all who enjoyed the spectacle as it wound through the streets of the Cream City.

Milwaukee Road Post No. 18 is an "up-and-coming" organization proud of the individual records of its members and tenacious of its memories and friendships.



The attendance at the meeting was large, with members and friends from far and from nearby points.

Milwaukee Road Post is definitely a Milwaukee Road group, membership in which is open to all past and present employees of the Milwaukee Road who received honorable discharge from service in the World War.

Details and information regarding the post may be had by contacting or communicating with the Post Adjutant Henry F. Shallanda, 6027 National Avenue, Milwaukee; or care C. F. Dummier, freight agent, Milwaukee. Meetings are held every second and fourth Monday in Room 22, Union Depot, Milwaukee.

As Others See Us

IT IS always gratifying to know that good service, courteously rendered is appreciated, and letters acknowledging that kind of service are pleasant reading. It is, likewise pleasant to pass the good words along and to give credit where credit is due. The essence of really good service and real courtesy however is something more than any possible praise it might receive. It is always the intent behind the action that counts and in the long run, good service cheerfully performed brings its deserved recognition. There is probably no walk of life where friendliness, consideration, and the desire to be helpful mean so much as in the transportation world. Translated into language, these elements mean—good business returns and good business returns mean jobs.

Not all of the letters that come in to headquarters are bouquets,—some of them make complaints that seem far fetched, while others disclose a "screw loose somewhere,"—and it is, of course the duty of the man at the head to look into the situation to see where the trouble lies and to remedy it. Here is a case in point:

A complaint came in from a good patron because of the "manner in which he was treated by an employee." The complaint was investigated,—and the report by the investigating official is the whole matter in a nutshell. It says: "I could not feel that he had done anything particularly wrong, but it was the way he did it. We told him that no man in dealing with the public had completed his job except at the end of the day, he examined his own conscience and was convinced he had made friends for the railroad on that particular day. If he could not be sure he had done so, that day's work should be put down as an unsatisfactory one; and the next day, to conduct himself in such a way that he could feel his day's work was well done."

If that spirit were carried out throughout the service, there could be no brickbats to throw. Happily for the Milwaukee family, a spirit of true courtesy is generally prevalent and the letters following indicate that this very vital point is not overlooked in passenger train service:

Cheaper Berths and Transportation Do Not Include Cheaper Service

EXPOSITIONS COMPANY OF AMERICA
Chicago, Ill.

Mr. Geo. B. Haynes.

Dear Mr. Haynes:

On May 20th it was my privilege to

leave Chicago on the Olympian bound for Seattle. I was most pleasantly surprised, since I had purchased for the first time intermediate accommodations, to find that cheaper berths and transportation did not include cheaper service or courtesy.

To Mr. Wolfe, the conductor, and to Mr. Little, the dining-car steward, I wish, through you, to extend my thanks for their many little services and always-unfailing courtesy.

Since I had been "sold" on the last minute going on the Milwaukee Road, I had unconsciously expected to find fault, but now I am a Milwaukee booster and have already returned the favor by selling two of my friends the Olympian for their trip to the Northwest this week.

May I congratulate you on the well-written "Notes Along the Olympian Trail"; on your fine meals (the demi-tasse for breakfast is particularly a grand idea), and on the fairly spacious ladies' lounge.

My only suggestion is that an ash tray or two would find ready use in the ladies' lounge, since the Olympian does not provide any other place in the tourist section for an occasional cigarette.

Again, thank you for a most pleasant trip, and please know that since I shall be going to Seattle again, that it will be via the Chicago, Milwaukee, St. Paul & Pacific.

Very sincerely yours,

(Signed) Claire A. Vernon.

High Type of Service Worth More Than Any Other Advertising

STATE OF WISCONSIN
Trade Practice Commission
Madison, Wisconsin

Mr. J. T. Gillick.

Dear Sir:

A short time ago, while traveling on your line, I was accorded such unusually courteous treatment by employees of your company that I wish to express my appreciation and so I take the only means available to me and that is by writing to you.

It happened that I missed the 8:40 train to Milwaukee at the Washington Street station in this city by a minute or so and the ticket agent called the Franklin Street station to hold the train while I hurried there in a taxi. The cab stopped about 60 feet from the train and the conductor, W. D. Robinson, hurried over to take my bag while I went into the station to get my ticket. I don't think the train was delayed more than a few minutes but the very courteous and helpful cooperation pleased me more than I can tell you.

The next day, on your train bound for Green Bay, I recalled that I had not wired ahead for a hotel reservation, and I called on the conductor for help. He told me to write out the message and he would see that it was sent from the first stop and at no cost to me. This struck me as being so unusual that I asked him for his name and address, which I am passing along to you. He was a J. W. Krause, 711 Hubbard St., Green Bay, Wis., and incidentally he is no relative of mine.

This high type of service is worth more to your company than all the newspaper and posting advertising that you could possibly do, and I believe that these men should be given some expression of confidence from the firm for the loyal and

efficient way they are maintaining and advancing the best interests of the company.

Very truly yours,

(Signed) William Krause,
State Field Representative.

Will Remember "This Soul-and-Body-Satisfying Journey"

THE BOARD OF EDUCATION
Lakewood, Ohio

On board "The Sioux," going east, somewhere near Algona, Iowa.

Mr. George B. Haynes.

Dear Mr. Haynes:

It may be the influence of the fine fish dinner I have just had in your diner; or it may be the contagious good nature of Joe, the porter on the "Horicon"; or it may be the fine, understanding thoughtfulness of the conductor who has arranged for me to have a table in my Pullman space and has permitted me to complete a promised magazine article and write some letters on an almost-silent portable typewriter; or it may be a combination of all these factors that impels me to write you this letter commending your travel service and the cheerful, unobtrusive personal service which your co-workers have rendered to me.

This service, about which I am so enthusiastic, began in Cleveland the day I received a letter from the president of my alma mater, Dakota Wesleyan University, at Mitchell, South Dakota, inviting me to participate in a minor way in the 1937 commencement program. I telephoned Mr. Park, your general agent in Cleveland, stating when it would be convenient for me to leave and giving the deadline for my return. Mr. Park didn't annihilate me with train schedules over the telephone, and he didn't inundate me with travel literature by mail. He wrote me a letter in sentences which even I could understand, giving me exactly the information I desired and quoting the exact cost of the trip. In due time your Mr. Burns, the city passenger agent, delivered the tickets and the Pullman reservations to me at my office and accepted my check in payment. There was no standing in line at a crowded ticket window, no one urged me to take a section in place of a lower, no attempt was made to sell me a trip to Yellowstone, Alaska, Guam or Manila. It was as simple, as understandable, as businesslike, as fundamentally American as any transaction should be.

This is the first railway journey of any consequence I have made in the last ten years, though in that time I have worn out three automobiles and innumerable tires. I had almost forgotten how completely one can relax in a modern air-conditioned train; how comfortably one can work in a smooth-riding Pullman if he is so inclined or obliged to as I have been on this trip. I no longer remembered how comfortable one can feel reclining on a comfortable, form-fitting seat, reading a magazine or a book at sixty or seventy miles per hour instead of keeping one's eyes glued to a ribbon of concrete and one's hands nervously twisting a steering wheel back and forth. And what a joy it has been to rediscover the marvelous meals, moderately priced and impeccably served in a railway dining car.

I think I've been converted. Of course, I don't intend to sell the family chariot and ride the New York Central every time I go out to Berca or Elyria. But if I ever have to make any transcontinental or semi-transcontinental trips, I think I shall remember this soul-and-body-satisfying journey and shall again telephone your Cleveland office.

Please convey my gratitude to your many thoughtful and helpful co-workers who have helped make this trip a memorable one.

G. W. Grill.

Identified

Short-sighted Lady (in grocery)—Is that the head cheese over there?

Salesman—No, ma'm, that's one of his assistants.

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



Recently authority was given for additional train service on Lines West which will result in a very large increase in operating expenses and in calling attention to the necessity for increased revenue to offset the added expense Mr. Scandrett, in part, said:

"I think we can do a lot better if the entire organization tackles the job with a determination to put it across. We look, of course, primarily to the Traffic Department to get us business, but it is the job of all of the rest of us to help the Traffic Department, not only by giving service which is first-class in every respect, but by building up friendly and enduring relations with those who are, or should be, patrons of our Railroad. I have no patience with what I call the groove system, where if a fellow goes out of his groove he is stepped on. What we are after is the business and the proper handling of it. For convenience we have departments with special duties and responsibilities, but what I am talking about is the job of the railroad in making friends, getting business and handling it properly. I am anxious for our Traffic Department, our Operating Department, our Accounting Department, our Purchasing Department and our Law Department each to make a fine showing, and to be recognized as tops in their line; but most of all am I interested in the Milwaukee Road, its reputation, standing and prosperity. The way, and the only way, to put and keep it in the place we all believe it belongs, is by everybody on the pay roll giving the job the best he has, and all pulling together."

"The position of all the railroads is at the present time the most difficult in their entire history. It is not necessary for me to enumerate the adverse conditions with which we are confronted. In spite of all I still believe we have a chance to make the grade. If every one of us tackles the job with determination we can and will put it over. It requires just that. Each one of you can take steps to enlist the support of all in your department in the big fight which is immediately ahead of us better and more effectively than I can do so, and I urge you with all the earnestness of which I am capable to do it, - and to do it quickly."

All of us appreciate the seriousness of the situation which Mr. Scandrett so clearly points out, and that the responsibility of effecting greater accomplishments rests with each one of us.

H. E. Pierpont

Chief Traffic Officer

J. D. Ginnick

Chief Operating Officer



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UNION STATION BUILDING, CHICAGO

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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

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Harry F. Hunter

MR. HARRY F. HUNTER, for forty years associated with The Milwaukee Road in immigration and agricultural development work, died in South Haven, Mich., August 1st, after a long illness. Mr. Hunter was 77 years old and had retired in 1929 from active service with the railroad. He is survived by a son, Mr. J. B. Hunter of Montclair, N. J.; and a daughter, Mrs. K. V. R. Nicol of Chicago. Mrs. Hunter died in 1936.

A native of Canada, Mr. Hunter entered the employ of The Milwaukee Road at Mellette, S. D. and much of the development of territory adjacent to Milwaukee tracks in South Dakota was due to his efforts and interest in the state. Mr. Hunter's many friends of the railroad, where he was widely known and popular, will regret to hear of his passing.

Mrs. Elizabeth M. Paul

AFTER a short illness, Elizabeth M. Paul veteran Milwaukee Road agent at Elkader, Iowa, died at her home in that city on August 1st.

Mrs. Paul was probably the oldest woman agent, in years of service in the country and her record in that capacity is believed to be unquestioned. She had been in the employ of this company since 1882 when her husband was made

agent at St. Olaf and she immediately constituted herself his efficient assistant. Mrs. Paul learned telegraphy and became first operator at St. Olaf. In 1891 the Paul's went to Elkader where he became station agent. Mrs. Paul, sharing the work and responsibilities. Mr. Paul died in 1916 and Mrs. Paul succeeded to the position, which she ably filled up to the time of her passing.

Being one of the few women agents on The Milwaukee Road, Mrs. Paul despite her modesty was "written up" in magazine and newspaper articles; and those who interviewed her for this purpose always were impressed with her steadfast devotion to her "job" and her loyalty to The Milwaukee Road. Before the passage of the eight-hour law for railroad employes, it was not unusual for Mrs. Paul to put in sixteen to eighteen hours daily at her work, but in spite of long hours of work, she always gave "service with a smile" making and holding the friendship of her community, both in her public capacity and private life.

Her passing is mourned by a host of friends to whom the sympathy of The Milwaukee Family is offered in their loss.

Mrs. Paul is survived by one daughter, three granddaughters and two grandsons. Funeral services were held at Elkader and burial made in East Side cemetery.

that may have developed from it is a direct result of the fine, receptive attitude of the people who saw it.

To one who knows and understands the people of The Milwaukee Railroad, I believe it can be said without fear of contradiction that no group surpasses them in the degree of loyalty which they have to their company, and certainly The Milwaukee Road could never have achieved its present position in the many communities it serves if it were not for this fine, loyal, enthusiastic support. However, having achieved this position, it must be maintained. Our people must ever be alert and eager to serve the people who patronize us. Our railroad has a host of friends—friends made during the years in which we have satisfactorily been serving the public. We must keep these friends and make new ones. To make and keep friends, we must be friendly; and to be friendly, it is necessary to employ courtesy and discretion.

The A. A. R. in approaching the task of producing a picture that would be helpful in bringing railroad people to a greater consciousness of the necessity for employing friendliness and tact recognized that there was no real need for a "preachy" type of picture. The employes of American railroads were not essentially in need of sermons on the subject of their conduct, and had never proved themselves to be intentionally tactless or unfriendly. So a picture developed that was simply intended to exhibit examples of the proper technique to be employed in courteously and discreetly serving our customers.

During the months of July and August almost 10,000 of our people attended exhibitions of "Friendliness, Too." In addition to having been shown in general offices at Chicago, "Friendliness, Too" has been exhibited at points where employes could conveniently assemble on the following divisions:

Chicago Terminals
Kansas City Division
Rocky Mountain Division
Twin City Terminals
Hastings and Dakota Division
La Crosse and River Division
Milwaukee Terminals
Trans-Missouri Division
Coast Division
Iowa and Southern Minnesota Division
Superior Division

Those who have already seen "Friendliness, Too" have been keenly impressed with the manner in which this picture succeeds in stressing the fact that the

Friendliness, Too

"FRIENDLINESS, TOO" which has recently been adopted to stand with "Safety First" as a symbol of the spirit of service on American railroads, is the title of the Association of American Railroads' new sound-slide-film production which is "on tour" on our railroad.

To the musical accompaniment of "For He's a Jolly Good Fellow," the picture presents a series of examples of the advantage of maintaining a friendly attitude. It stresses the importance of courtesy and tact and friendliness in our relations with our customers.

Within the past twelve months the A. A. R. has produced two pictures which have been presented to employes of The Milwaukee Road. The first one, "All Aboard!" showed how the railroads of the country were built—how many great obstacles were overcome—and how the American railroads gradually attained their present high posi-

tion as a vital and essential system for the transportation of the major commerce of the country. It told about the great contribution which the railroads of the country make in taxes, which are employed to support our courts, our institutions, and our schools. It stressed the importance of the American railroads as a purchaser of more than 70,000 different items, and it showed that while the American railroads maintained a highly developed transportation system, they had at the same time cut the cost of transportation to a point so that today they haul a ton of freight a mile for an average of less than one cent.

The exhibition of the picture "All Aboard!" to the employes of the Milwaukee Road is thought to have resulted in awakening a great many people to the importance of the railroad in their community. That, of course, was the purpose of the picture. Any good

railroads are a human institution made up of the million men and women who run them. There has also been brought home to them a realization of the necessity for at all times employing unfailing courtesy, discretion, and friendliness so that the relationship of the people on this railroad with the customers, whose freight bills and passenger fares make our salaries possible, shall ever be of a warm, friendly quality.

The lesson conveyed by the picture "Friendliness, Too" is an important one. It is important that the public should be made to understand that the railroads and railroad employees are genuinely anxious to serve and serve in a friendly, discreet, and courteous way. It can only be through everlastingly employing friendliness, and courtesy, and discretion that the public will be made to realize the vital significance and importance of the railroads as service institutions, and bring forth that public demand which will put all transportation agencies on an equal footing, with

the result that the railroads will be given greater freedom to work out their business problems in a business way to the eventual benefit of the public, the railroads, and all railroad employees.

"Friendliness, Too" is scheduled to be shown during the month of September between the following dates on the following divisions:

August 30-September 10—Terre Haute Division.

August 23-September 17—Iowa and Dakota Division.

September 20-October 8—Iowa Division.

August 16-September 10—Milwaukee Division.

September 13 to 24th—Madison Division.

September 27-October 8—Dubuque and Illinois Division.

All employees who have not yet had an opportunity to see it are urged to make a special effort to see it when it is shown on their division.

upon whose land they had settled, and Iverson delegated himself to the task of demanding that Tank give the colonists deeds to the tracts of land they occupied. But Tank's great plan for a cooperative community made accession to the demands of Iverson impossible. And so in 1853 came into being the second Ephraim, the Ephraim of today, situated some 75 miles north of the Ephraim founded by Tank, where the Rev. Iverson took the dissenting followers of Tank and lived with the colonists until 1864, when the duties of his church made it necessary for him to say good-bye to Ephraim and his faithful communicants. In his latter days he came to acknowledge with sadness that perhaps he had not understood Nils Otto Tank and the great motive which inspired him. But it has been written that the community he reared in the wilderness was fortunate indeed to have such a man as its spiritual guide and friend. The Rev. A. M. Iverson was a pioneer among pioneers, who shared the physical labors of the colonists who founded the village of Ephraim. Ephraim stands today as one of the glorious little communities on the Green Bay Shore of the Door Peninsula and a monument to the memory of the Rev. A. M. Iverson.

Guarding the portals of the Peninsula, about forty miles northeast of the town of Green Bay lies Sturgeon Bay, named for the bay on whose shore it stands. It is the only city in Door County. For half a century it has been notable as a fishing and shipbuilding port, and more recently as the center of Cherryland and the gateway to the popular resort section to the north. Sawyer is the fourth ward of the city, the two parts being connected by a new 1,400-foot bridge. Whoever approaches it from the south sees a panorama unforgettable, whether of white dwellings and tall spires among the trees by day, between the bay and the hills, or the rows of twinkling lights that seem to climb skyward at night. Here is a place where there is industry without ugliness; modern conveniences without loss of rustic charm; and a simple, neighborly society with cosmopolitan contacts.

Vacationists who have once visited the Door County Peninsula, invariably return. The impressive sandstone cliffs; the ever-changing waters of Green Bay; the glorious sunsets; the jewel-like islands and the thrill of following forest trails over a land of early French exploration and of American Indian history—all combine to arouse regret that a day of departure must come and a longing for the time when they may return.

The Chippewa is providing excellent fast daily service to Green Bay where bus and auto connections are made for points on the Door Peninsula.

Clear Road Ahead

Betty: "Do you have any green lip sticks?"

Drug Store Clerk: "Green lip sticks?"

Betty: "Yes, a railroad man is going to call on me tonight."

New Dining Cars Largest in America

THE LARGEST single unit railroad dining cars in America are now being operated on the Milwaukee Road's Olympian.

Built without steps or vestibules, to provide increased floor space, the cars seat 48. The capacity of the usual dining car is but 30.

The new cars, which are air conditioned and partially streamlined, began service this week on the seven units of the Olympian. All were newly built in the road's shops in Milwaukee (Wis.) at a cost of approximately \$40,000 each and are necessitated by increased rail travel and dining car patronage.

As each car is in continuous service for a week, and because the number of patrons to be served is indefinite, an unusually large stock of staple groceries must be carried on a transcontinental train. Providing adequate storage space for the increased supplies in the enlarged diners taxed the skill of the road's car builders and designers.

Inside the car 65 doors enclose the cabinets and cubby-holes required to stow the myriad pieces of linen, silverware, china, crockery and glassware necessary to fill the requirements of food and buffet service. A ton of ice and 500 gallons of water are carried in the pantry and kitchen, both of which are of stainless steel construction. The value of the equipment and supplies exceeds \$10,000.

Skill and tact are required on the part of Olympian dining car stewards in interpreting and applying the maze of ordinances and laws governing the sale of liquors in the eight states in which the train operates between Chicago and the Pacific Northwest. In addition to the steward and assistant steward, six waiters, pantry-man, chef and three cooks constitute the crew on the new diners.

The dining cars replaced, all of which

were air conditioned in recent months, will be used on special trains and in supplementary service.

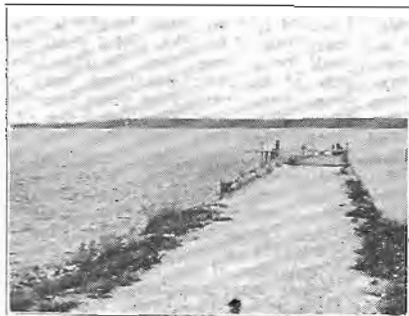
More than 300 different kinds of food stuffs, including spices, cereals and fruits are carried on an Olympian dining car. Leaving the home terminal each car carries 450 lbs. of fresh meat; 150 lbs. of poultry; 100 lbs. of fish; 90 doz. eggs; 75 lbs. of butter; 250 lbs. of potatoes; 75 lbs. of coffee and 500 oranges. More than 800 individual bottles of assorted brands of liquors are in the buffet, in addition to 500 cigars and 300 packages of cigarettes. On board also are 5,000 pieces of linen; 500 pieces of glassware; 1,200 pieces of chinaware; 900 pieces of silverware and 165 pieces of kitchen and pantry equipment.

Wisconsin Scenes

(Continued from Page 4)

one at Herrnhut in Germany which Count Zinzendorf of the pietistic sect known as Moravians had organized.

Tank laid out his colony on both sides of what is now State Street near the Green Bay Junction Railroad in Green Bay. A school was installed and Tank himself taught history, languages, and science; while the Rev. Iverson taught religion. This school has been referred to as the first Norwegian academy in America. But dissension entered the ranks of these Utopian colonists, and they were inspired to question the motives of the idealistic Nils Otto Tank,



Looking Across Death's Door from Land's End.

Address to American Association of Railroad Superintendents at Chicago, Ill., June 9

By C. H. Dietrich, Executive Vice-Chairman, Freight Claim Division, Association of American Railroads

IF I HAD been allowed to choose a group of men at this particular time to talk to in connection with our loss and damage situation I think out of all of the railroad organizations none could have been selected more appropriate than the American Association of Railroad Superintendents, and for that reason I am grateful indeed to your chairman for having given me this opportunity of laying before you the situation as it exists and to suggest briefly some of the ways through which your organization as such, but particularly your members as individuals, may carry out a program in harmony with the program of the Freight Claim Division, thereby furnishing to our patrons a more efficient service and save our member lines a substantial amount of money that is at present being expended for loss and damage to freight.

It has been said, and well said, that service failures are crimes in railroading, and the railroads are practically the only business organizations that record all failures and demand explanations of them. This same author said: "Rules do not prevent errors; they measure them, but never prevent them. To use the rules we must understand the principle behind them. In our school arithmetic studies we found plenty of rules, but they were learned by working problems on the principles which underlaid the rules." In the complex organization of our present-day transportation companies we have a great variety of supervising officers and employees to whom we, as freight claim officers, go with a record of service failures, but I know of no source to which these failures may be taken with greater promise of securing assistance than to the division superintendent under whose direct jurisdiction comes not only the station agent, who receipts for the freight, and his freight-house organization that handles it into cars, stows, loads and bills it; but also the yard organization that makes it up into trains, and finally the road crews that carry it to destination. In short the suggestions I have to make to you gentlemen are, in my judgment, being made to men who not only have the responsibility for carrying out safe methods of transporting freight, but also have the ways and means at their command to see that any of these suggestions which, in your judgment are sane and practical, are carried out.

We are confronted at this time after a number of years of slack business, with an increasing tide of traffic which is bringing with it an increasing amount of service failures, and they in turn an increasing number of loss and damage claims.

I shall not bore you with figures nor statistics; it is sufficient to say that the amount charged to loss and damage has increased during the past two or three years from approximately \$15,000,000 per annum to approximately \$21,000,000 for 1936, and of this \$21,000,000 an amount of \$14,184,919 represents damage of all kinds. It is not contended, of course, that all of this damage for which better than \$14,000,000 expended in 1936 was preventable, but, I believe, it is a conservative statement to make that a very substantial proportion of it could have been prevented if everyone connected with the handling of this traffic had been properly instructed and sufficiently interested in its safeguarding.

This idea of careful handling of the freight entrusted to our railroads is not a new thought by any means, as a conference of operating officers gathered in Atlanta, Ga., as far back as Nov. 7, 1924, to

consider ways and means of eliminating unnecessary damage through careless handling of cars in terminals and in road movement.

In 1926 the general committee of the operating division of the A. A. R. (then the A. R. A.) adopted resolutions endorsing the action of carriers at large terminal points in the appointment of committees to study this problem, and during the years since that time this matter has been before practically all of our divisions connected with the transportation of freight in one form or another.

There was considerable encouragement felt over the action taken in February, 1931, when a three-way sub-committee was formed representing the operating, freight station section and claim division of the A. A. R. to give consideration to this problem, but the depression stopped a lot of activity which might well be re-started at this time.

One very notable contribution to the matter of safe handling, particularly in terminals, was inaugurated by the General Managers' Association of Chicago in March, 1929, who authorized their committee on coordination to purchase ten impact recorders and the personnel to handle them, and this active campaign maintained since that date has unquestionably improved the situation in this one terminal.

At your 1935 annual session your subject committee stated: "It seems advisable to recommend definite switching rules for use in every yard and terminal for the guidance of engineers, trainmen and other yard employees generally; such rules would cover rough handling, safety, switching speeds, etc."

Again, at your 1936 annual session your committee No. 7, among other things, suggested that a committee be formed to study the whole subject of terminal operation, and it seems to me that your 1937 session might very well give careful consideration to both the 1935 and 1936 recommendations made with respect to the safe transportation of freight in terminals and road movement.

The freight claim division, through its committee on prevention of loss and damage, has issued a great deal of material on this subject in the past and will continue to issue more in the future; the most recent being "The Importance of Good Switching," which is just off the press, and a supply is available to every member road in this country and Canada. I have arranged for a distribution of this pamphlet today, and I trust that each member of the association on his return home will ascertain whether the supply requested for his railroad is sufficient to place a copy in the hands of each man in terminal and road service, as it contains some very interesting information which any ordinary person can understand.

There are a great many suggestions which I would like to make in the interest of safe handling of freight, but I shall confine myself to a very few, in the hopes that each of these suggestions may be given some consideration by your membership. First is that of coupling cars at a speed at the time of impact that will not injure either the lading or the equipment, and to indicate why we believe there is an absolute necessity for every operating officer in this country to give this particular feature some thought I am taking the liberty of reading a letter received only a few days ago from one of the largest nationally known organizations shipping package freight in volume:

"We are becoming quite alarmed at the

very rapid increase in damage to our merchandise shipped in carload quantities. Last year our freight claims increased 31.9 per cent over 1935, in dollars and cents, and 38.6 per cent in number of claims filed. Our bakeries are continuing to send in freight claims in substantial numbers, the great majority of which cover damage to carload shipments, and the inspection reports we are receiving disclose that rough handling leads all other causes.

"I am firmly convinced that the faster speeds at which freight trains are being operated today are causing greater shock and more rough handling of carload shipments. We are filing a considerable number of claims where the malleable iron castings and steel beams used to brace our carload shipments are ripped off the car walls when the car arrives at destination.

"We are greatly concerned about the invisible damage resulting from excessive rough handling of carload shipments. Such damage is not discovered until our products reach the hands of the ultimate consumer. It is obvious that if visible damage to merchandise shipped in carload quantities is on the increase, so is the invisible damage.

"For years we have done our utmost in better loading, better bracing carload shipments to reduce damage to our merchandise. The result of our campaign in this direction is best illustrated by the record of the past eight years shown below:

Amount of Claims Filed			
1929	1930	1931	1932
\$23,377.03	\$8,548.93	\$4,715.60	\$8,059.26
1933	1934	1935	1936
\$7,621.41	\$7,052.96	\$5,805.06	\$7,654.45

Number of Claims Filed			
1929	1930	1931	1932
1,134	696	449	365
1933	1934	1935	1936
504	538	484	671

"There was an increase in loss and damage claims filed generally throughout the country reported by your division for 1936 compared to 1935. To what do you attribute the cause of this increase? I realize that carloadings have increased, but our loss and damage claims have increased far beyond the increase in our carload shipments.

"We have a Savage impact register of our own which we use to detect rough handling of our carload shipments, but so much rough handling is occurring at so many different localities that it is almost impossible to cover our own situation with but one impact register.

"We have not changed our method of loading and bracing our carload shipments. In fact, today we are loading and bracing such shipments better than we have ever done in our history. Yet despite every effort we make to protect our merchandise damage is on the increase. I do not believe that the box car equipment of the railroads is adequate today to protect merchandise from damage at the higher speeds at which freight trains are being operated.

"What steps have you taken to determine whether or not rough handling is the cause for the substantial increase in loss and damage claims that has occurred? What action does the association plan to reduce rough handling?

"We are undertaking to handle this matter vigorously with the vice-presidents in charge of operations of those railroads where the greatest amount of damage to our shipments is occurring. We intend to redouble our efforts within the next few months to determine what is causing the increase in damage to our merchandise shipped in carloads. We will greatly appreciate any assistance you can render us in this connection."

I read this letter in its entirety, as it is representative of a situation that prevails nationally, and unless something can be done toward minimizing this character of damage our loss and damage account is not only bound to suffer but the far greater danger is that this class of traffic will be driven from the rails.

I will not undertake to even intimate to

(Continued on Page 17)

The Agricultural and Colonization Department

NEW PUMPS

Rehabilitate Irrigation District

SOME months ago announcement was made of a means whereby the Kinsey section of the Buffalo Rapids Irrigation Project would be rehabilitated. This was accomplished because of a loan from the Montana State Water Conservation Board which permitted installation of a new pump for lifting water from the Yellowstone River for delivery to the irrigation canals.

About June 1st the pump began operation. Its capacity exceeded the capacity of the canals to distribute the water, thus insuring an adequate supply of needed water for all crops on the Kinsey irrigated lands.

Over 600 acres were irrigated this season, and more than double that acreage will be irrigated in 1938.

Here and There Over the Line Our Agricultural Agents See—

POTATO growers near Neppel, Washington, believe they will have around 70 carloads of early and late potatoes to be shipped to market from this year's crop. They are looking to Alaska and eastern cities for outlets.

The 1936 crop of wheat in the territory served by the Marcellus line in Washington was a good one but as good as it was the 1937 crop is better.

The present crop year has demonstrated conclusively that tomatoes and sweet corn for shipment can be grown in the Priest Rapids Valley, Washington. Both crops produce fine quality goods. Plans are now under way for the production and marketing of 100 carloads to these two truck crops in 1938.

About 50 carloads of apples are expected to be shipped to market by growers near Neppel, Washington.

South Dakota farmers are interested in growing and marketing certified seed potatoes. A recent tour of the growers showed that two of the largest producers live near Garden City and Elrod, both served by our road. An attempt is now being made to find a market for this seed among southern growers.

Storing feed from years of plenty to help supply herds and flocks in years of scarcity via the trench silo method has been adopted as a definite program of the South Dakota state extension service. Such a plan worked out should help stabilize livestock numbers in that state.

Six test wells are now being dug by W.P.A. labor in the Timber Lake, South Dakota territory to test the

underground water supply. It is hoped that the wells will prove that there is a sufficient underground supply of water at a depth where it can be economically used by pumping to irrigate gardens and some small fields to supply human food and seed needs.

Plant breeders at the Minnesota Experiment Station recently bred and distributed to farmers a new wheat, namely Thatcher, which has proven to be a very successful variety in a large part of the spring wheat belt. Elevator managers in South Dakota believe this new variety will supplant many of the older ones. It is rust resistant, yields well, mills well and this year's crop, in certain sections of the state, is running a test weight of 56 pounds per bushel. Each year there is a larger supply available and because of its rust resistance feature Thatcher wheat may be a major factor in insuring a spring wheat crop in a large part of the northwest.

Reseeding pasture and range areas of South Dakota with crested wheat grass is receiving much attention by farmers and ranchmen of that state. A large number of trial seedings have been made, most of which have been pleasing to the growers. An increased supply of crested wheat grass seed is urgently needed so that the program of reseeding to pasture may be carried forward rapidly.

Buying soy beans is a new business to many elevator managers. Because few local buyers have handled the crop and because farmers have generally increased their planting of soy beans intending to market them for processing purposes many elevator managers, processors and associations of elevator managers have requested assistance in conducting soy bean grading and marketing schools. Such cooperation has been granted and arrangements are now being made to hold the schools in several Milwaukee served towns, particularly in

Iowa. Agricultural college specialists, county agents and U. S. Department of Agriculture supervisors will aid by presenting special data.

Crop prospects point to the fact that there will be an abundance of all kinds of livestock feeds in a large part of our corn belt served area. Farmers have a sub-normal number of hogs consequently they are looking to the range areas for supplies of feeder lambs and cattle to consume the corn, oats, hay and other feed crops harvested or to be harvested. The demand for feeder stock apparently exceeds supply. But even so there will be fat lambs and steers on farms in the corn belt, come winter, that have not been seen in the same feed yards for several years past.

July rains brought smiles to many an upper Michigan potato grower. After a spring and early summer of little rainfall the July rains have made many of the potato fields change from prospective failures to promising crops. Now one hears growers predict 300 bushels yields.

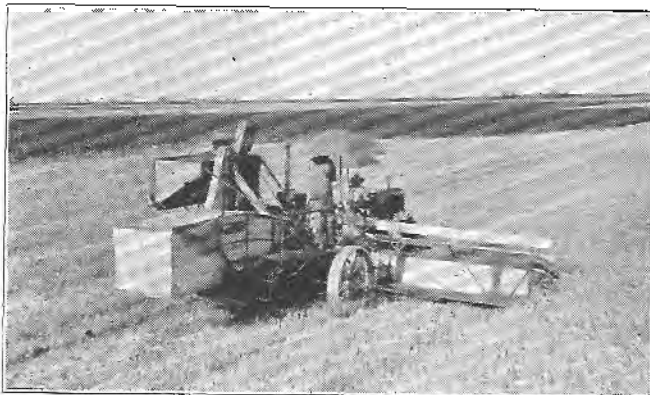
SOY BEAN ACREAGES Governmental Report Shows Increases

THE July 1 governmental crop report reveals many interesting facts regarding acreage and possible crop production on all farms for 1937. One of those is the acreages of soy beans by states.

Illinois retains its leadership among the states which produce soy beans. This year Illinois farmers sowed 2,008,000 acres of soy beans or 12 per cent more acres than were grown in the state in 1936. Indiana farmers increased their acreage 15 per cent over that of 1936. The Hoosiers have 812,000 acres.

In Iowa and Wisconsin special drives or campaigns were put on by the farmers, college extension staffs, representatives of the soy bean processors and others to get larger acreages sown. The government report shows how very effective the campaigns were. Iowa has 706,000 acres of soy beans as compared with 504,000 acres in 1936. That is a 40 per cent increase. Wisconsin farmers exactly doubled their acreages. Farmers in that state have sown 236,000 acres whereas in 1936 they had only 118,000 acres.

The country as a whole has 6,049,000 acres of soy beans. In 1936 American farmers grew 5,635,000 acres.



Combine harvesting and threshing grain in South Dakota. Two men with machines do a job that formerly required many. Dakota farmers have put their combines to good usage this year.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The District Meeting, Tacoma, Wash., June 3rd

THE fifth and last of the 1937 district meetings was held in the crystal ballroom of Hotel Winthrop Tacoma, Wash., on June 3. All chapters west from Harlowton, Mont., with the exception of Three Forks, were represented by their presidents or authorized alternate.

The meeting was called to order at 10:30 a. m. by the president-general, Mrs. Kendall. After a few words of welcome and congratulation on the large representation, which was all the more gratifying in consideration of the great distances many of the women had had to come to attend, the roll call was made, those responding being:

Mrs. Kendall, president-general; Mrs. Axelson, general director, Seattle; Miss Lindskog, secretary-general, all members of the general executive committee; Mrs. Averill, president, Alberton, Mont.; Mrs. Shook, president, Avery, Ida.; Mrs. O'Reilly, president, Butte, Mont.; Mrs. Kirkes, representing Deer Lodge, Mont.; Mrs. Wilson, president, Great Falls; Mrs. Cavanaugh, president, Harlowton; Mrs. Smeltzer, president, Lewistown; Mrs. House, president, Malden, Wash.; Mrs. Frazier, president, Othello; Mrs. Strand, president, St. Maries, Ida.; Mrs. Goodman, president, Seattle; Mrs. Lillwitz, president, Spokane; Mrs. Schmidt, president, Tacoma.

Miss Lindskog read the report of the treasurer-general, giving the balance on hand as of April 30—\$13,316.44; \$370.66 is the balance remaining in the veterans' relief fund.

Miss Lindskog then read letters of congratulation and good wishes from the executive officers of the company, written on the occasion of the announcement of the splendid membership reached during 1936. She gave a report of the work of the club during the past year, mentioned chapters which at that time had already qualified for the membership prizes, and thanked all of the chapters for their fine cooperation in bringing the paid membership of the club up to such a high figure as had already been reached during the first half of 1937, and expressed confidence that with the splendid effort which all of

the women were giving the 1936 membership would be equalled if not passed by the close of the year. She said that the executive committee all realized that the success of the club was due entirely to the work of the local chapters and the men of the railroad locally, who gave the women such excellent support.

Mention was made of some of the outstanding relief cases that the chapters had handled, many of them without asking aid of the governing board fund. In the absence of Miss Maney, general ways and means chairman, Miss Lindskog reported \$1,324.71 cleared during the year 1936 on the candy vending machines and \$150 interest on the savings bank account. During the first three months of this year the sum of \$717.30 had been realized as commission on the vending machine sales. The prospect of income for the governing board fund from this source is very promising and will add a substantial sum annually to that fund.

Mrs. Devlin then made some announcements in regard to the luncheon and the program for the afternoon, which included a drive about the city of Tacoma and its environs and a tea at the Tacoma Chapter club rooms in the early evening, thus enabling all who were returning on No. 16 that evening to enjoy the full day's activities and be ready at the time of the train departure.

Before calling on the chapter presidents Mrs. Kendall said she would like to take a moment to talk a little of welfare work. There had not been so much call for aid during the past year, due, happily, to increased employment among the employees, but we always have the sick and the unfortunate with us, and even if not in need of actual relief ministrations, there was always the cheering greeting, visits and calls, all of which it was gratifying to note from the reports had been taken care of splendidly. Calls, Mrs. Kendall said, showed a real interest—the personal contact that meant so much at time of grief and misfortune.

Mrs. Kendall also noted the quite substantial amounts in the several chapter treasuries, and inasmuch as there was

less call for aid, perhaps it would be desirable to revive the activities of the Lydia T. Byram scholarship fund, to the extent, at least, of helping students with their books, their school clothing, musical facilities and other items that could be handled within the limits of whatever sums the chapters wished to set aside for scholarship work. Administration of scholarship fund was discontinued during the depression years because of the extraordinary calls for relief, but now that this had abated to a considerable degree, much help could be extended in scholarship work. Of course, it would not be possible, she said, to undertake sending students through college or provide special instruction, but there are many other ways in which help could be extended to ambitious students.

Reports of chapter presidents followed.

Mrs. Averill, Alberton, Mont., reported a paid membership of 20 voting and 34 contributing. Card parties had been given, netting \$10.66. Not much welfare work. Two families had been reached and Easter baskets given. This chapter has a very nice clubhouse which they are able to rent frequently as it is the most desirable place in the town for social activities. Chapter is not large but the membership all enjoy it and get a great deal out of it. Mrs. Averill said she could not imagine anyone refusing to join as the club is a small "Red Cross" in itself and is a wonderful organization.

Mrs. Shook, Avery, reported receipts from bake sales and a candy sale. Have bank nights, which have proven a good way to get members out. If the 50 cents is not drawn it is allowed to accumulate until someone is present whose number is called, but when the amount reached \$1 the drawing is continued until the winning number is present. The chapter is very active socially but has had no relief work. Some good cheer. There is a circulating library that is very popular with the townspeople as well as the members. Twenty-four voting members and 27 contributing.

Mrs. O'Reilly, Butte, said her chapter found bridge parties the most successful for raising money. They have pay parties and several free parties each year. Paid membership, 55, compared with 43 last year, and 53 contributing, compared with 104 last year. Mrs. O'Reilly said their method was to "kill with kindness, and they feel they should join."

At this point Mrs. Kendall spoke of the sewing groups in the Chicago chapters, which have proven very successful in getting the interest of the women. Much sewing has been done, making garments, comforters, etc., for the needy. Meetings are held each month, the women coming in the morning, having their lunch in the club room at Fullerton Avenue Chapter, getting through by 3 o'clock in the after-



Members Women's Club at District Meeting, Tacoma, June 3rd.

noon, so the women can go home in good season. She also told of the wonderful cafeteria operated by the Fullerton Avenue Chapter, and that, while it entailed a stupendous amount of work, it was practically the only money-making activity necessary for that chapter.

Mrs. Kirkell, Deer Lodge, reported the chapter sponsoring a picture show and clearing about \$20. Card parties are given also for money-making purposes. Interest is growing in the Deer Lodge Chapter and attendance averages about sixteen each month. Have had some relief, principally supplying coal. Sent Christmas baskets and had a Christmas party with a nice program. Membership: 84 voting, 29 contributing, total 113, compared with 86 last year.

Mrs. Wilson, Great Falls, said she was happy to report that her chapter had gone over the top in both voting and contributing membership. Chapter is only one year and a half old, and last year they thought they had secured all possible members, but this year they "took a fine-tooth comb and started out." Present paid membership of 58 voting compared with 46 last year, and 58 contributing compared with 56 last year. Everyone seemed glad to join. Members attend quite regularly. Flowers are sent to the sick; if not confined to bed or in hospital, cards are sent. A fine family spirit throughout the chapter. No relief work since the chapter was started. Have spent \$22.28 on good cheer during the past year and cleared \$81.25 on ways and means. Balance of \$167.27, including the prize money from the governing board fund. Meet twice a month, the first one being a business session which they try to finish in time for a few hands of bridge; the second is entirely a social meeting. Each player pays a dime, high and second high score receive 50 cents each, and balance, if any, goes into the treasury. Donated \$10 to the community chest and \$5 to the Red Cross flood relief.

One member of the chapter was quite ill but did not desire aid, so the members three times a week take in baked food and nice covered dishes, with broth and nourishing food for the mother. On Mother's Day sent flowers and cake and ice cream for the children.

First Christmas party last year, with Santa Claus distributing candy and a small gift. Have "pot luck" suppers which are greatly enjoyed, the men attending and taking as much interest in the chapter as the women. The smallest number at any one of these suppers was sixty. Money-raising activities: card party, bake sale and luncheon served to the local Kiwanis, on which a nice sum was cleared. This was a good advertisement for the Milwaukee Road as well as for the chapter, and the Kiwanis were so greatly pleased that they have voted to make this an annual affair.

Most of the Milwaukee Road people in Great Falls knew little or nothing of the Women's Club until the chapter was organized, but in the short time since its birth it has grown into one "big, happy family."

Mrs. Cavanaugh, Harlowton, reported a paid membership of 45 voting compared with 27 last year; 6 adult contributing and 13 junior contributing members compared with 12 and 33 respectively last year. Their junior club is very active and interested and the young people enjoy coming to the clubhouse. Guests invited are only those not eligible for membership; if eligible, they are expected to join. No relief work, but have made calls and other good cheer. Do not rent clubhouse unless sponsored by a member. Have bank night for the regular meeting, which is popular, the requirement for winning being that he or she be a paid-up member.

Mrs. Smeltzer, Lewistown, reported a paid membership of 163 voting and 121 contributing, compared with 91 voting and 122 contributing last year, and she was happy to say that her chapter had gone over the top and received its \$30 prize. Solicitation was left entirely to the committee of which Mrs. Fuller was chairman. Mr. Fuller and Mr. Smeltzer were very

helpful in getting in members. Meet twice a month, serving luncheon and playing cards after the business session. Had Christmas party with games, tree and refreshments for the children. Have this free party once a year, with out-of-town members attending. Gave the Rotary Club the use of their club rooms for a state convention. Best way to make money is rummage sale. Send flowers to the sick and at time of death. Balance, \$186.37, not including \$30 prize.

Mrs. House, Malden, Wash., having a severe cold, Mrs. Poole read her report. Happy to say the chapter had gone over the top in membership, with 76 voting, 65 adult contributing and 12 junior contributing members compared with 65, 53 and 8 respectively last year. Spent \$36 on relief, their outstanding case being an elderly couple, the husband unable to work. Coal and groceries were given them. Gave \$10 to the Red Cross flood relief. Spent \$8 on good cheer, as there was a great deal of sickness last winter. Gave two dances each year and interesting programs at regular meetings. Had a "pot luck" dinner with 150 attending. At the meeting each one puts in 5 cents, and \$1 or under goes to the one holding the right number; balance, if any, to the treasury. The town cooperates with the club at Christmas time, every needy person receiving a credit slip for \$3, the club paying half. Have to act as a community club. Gave a party for the teachers. Sent plants to the old and the shut-ins. Party for the children, program and ice cream. Have a circulating library with 510 books. Balance in treasury, \$117.65.

Commenting, Mrs. Kendall said she felt that serving dinners and lunches, and other activities in connection with outside and civic organizations brought not only the club favorable publicity but was an excellent advertising medium for the railroad. We like to have the name of the railroad and the name of the club in the newspapers as often as possible in connection with public work. The donations to the Red Cross flood relief also were not only a fine move in themselves but good publicity also.

Mrs. Frazier, Othello, reported they had not yet gone over the top in membership, but hoped to do so, the number at the time being 47 voting and 83 contributing; had lost two of their good members, Mr. Anderson and Mr. Guest, by death. Both of these gentlemen had helped in the membership drives ever since the chapter was organized. Some relief work. Gave a special party to raise money for Red Cross flood relief. Best success with dances for raising money. Other organizations in Othello also have to depend on the railroad people for their support, so try not to have too many such activities in order not to interfere with other clubs, etc. Have an afternoon card party each month for the members, charging 10 cents, which pays for the lunch and inexpensive prizes. Board meeting once a month, well attended. Have a community picnic every summer. Make it a community affair because nearly everyone in the town is connected with the railroad or is a contributing member. Have a circulating library with nearly 500 books, which is open meeting nights and at the afternoon card parties. Balance in treasury, \$109.75.

Mrs. Strand, St. Maries, reported paid membership of 43 voting, compared with 26 last year, and 58 contributing compared with 44 last year. Credit for this increase due to the support of the men, who had been of great help. Also many new women members who had never before been members. Have a picnic and a Christmas party each year. Make many good cheer and 'phone calls each month, never missing anyone. Visit the hospital regularly, where many from out on the line are taken. Very little relief work, but gave \$5 to the Red Cross flood relief. Glad to hear about reviving the scholarship fund activity. No present need for raising money, but in the fall will have card parties and do something in the way of scholarship.

Mrs. Goodman, Seattle, reported a vot-

ing membership of 63 and 221 contributing. The most successful money-raising activity was a play review followed by a tea. Admission 25 cents. Ninety-five were present. Had a demonstration luncheon and cleared \$36.80. Rent club rooms to a choir. Have given some coal and other help to two families and made 20 'phone and personal calls. Good cheer, 29 personal and 49 'phone calls, 21 messages sent. Balance in treasury, \$390.30. Have had a sewing group and when nothing was needed for own use sewed for other clubs. A group of 12 went to the Washington Children's Home and sewed and did mending. Have a program or other entertainment following every meeting. Expect to have a picnic in July, inviting Tacoma Chapter. Will have a travelogue in September.

Mrs. Lillwitz, Spokane, reported no relief work, but a donation of \$10 to the Red Cross flood relief; sent 25 sympathy messages, made 202 'phone and 66 personal calls. Meetings well attended. At two meetings the men fixed the lunch and served. Have a summer picnic and have been invited to hold picnic this year at the home of a member. One of their prospective activities will be connected with examination of eyes of school children, providing books and clothing, if needed, for school attendance. Have excellent programs at every meeting. Balance in treasury, \$126.60, not including the \$10 prize money. Membership: 98 voting, compared with 69 last year, and 33 contributing, compared with 51 last year.

Mrs. Schmidt, Tacoma, reported a paid membership of 95 voting and 145 contributing, but said she expected they would go over the top in time for the \$20 prize. Hold meetings every month, serving luncheon to members and employes who wish to come. Ten women serve on the committee, each one donating \$1 to pay for the food. Proceeds turned in to the treasury as a ways and means activity. The January luncheon was their thirteenth anniversary, at which \$11.70 was cleared. Have delightful times at all their meetings. A donation of \$20 had been received from a member who at one time had received help from the club. Had now received his pension and wanted to do something for the club in appreciation. Had a number of calls for fuel. Good cheer: 75 personal and 73 'phone calls. Balance in treasury, \$279.50.

In the absence of a representative from Three Forks, Miss Lindskog read a report received from the president, Mrs. Barnes, showing membership of 11 voting and 4 contributing; some welfare work and a brief outline of their other activities.

A telegram was received from Mr. H. B. Earling complimenting the Women's Club on its work and sending his best wishes for its continued success. A letter also was read from Mrs. G. H. Hill of Spokane, expressing her regret at not being present at the meeting and sending her regards and best wishes.

Some questions and answers followed: Are pensioned employes eligible to membership? Retired employes are eligible and women members of their families are also eligible to voting membership.

How many outside organizations the club is supposed to donate to. No chapter is required to donate to any outside organization, it being optional with them. This practice, however, is not encouraged and chapters should exercise great care in making such donations or for any outside activity. Our club is primarily for welfare work among employes of the Milwaukee Road. Therefore the funds of the club should in general be spent for our own people, excepting in unusual cases like the flood relief donations.

At the conclusion of the business the meeting adjourned for luncheon in the lovely crystal ballroom of the hotel. After luncheon the company went to the roof garden for a photograph, which is presented in these pages. As the group was required to look directly into the sun while the picture was in process, this may account for the somewhat "unhappy" expressions on many of the faces.

A drive about the city and tea at Tacoma Chapter club rooms concluded a wonderful day, and the series of 1937 district meetings. These meetings this year have been very successful, with a large attendance and much enjoyment, and the thanks of the president-general, the other officers and members of the executive committee are extended to the various committees and members who contributed their time and efforts toward making the meetings the successes they all were.

Attendance at the Tacoma meeting was: general executive committee, 3; from Chicago-Union Station Chapter, 1; Alberton, 1; Avery, 2; Butte, 4; Deer Lodge, 1; Great Falls, 1; Harlowton, 2; Lewistown, 2; Malden, 5; Othello, 11; St. Maries, 3; Seattle, 22; Spokane, 13; Tacoma, 34; total, 105.

Sanborn Chapter

Mary Jones, Historian

SANBORN CHAPTER met in regular session Jan. 15, 1937. Our new president, Mrs. Merriam, officiated. After the business meeting a social hour was enjoyed and refreshments were served by the president.

February meeting was held on Feb. 19 with Mrs. Shoemaker hostess. March meeting held on March 19, Mrs. Alice Dick as hostess. April meeting held on April 16. After meeting was adjourned members enjoyed treat at the ice cream parlor. May meeting held on May 21, Mrs. Gibbs as hostess, and the June meeting on June 18 with Mrs. M. M. Burns officiating as hostess.

After each meeting the named hostess served delicious refreshments and a social evening of bridge and "500" was enjoyed by all present. At our May meeting Mrs. McDonald gave an interesting report of the district meeting at Chicago May 19, which she and Emma Julie attended. The membership committee, consisting of Inga Pippinger, Mrs. McGuire and Emma Julie, reported that they had received enough paid up memberships to be eligible for the \$20 prize offered by the governing board of the club. The committee is to be congratulated on their efforts. Sanborn Chapter recessed during the months of July and August.

On Tuesday, July 20, a group of retiring train and engine men of the I. & D. Division were banqueted following a staff meeting held at the Masonic Temple at Sanborn. The ways and means committee of the Sanborn Chapter served the banquet and furnished the musical program that followed. Places were set for thirty-nine.

Tacoma Chapter

Mrs. Alfred Goldsbrough, Historian

TACOMA CHAPTER met in the clubrooms May 24 for the usual meeting and noon luncheon. Plans for the coming district meeting on June 3rd were discussed and made.

Several card parties were given during the month and a very delightful time was had by all who attended. Numerous prizes were given, a beautiful quilt being given as a door prize, being won by Mr. Geo. Beechwood.

On June 3rd the district meeting was held in Tacoma in the Hotel Winthrop. Members, numbering around 200, from Montana, Idaho and Washington were in attendance. Our beloved president general, Mrs. Carpenter, Glendale, and secretary general, Miss Etta Linskog, of Chicago, conducted the meeting.

At 1:30 p. m. a delightful luncheon was served in the beautiful Crystal ballroom of the hotel. Tables were decorated with flowers from gardens of Tacoma Chapter.

After the luncheon, the visiting members enjoyed a sight-seeing trip around the city and vicinity.

A 6 o'clock luncheon was served in the clubrooms, before the guests departed for their homes.

The day was perfect and all had a wonderful time. Tacoma Chapter invites them all to come again.

New Lisbon Chapter

Mrs. George Oakes, Historian

ON Tuesday, April 27th, the twentieth regular meeting of New Lisbon Chapter was called to order by Mrs. A. G. Shrake, president, at the American Legion Hall.

Seventeen members were present to respond to the roll call.

Reports by the secretary and treasurer were read and approved.

Correspondence was read in regard to the Minneapolis meeting to be held May 13th.

The historian was called upon to read the last two monthly reports which she had recorded in the club history.

Sunshine money collected totaled sixty-three cents.

It was decided to send our president as a representative to the Milwaukee convention May 1st.

After adjournment preparations began for the supper, which we had planned at our previous meeting. Tables were set for seventy-five railroad men, women and children.

A program was arranged and given as follows:

Song—By all.
Piano Duet—Patricia Macomber, Mary Lou Grahn.

Violin Solo—Billy Wescott.

Tap Dance—Frances Barnes.

Songs—By all.

Drawing of ticket for winner of quilt.

On Tuesday, May 25, the twenty-first regular meeting of New Lisbon Chapter

was called to order by vice-president Mrs. R. G. Oakes at the home of Mrs. R. Zeilsdorf.

Nineteen members responded to the reading of the club motto. In addition we had one visitor.

Reports by the secretary and treasurer were read and approved. One good-cheer card was sent.

A report was given on what other chapters are doing to raise money.

Sunshine money amounted to 46 cents.

After adjournment luncheon was served by Mesdames V. Robinson, C. Robinson, H. Arntz, J. McKegney and F. Hodge.

The June meeting was the twenty-second regular meeting of this New Lisbon Chapter. It was called to order by the president at the home of Mrs. O. Gebhart.

Twenty-two members were present to give the club motto.

Reports by the secretary and treasurer were read and approved.

Correspondence was read in regard to sending in summer reports.

The following committee was appointed to help chairman Mrs. Wm. Wilcox audit the books: Mrs. R. Zeilsdorf, Mrs. C. Robinson and Mrs. A. Hurd.

Sunshine money totaled 53 cents.

Three very interesting safety-first articles were read by Mrs. R. Zeilsdorf on guns, falling down and our medicine chests.

After adjournment luncheon was served by Mesdames O. Gebhart, D. Westcott, L. Kallies, L. Alexander and J. P. Gibson.

The Iron Horse Speaks

(Continued from Page 5)

—that the average freight rate is so low that the railways have to haul a ton of freight three miles, on an average, to make enough money to buy a three-cent postage stamp; that the railroads have not been allowed to increase their rates when times are good and prices are rising on the theory that they don't need more revenue, and that in tough times they are not permitted to increase their rates on the theory that the shippers can't afford to pay more.

These are just a few of the facts about the railways that will be brought to the attention of the American public in our coming advertisements. Look for the advertisements, read them, direct attention to them, and pass the facts they contain along to the people with whom you come in contact.

In addition, familiarize yourself with the history and the problems of the industry for which you work—the American railways—and take advantage of every opportunity that comes your way to present our story to the public. There are literally thousands of organizations which require the services of speakers—civic clubs, luncheon clubs, business clubs and the like—and they will be glad to have you arrange for someone to come and talk to them. Learn the facts and tell your story and you will help to create a sympathetic understanding for the railways that is impossible to get otherwise.

And last, but not least, in every contact with our customers—the shippers and the passengers—let them know by your friendliness and your consideration that they are welcome and that you are proud to have them use our

services. Our customers not only pay our wages, but their good-will is our most valuable asset.

These are the ways by which you can make the public relations campaign successful. And the cooperation you give will have great bearing upon the future prosperity of the American railroads and the security of your job as a railroad employee.

For years the Iron Horse was silent. Now he is beginning to talk in earnest. In your own interest and for your own future happiness, help to give emphasis to what he says. After all, remember, *you* are the railroad. If the Iron Horse wins—you win, too!

Chillicothe, Mo., Celebrates Hundredth Birthday Anniversary

IN September the city of Chillicothe, Missouri, attains the ripe age of one hundred years, and to commemorate the event, there will be a centennial celebration.

Among the features of the centennial anniversary, will be historical reviews of the events that have been a part of Chillicothe's progress through the years. In this, the Milwaukee Road had and still has very direct interest.

It is fifty years since the Kansas City Division was built through from Ottumwa to Kansas City, and during the course of construction Chillicothe was division headquarters for a period of time, and some of the well known names of the Milwaukee road family were located there during that construction—among them H. B. Earling, William Shea, J. A. Macdonald; the late H. R. Williams, S. J. Collins, E. D. Wright, Ed Laas, W. L. Richards, and many others.

The celebration that is to take place this month will be interesting, and its story will be a part of the next issue of The Magazine.

Barber: "Was your tie red when you came in here?"

Customer: "No, it wasn't."

Barber: "Gosh."

Milwaukee Road Employees Certified for Annuities Under the 1935 Railroad Retirement Act

Reported Up to August 1st

Name	Occupation	Location
Nolan, John W.	Operator	Cedar Rapids, Ia.
Goetzke, Frank Albert	Sheet Metal Worker	Milwaukee, Wis.
Hyde, William Patrick	Engineer	Milwaukee, Wis.
Liebe, Herman August	Fire Knocker	Milbank, S. D.
Morf, John August	Boilermaker	Tacoma, Wash.
Evans, Ira Clarke	Conductor	Seattle, Wash.
Elsner, August	Section Laborer	Farmington, Minn.
Grothe, Ole	R. H. Laborer	Marmarth, N. D.
Waldie, William	Section Foreman	Tacoma, Wash.
Powers, James Joseph	Boilermaker	Kansas City, Mo.
Sweeney, Owen Walter	Conductor	Minneapolis, Minn.
Woitel, Felix	Box Packer	Milwaukee, Wis.
Scully, Philip S.	Engineer	Chicago, Ill.
Grant, David George	B&B Carpenter	Freeport, Ill.
Althaus, William Herman	Mach. Helper	Miles City, Mont.
Anderson, Joseph	Section Laborer	Crivitz, Wis.
Baenen, Albert	Engineer	Channing, Mich.
Brown, Henry Himmer	Boilermaker Helper	Terre Haute, Ind.
Cupp, Andrew	Car Inspector	Ottumwa, Iowa
Engelbreton, Peter	Section Laborer	Dancy, Wis.
Mohr, Lewis Henry	Engine Watchman	Kellogg, Idaho
Mills, Frank Clifton	Laborer	Timber Lake, S. D.
Mitchell, Alvin	Trucker	Mineral Point, Wis.
Owens, John Richard	Laborer	Minneapolis, Minn.
Woodruff, Charles	Store Helper	Savanna, Ill.
Rose, Daniel Webster	Boilermaker	LaCrosse, Wis.
Weilert, Charles H.	Brakeman	Spokane, Wash.
Wenke, Emanuel	Cabinetmaker	Milwaukee, Wis.
Kress, Frank Thomas	Painter	Milwaukee, Wis.
Friedrich, Albert Adolph	Laborer—Foundry	Milwaukee, Wis.
Stenzel, Paul Robert	Section Laborer	Fox Lake, Wis.
Roberts, David Ellsworth	Clerk	Seattle, Wash.
Stellpflug, Peter Joseph	Cabinetmaker	Milwaukee, Wis.
Paron, Joseph	Section Foreman	Shakopee, Minn.
Noonan, John Michael	Boilermaker	St. Paul, Minn.
Brenner, Casper	Conductor	Tacoma, Wash.
Scott, Frank Pierce	Crossing Flagman	East Moline, Ill.
Kaiser, Frank	Carpenter	Dubuque, Iowa
Burns, Joseph Michael	Boilermaker	Green Bay, Wis.
Grahn, Gustav Ferdinand	Crossing Flagman	Madison, Wis.
Calkins, Samuel Carpenter	Yard Conductor	Tacoma, Wash.
Conner, Isaac Edward	Conductor	Perry, Iowa
Kennicutt, James Leslie	Trucker	St. Paul, Minn.
Hughes, Robert	Mill Foreman	Minneapolis, Minn.
Robben, John William	Crossing Flagman	Miles City, Mont.
Sullivan, Timothy	Carpenter	Dubuque, Iowa
Shattuck, Wilbur Harrison	Engineer	Minneapolis, Minn.
Goodrich, Clarence Herbert	Laborer	Dubuque, Iowa

Traffic Club's Rail-Sail Special

A PARTY of about 225 members, ladies and guests, enjoyed the Junior Traffic Club's outing on August 14th from Chicago to Muskegon, Michigan, via The Milwaukee Road and boat from Milwaukee to Muskegon. Al Schirp, passenger representative and Tom Proctor, Jr. freight representative of The Milwaukee were masters of ceremonies and arranged for the comfort of the party so that the trip in both directions was voted the "best one yet."

Assistant superintendent Miller was with the train to Milwaukee, where general superintendent P. H. Nee and superintendent Ed Bannon supervised the switching from Milwaukee tracks to the Grand Trunk docks within a few steps of the City of Madison steamship which was to take the party across the lake.

The voyage was a gala occasion, with dancing, cards and music, the Stein

Song being one of the general favorites. The boat docked at Muskegon at 4:30 p. m. for a short stay. Dinner was served afterward on the boat.

At Milwaukee the special train was parked on the boat dock tracks, and with but a few steps to walk the party was soon back on the rails for the run to Chicago, arriving at Union Station gay and happy after eighteen hours of wonderful outing.

A few of the many who thoroughly enjoyed the outing were: The Railway Express Agency group, represented by Vice President Cummings and wife and Messrs. Wilmington, O'Heron, Beery and Block; Mr. and Mrs. Elliott of Olson Rug Company; the Cracker Jack Company's genial traffic manager Pete Klein, and party; Mr. Hines of Armour, leather; Earl Kemp, yardmaster, N. Y. C. R. R., South Bend, Ind. and wife; Mr. and Mrs. E. F. Williams of DeLaval

Separator Company; F. P. Macomber of Northern Pier Terminal Company, and party; Mel Landac, T. M., Automatic Electric Co., and party; E. M. Strook, Spencer Petroleum Co.; Lee Landon, Landon Cartage Co.; Joe Lyons, Export Dept., Gallagher & Ascher, Inc.; S. Fox, Oppenheimer Casing Co., and party; Chas. Wyatt, Sears Roebuck, and party; Barney McNally, W. H. Barber & Co.; Pete Kroeker, Curtiss Candy Co.; R. A. Jesering, Inland Steel, and party; F. B. Fennema, American Hair & Felt Co.; C. E. Hoople, Graver Tank & Mfg. Co.; J. Ihrig, Schutter Johnson Candy Corp., and party.

Bill Nolan's Arrangement Committee, consisted of Tom Proctor, Jr., C. M. St. P. & P. R. R.; Art Watts, Chicago Tunnel Co.; P. J. Klein, Cracker Jack Co.; Don Jerolaman, Foell Packing Co.; H. W. Coffman, N. Y. C. R. R.; H. W. Gray, Erie R. R.; L. T. Swanson, C. B. & Q. R. R.; Clarence Giles, G. T. Ry.; J. L. Merrick, A. T. & S. F.; Wm. Slavik, C. S. S. & S. B. R. R.

President Ed Hayes, A. T. M., Container Corp. of America; chairman Bill Nolan of the Burlington R. R., and the arrangement committee may be "juniors" in the Traffic Club of Chicago, but they're the tops when it comes to lining up an entertaining program for the Junior Traffic Club organization.

The Photo Contest

ALL MILWAUKEE ROAD EMPLOYEES:

Be sure to keep in mind the amateur photograph contest sponsored by the Milwaukee Road Booster Club, complete details of which were published in the May, 1937, issue of the Milwaukee Employees' Magazine.

Briefly, the contest is for the purpose of accumulating photographs taken by employes of trains, engines, stations, sections of track, employes at work, etc. The negatives should accompany whatever prints are submitted on the back of which information should be shown as to the name and position of employee, department and address. Also a brief description of the photo, date taken, place, kind of camera used and other information that might be of interest to amateur photographers. As many pictures may be entered as desired, but only those taken during the period May 1, 1937, to Sept. 30, 1937, will be eligible. All pictures must be submitted before Sept. 30 to William T. Ahern, 840 Union Station, Chicago.

A previous circular on this subject was brought to Mr. H. A. Scandrett's attention and he wrote Chairman Patterson of the Booster Club as follows:

"I think this is a fine thing to do and I am sure it will give us a lot of good publicity."

Mr. J. T. Gillick also commended the project.

Those who have not already put forth an effort to obtain some good "snaps" should give the matter serious consideration and send in as many entries as possible before the contest closes.

WM. T. AHERN, Chairman;
E. S. CAMPBELL,
G. M. DEMPSEY,
Photograph Committee.

All Wrong

Robinson—They say old Guggenheimer is worth a million. Do you believe it right?

Henderson—It's not right and he's not worth it. But I think he's got it.

Meeting of the Platte-Stickney Lines Traffic Club—Wagner, S. D.—July 15, 1937

W. E. Beck, Chairman

PRESENT:—K. L. Everett, Agent, Stickney, S. D.; T. M. Paulson, Agent, Corsica, S. D.; J. D. Mullen, Rel. Agt., Armour, S. D.; J. C. Paulson, Agent, Delmont, S. D.; B. L. Dwyer, Agent, Tyndall, S. D.; Dirk Vandervoort, Agent, Avon, S. D.; J. C. McGuire, Agent, Dante, S. D.; C. F. Dunham, Agent, Wagner, S. D.; E. O. Hoke, Agent, Platte, S. D.; W. E. Beck, Agent, Geddes, S. D.

VISITORS:—H. M. Stuben, T. F. & P. A., Sioux City, Ia.; F. F. Otto, Tour Agent, Yankton, S. D.

Agent Everett read a paper entitled "KEEPING UP THE SPIRIT" which was unanimously acknowledged by those present as being the current belief and key thought of this Club. Agt. Paulson read a paper dealing with friendship and friendly contact by the Agent with the public. Agent W. E. Beck read a paper on Cooperation.

Agent T. M. Paulson reported heavy butter and egg shipments from his station and Stickney to New York through local solicitation. Agent B. L. Dwyer suggested careful checking of small grain shipments from combines account of green and damp condition and possibility of it heating.

Keeping Up the Spirit

K. L. Everett, Agent, Stickney, S. D.

OUR Chairman stated in his notice that sentiment among the membership seems to be for revival of our old time "Doing Spirit" and that is the attitude which has carried this Club on for several years.

Those of you who have attended our meetings recall that this Club did all possible in the years of crop failures, dust storms, grass-hoppers and truck competition operated by almost any one and in any manner. While it is true we still have some of the mentioned conditions with us, there has been an improvement in many ways to help us get business, and it now appears that our efforts should be continued in this battle, each of us from day to day have a part in the making of the history of this period. Co-operation with proper enthusiasm should eventually create a winning spirit for all concerned.

We know that every agent will exert himself to the utmost in trying to increase the volume of business. I think our records show that intensive effort has been made and business procured clearly indicates that we have done a fairly good job, and at the present time we should be able to show some improvement over the past. In this connection would suggest that we try to keep ourselves well posted in the business we pursue, as this is highly important in this day and hour due to the many changes being made in what we

sell—transportation. And this club should mean much to us in this respect.

During our years of association we have maintained this Club, in which you have a justifiable measure of pride. Our association, fellowship and interest in the common cause is gradually binding us together more and more in closer relationship of a better understanding of everyday problems. Therefore it seems to me that we should be happy to have a Club of this kind and do all possible to increase the membership of this and like clubs, with the possibility that a program might be worked out for holding joint meetings that would prove more interesting for all.

"Friendliness, Too"

J. C. Paulsen, Agent

I AM supposed to pinch hit for Bert Wright and this is a pretty hard job to do, as Mr. Wright hands in some pretty good papers.

The duties of the country station agent are varied and many—I don't think that any employee on the railroad has as many things to contend with as the agent. He has to keep his accounts correct and mailed in on time; keep a neat, attractive station, and keep the dollars rolling into the till.

To my mind, the most important of all the agent's duties is to get, and keep the business. After all, this is what we run the railroad for, and in order to get this business he must be a congenial, likable fellow. If he is not, he surely cannot expect to get the business that he should have.

Friendship counts more in getting business than any other one thing. Without friendship life would not be worth the living and to have friends, we must be courteous, alert and ready to lend a helping hand to our fellow men.

The Milwaukee Road always has been noted for its friendship between its employees and between its employees and its officers, and we must extend this feeling of friendship to our patrons and make them feel that the railroad is part of their city or village and that they are part of the road and anything that is good for the railroad is good for the town.

No business can succeed without this friendly feeling toward its patrons and as the railroad now is in the field of competition each and every one of its employees should show this friendly feeling to the public.

Friendship costs so little and will earn such large dividends.

Cooperation

W. E. Beck, Agent, Geddes, S. D.

THE dictionary definition of cooperation is "to operate together for a common object."

Christ's entire campaign was for cooperation. This nation was founded on that doctrine. All of its wars have been fought to make cooperation complete and effective. That term spells happiness and success for the family, the organization, the commercial venture or any project where two or more human beings work, live or contact together.

Mr. J. T. Gillick said the same thing in a verse included in one of his circular letters many years ago, and which I clipped and have under the glass in my ticket window, and which I now quote:

"A good thing to remember

And a better thing to do,

Is to work with the construction gang,

And not the wrecking crew."

It was the wrecking crew that placed Christ on the cross, and men of the same kind and motives that have blocked cooperation ever since, causing our wars, turmoil and consequent misery.

It was the construction gang that has brought about democracy, advancement, human betterment and happiness down through the ages.

I venture to forecast that we are mighty close to the day when cooperation without crucifixion is possible, in fact I am wondering if that is not the immediate answer to present labor and industrial problems generally.

That definition includes every one connected with the project, regardless of personality, position or purpose: every player on the team,—pitcher, catcher, baseman, fielders and even the umpire.

Cooperation has been the keynote of this Club from its origin. It is what we need on our railroad more than anything else. We have in our small way tried to sow the seed for greater work along this line. Our Club members have often said that in many ways. If we do not cooperate and play our position with all our ability, we have not cooperated.

The harvest is ripe—we can gather it. Folks are rapidly turning to the railroads. Our job is now different. Formerly we had no competition. Now we have it on every side. We can and must work out new plays to fit this day and status. We have one kind of problem in the larger cities and another in the so-called country towns. Both situations require absolutely different handling. It can be worked out and we can place our railroad back again where it once was when the depot was the most popular busy place in town. Active, constructive, and intensive cooperation will do it.

Our pay checks have been mighty welcome through these past trying years, but we will realize a greater compensation when we take retirement, as many of our veteran brothers are doing, in the satisfaction of knowing that we did our part, played our position, "worked with the construction gang," and turned our position over to a younger player the better for the efforts we put forth.

Address to A. A. R. Superintendents

(Continued from Page 10)

a group, such as is here assembled, what is the maximum speed at time of impact that cars can be handled with safety to both lading and equipment. This subject has been considered at length by experts, and the bulletins they have prepared are available to you all. Probably the most thorough analysis regarding this matter was an article prepared by Mr. J. A. Pilcher, mechanical engineer, Norfolk & Western Railway, Roanoke, Va., which was printed and distributed a number of years ago, but the facts he stated in that address are just as true today as they were at the time he prepared this article. The Freight Claim Division, through its Committee on Freight Claim Prevention, issued a booklet on "Carload Damage—Rough Handling Thoughts" several years ago, which is still available for distribution and carries a world of information and suggestions on this subject.

I believe, Mr. Chairman, that your membership and the operating officers of our member lines throughout this country, whether they are members of this association or not, carry the key to this difficulty and can apply remedial measures if they have the will to do it, and on behalf of the freight claim prevention officers of this country, and the freight claim agents as well, I earnestly solicit the immediate and serious consideration of this subject of proper handling of cars, as in my humble judgment it is the seat, at least, of the greater part of our entire loss and damage account.

Second, probably the most fruitful cause for damage to freight other than improper handling in switching and road movement is the failure on the part of station forces to load freight properly, stow and brace it securely in cars. A recent survey of this particular feature by special representatives of the Freight Claim Division, through visits paid to large terminals and transfer stations, has developed, without any question of doubt, that improper loading, stowing and bracing of our merchandise traffic is responsible for a tremendous amount of damage, both apparent and of a concealed nature.

If you gentlemen are in any doubt about this statement of facts I think it would be of much interest to have a survey made on your own railroad at the larger points where these shipments arrive and are unloaded. It is true that many of the cars may not be loaded on the same line they terminate on, but if the conditions are found to exist you can certainly reach the loading station through the proper operating officer.

The third and last suggestion is with respect to the increasing amount of money being paid for loss of freight from undetermined causes. This, from a prevention standpoint, involves a number of factors, but the principal one which occurs to me is to insist that freight be properly marked when delivered for transportation, and I am sure you would be surprised if a study was made on your own railroad to learn the number of shipments which are accepted and receipted for each day, either illegibly marked, improperly marked, or marked with tags and labels which easily become detached in transit and leave you with an over piece of freight to dispose of.

If these three suggestions which I have touched upon so briefly are given consideration by your membership, and through you by your individual organizations on your own railroad, there need be no doubt as to the direction or trend of your loss and damage account within the next few years.

There are other features, to be sure, such as the furnishing of proper equipment, the protection of perishable freight, train accidents, thefts, errors, etc., but I have given you a lead on three items which account for better than two-thirds of our entire loss and damage account, items which are susceptible to correction and need only perseverance and determination

on the part of a united body of operating officers, such as are here assembled, to control them, and if these three outstanding causes are under reasonable control a long step forward toward an improved rail service and a normal loss and damage account will have been taken.

West End of Trans-Missouri Division

P. R. H.

EFFECTIVE Aug. 1, Martin Bardill, rodman, division engineer's office at Miles City, was transferred to position as rodman at Savanna, Ill. We are all sorry to see the Bardills leave our midst, as they will be greatly missed, but we know they are happy to return East once more near their old homes.

Malcolm B. Spurling and Frances A. Claussen were quietly married at the home of Mr. and Mrs. Sherman Cobb July 24. Mr. and Mrs. Cobb attended the bride and groom. The young couple are widely known in this community, the bride having worked for several years at Epstein's and the groom is secretary to superintendent Kohlhaase at Miles City. They spent their honeymoon in Manning, Iowa, at the home of Mrs. Spurling's parents. The Milwaukee family wishes them many years of happiness and prosperity.

Another wedding occurred recently in our midst. On Aug. 4 Richard Jensen and Ardis Janet Robertson were quietly married at the home of the bride's parents at Thurlow, Mont. Mr. Jensen is stenographer to division engineer at Miles City. They have been spending their honeymoon in Spokane, Seattle and other cities on the west coast. We wish this young couple many years of happiness and prosperity.

Mrs. Virgil Glosup was called to Arlington, Ill., recently on account of the serious illness of her mother.

Mr. and Mrs. Melvin Huff of Minneapolis are the house guests of Mrs. Huff's parents, Mr. and Mrs. Rod Jones of Miles City. Mrs. Huff was employed as stenographer for several years in the division master mechanic's office. Her father is one of the men who recently retired from the shop force at Miles City to participate in benefits of the railroad retirement act.

Roundhouse foreman A. E. Kellum of Harlowton was a caller in Miles City Aug. 10 and 11.

Assistant superintendent of motive power J. E. Bjorkholm of Milwaukee was a business caller in Miles City Aug. 11.

Misses Bernice and Jeanette Peterson, daughters of machinist helper Arthur Peterson at Miles City, left recently for Minneapolis for their vacation. Miss Jeanette has been in poor health for several weeks and has gone to Minnesota to recuperate.

Mrs. Rudd Grothe, wife of engineer on Trans-Missouri Division, was recently taken to the sanitarium at Pine City, Minn., for a complete rest. The members of the Milwaukee family hope she will soon be able to return to her family fully recovered and in the best of health.

Theodore Johnson and wife of Moberly were callers in Miles City the fore part of August, visiting at the home of Ora Bethke.

Mrs. A. B. Running, wife of chief clerk to master mechanic at Miles City, spent about ten days the fore part of August visiting relatives in Minneapolis.

Mr. and Mrs. Adolph Carufel spent the first two weeks in August in New York City and other eastern points. Adolph is stenographer to trainmaster at Miles City.

Harry J. McMahon, chief clerk to superintendent Kohlhaase at Miles City, and family are leaving Aug. 14 for two weeks' vacation to be spent in Deer Lodge, Tacoma and Seattle.

Alex Boehmer and wife of Miles City returned recently from a trip to New York City, where they visited his brother. Mr. Boehmer is machinist in the shops.

H. E. Riccius, division master mechanic, Miles City, left Aug. 12 for Seattle to attend the Milwaukee Hospital Association

board meeting to be held the 13th and 14th. It is reported 1,000 head of cattle are being brought up from Texas to graze along the south line on this division.

Mr. and Mrs. Frank Schultz of Miles City are spending several weeks with the Lillwitz family in Spokane. Mr. Schultz is a retired machinist.

Wm. Ross, assistant agent at Miles City, retired Aug. 1 to participate in benefits of the railroad retirement act.

Leroy Rogers, boilermaker helper at Miles City, has been confined in the Holy Rosary Hospital for several weeks. It is hoped he will soon be able to leave the hospital fully recovered.

A. S. Haley, pensioned store department employee, is still confined in the local hospital at Miles City; however he is somewhat improved and it is expected he will soon be able to return home.

Chas. Cook and Benson W. Hill, both store department employees at Miles City, retired July 1 to participate in benefits of the railroad retirement act. Mr. Hill is 79 years of age and has seen 23 years of active service. Mr. Cook is 75 years of age and has worked for about 25 years for the railroad.

Here and There Over The Line

Because of little rainfall in June Upper Michigan strawberry growers got only a fraction of the crop expected earlier in the season. But even though growing conditions were most discouraging the berries marketed netted farmers about 20 cents per case more than did the crop in 1936. It has now been demonstrated that there is a ready market for these late harvested berries and farmers intend to increase their acreages for another year. Some year all conditions will be right then those who have pioneered this crop will have reason to rejoice because of their perseverance.

Stock water reservoirs constructed by federal aid and with relief labor have provided a stock trail for 20 miles north of Roundup. Holding grounds near Musselshell and Melstone, Montana, have also been provided with an adequate supply of drinking water for stock to be loaded at these shipping stations. Similar reservoirs have been constructed over most of the range area served by our road aiding the stabilization of livestock population and normal marketing.

Developments

"Sorry, madam, but licenses are issued only when your form is filled out properly."

"Why, I like your nerve, sir. We can get married no matter what I look like!"—Presidio.

So What's the Use?

"Did you ever change your mind about anything?"

"Very seldom. I have found it was just as wrong the second after I had changed it as it was before."

"What are you crying about, my little man?"

"I want to write me mother a letter."

"Well, why don't you?"

"I can't write."

"That's tough. I'll write it for you. Well, why don't you stop crying? I said I'd write it for you, didn't I?"

"I know dat."

"Well, tell me what to say."

"It ain't dat. Me mother can't read."

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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
Mrs. C. E. Zimmerman.....Care Superintendent, Green Bay, Wis.
Miss E. Stevens.....Care Superintendent, Savanna, 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.
E. C. Adams.....Mason City
A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops
H. J. Swank.....Care Superintendent, Austin, Minn.
Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.

William Lagan.....Care General Agent, Sioux Falls, S. D.
Mrs. Dora M. Anderson.....Care Local Agent, Mobridge, S. D.
A. M. Maxeiner.....Local Agent, Lewiston, Montana
Mrs. Edna BlinHill.....Care Dispatcher, Mitchell, S. D.
Miss Ann Weber.....Care Agricultural Department, Chicago
Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana
Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
Albert Roesch.....Care Superintendent, Tacoma
R. R. Thiele.....Care Agent, Tacoma
K. D. Smith.....Operator, Portage, Wis.
H. J. Montgomery.....Mechanical Dept., Milwaukee Shops
Kenneth Allenman.....Seattle Local Freight Office
Howard Lawrence.....Care A. T. Berg, Bensenville, Ill.

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

Nora B. Decco

THE park season is just about over as far as the railroads and their accommodations are concerned, also the park transportation companies do not have such good places to eat and sleep, but there will be many weeks of perfect weather after the first week in September when you read this and there will be many travelers who will go back home and wonder why others do not start out here later in the season and stay longer. We have had an excellent park business this year, and the dude business has been above expectations. Both Mr. Young and Mr. Kennedy have worked hard and all their crews along with them. The Gateway Hotel is a lovely place and growing more popular each year. The nearby dude ranches are something new, but as the people of the East learn that there is a vacation that can be had out here the like of nothing else they have ever seen or heard of, more and more of them will return to us. After a few weeks up the canyons and a few days and nights on any of these ranches, the remembrance of a cool little wind at dusk, the smell of sage brush, even the dust of the horse corral and the creak of saddle leather—they will come back again.

The first time that a special car of dude ranch guests has ever entered or left this state on any railroad was the evening the sleeper Flambeau, chartered by a party of fourteen, left here for Chicago en route to New York City and other eastern points after spending a happy two weeks' vacation at Windy Waters dude ranch up the Gallatin as guests of Ted Avery, who returns each summer from his home in Pennsylvania for a vacation in the high country where he was raised. The party left here July 28 and everyone was well satisfied with everything—trip, service and all the extras that we hand out to the summer callers.

Arthur Fairhurst, late of Chicago and now of Marion, Iowa, came out to see brother Tommy, who is just about worn out working on the gravel train 16 hours a day, and Mrs. Fairhurst came along to look after her husband, but if she had known she was going to have any such a job out for her as she had, well she would have stayed back in Iowa, hot weather or whatever might come, because the heat would have been almost nothing compared to the trouble Arthur gave her. Ask her. First he would ride horseback after a three days' fishing trip up at the lake or some place far from here, and he wore them all out at that, and when that horseback trip was ended and they reached camp, he took a look down first one side the horse to the ground and then the other, and groaned, but no one paid any attention, and no one helped him dismount, which he did all by himself, and us old



westerners would have said he just slid off. The next day more tramping and more fishing, and when he left for home he walked very carefully and sat down (when he sat down) it was with the utmost care and caution, and he will show you the scars yet on his shins which he got trying to keep up with brakeman Eddie Smith who was trying to keep up with the water witch or whatever it is he carries that shows him where those big fish are. Says Arthur: "Well, just wait till next summer." Says Mrs. Arthur: "Yes, just wait!" Says the fish: "Hi, fellows, get goin'—look who's here . . .!"

At the top of this column is a picture of our city park. It is three-cornered and the highway runs around it three ways. On each corner is a beautiful tall Colorado blue spruce tree. In the center stands a large rock surrounded by an iron fence and the rock bears a copper plate recording the Lewis and Clark travels hereabouts and the Indian scout Sacajawea, the "bird woman," who was their guide. Engineer Spaulding, who lives in Deer Lodge and who not only has plenty of time on his hands but who, like most of us when away from home, can see the things that are needed to be done, often better than those who are too close, so he got some scouring powder, a rake and plenty of elbow grease and started in. The park looked OK to us most of the time before, but you should see it now! It's a beauty spot for any traveler to stop and look at. A tall flagpole bears the flag waving in the breeze, and there are words of praise on all sides for the thoughtful work of engineer Spaulding. We know a few more places he can help a bit if time hangs heavy on his hands again.

Air-conditioning expert J. E. Jennings says it may be the makeup of the trains or the length of them, or something, but if things don't improve he is going to get an AFE for a pair of roller skates.

Engineer A. E. Barnes, who has been in Seattle the past month in the hospital, has returned home and he and Mrs. Barnes will visit with friends and relatives in Minneapolis and Chicago before Mr. Barnes goes to work again.

Signal maintainer Clarence Martin, who has been on the sick list most of the summer since his session with Rocky Mountain fever, has so far recovered he is traveling, and he, Mrs. Martin and son have left for a visit with relatives in coast points. Signal maintainer Morrow is relieving Mr. Martin.

A wedding of interest to our division was that of Miss Edith Lowery and Mr. James Manley, both of Deer Lodge, July 2nd in that city. Both are very well known as Mrs. Manley has been teaching for some years in and around Deer Lodge, and Mr. Manley has for many years been a Rocky mountain freight conductor. They will make their home in Deer Lodge and we extend our very best wishes to them for a long and happy life.

Every time we picked up a newspaper for the past month in Butte, Deer Lodge, or Helena, there was something in it about Miss Evelyn MacCormick, daughter of engineer and Mrs. L. J. MacCormick of Deer Lodge. One paper had a lovely photograph of this young lady. So after all the parties, and luncheons and everything, along comes the news of a wedding.

Miss Evelyn MacCormick and Mr. Francis M. Jones of Seattle, were married in Deer Lodge July 16th.

Mr. Jones is the son of Mr. and Mrs. Morgan Jones of Deer Lodge and is now employed in the engineering department of the Milwaukee road at Seattle. He is a graduate of Montana State College and has taken some work at Washington State College. They expect to make their home in Seattle. The Division extends best wishes for a happy life to this young couple.

Wool loading along our division east from Three Forks has been in full force the past month, and considerable wool is still being held, TwoDot, Martinsdale, Harlowton and Ringling being important shipping points with a great deal coming into Ringling from White Sulphur Springs. Ringling proper shipped over 200,000 pounds and our station shipped 10 carloads, not to be left behind, which was not so bad either. If you had seen the loading you might have wondered, why do they always pick out the very hottest weather to load wool; don't ask me, they have been doing that all my life and I have never found out yet. Something else I have found out, however, after years of thinking about it, I have discovered the man who is wearing overalls, any kind of an old hat, stands on the outside of the well dressed up and coming group of men who take possession of the office, and are traveling freight agents, local agents, wool buyers and representatives of this, that and the other—well, this lonely on-looker, is the man who owns the wool.

Operator Jimmy Campbell and Mrs. Campbell went back to Flint, Mich., and returned with a fine new Buick, well, no one can touch them now. Don't blame them, it's grand, and now just try to pass him.

Leo Jensen, who has been with the engineering department here for many years, has been transferred to LaCrosse as division engineer, and Robert Lake has also been promoted to that department there. We extend our best wishes to these two Rocky Mountain division men and offer our congratulations in their promotion.

La Crosse-River Division, Second District

Ira G. Wallace

WHEN a large feed elevator on our track at Eau Claire caught fire at night recently, chief clerk Hilger performed some speedy action. Seeing the fire from his home a short distance away he hurriedly secured help and was able to save four boxcars that were spotted on the elevator track. A few minutes' delay would have made it impossible to get near the cars as the fire had then enveloped the entire building. Bill is certainly to be commended for his nice work.

Aaron Walters and family enjoyed a week vacationing near Brainerd, Minn. They also visited with their daughter, Betty, who is employed as a supervisor in a girls' camp on Gull Lake. During his absence he was relieved by Joe Gerkey.

Operator Mansfield has been assigned to the third trick at Hastings in place of Peter Wilder, retired.

Herman Witte, veteran first trick operator at Wabasha, has retired under the pension act. Herman was employed over forty-five years on the River Division and the last twenty-five years at Wabasha. His many friends on the division wish him one grand long vacation.

Our local flower seedsman, Harry Tebbe, has again taken the blue ribbons with his displays at the Red Wing floral show. Ed Raetz, yard foreman, also placed in the money. As this is one of the largest flower exhibits in the state, we feel quite proud of them.

L. C. Tackaberry has been assigned to the second trick at Red Wing in place of George Snure, retired.

Mike Nilan, custodian at Eggleston for over fifty-five years, retired under the pension act Aug. 1. Mike holds the record for the longest performance of duty on the same job.

With the recent heavy rains, the sectionmen and signal maintainers have been more than busy keeping the tracks clear. It is quite a contrast to last year's dust and heat. Good crops are general throughout the territory served by this division.

Milwaukee Freight Shop News

Robert Harris

WITH most of the more pressing problems pertaining to the new hopper cars dispensed with, Harry Grothe found time to take Mrs. Grothe and their two daughters to Yellowstone Park for a short vacation. They made the trip by auto and from all accounts they had a very enjoyable time.

Speaking about vacations, that dashing cavalier, Sky Guschl, journeyed down to Mammoth Cave in Kentucky, where he nearly got lost in the very bowels of the earth. He returned in time, however, to spend a couple of days up north where he landed a record small mouth bass. George Bilty spent his time meandering around the country, touching such spots as Pittsburgh, Dubuque, Galena and the delightful little place of Dickeyville, Wis. Tony Kania, when asked about his vacation, said that he had traveled continuously during his two weeks. His answer to the question "How many miles did you travel?" was—750! How many horses did you have in that buggy, Tony?

The baseball duel between the freight shop and the machine and blacksmith shops combined, which was played at the Soldiers' Home diamond on Saturday afternoon, July 24, really proved to be one of the high lights of the season. In the end, Garnet Greeman suffered defeat at the hands of Sky Guschl but not before both sides had put up a hard fought battle which kept the fans continuously on edge. The final score was 10 to 8. Heads-up ball was played by all, but these names deserve particular mention: Nolan and Baum of the machine shop, Gable and Buzoy of the freight shop.

Everybody wound their homeward way with the sincere feeling that their time had been well spent. We look forward

to more of these gatherings in the future. Art Schroeder, Gus Reichart, Pete Mitchell and others were called upon by the boys to give speeches and, truth be known, they all fared very well.

Speaking about baseball, our freight shop team is gaining an enviable reputation even beyond the borders of our shops here. As a member of the local Major AAA League, the team, under the capable management of Sig Gralewicz, has carved out the top notch on the log and expects to maintain the privilege of being the only undefeated team in the league. Good work, fellows, and, by the way, we have a good place for that cup you expect to bring home with you!

While on the subject of sport, we find the coming heavyweight fight between Louis and Farr very much a topic of local conversation these days. Joe Valesano, one of our retired pugilists, is in a position to offer professional high-lights on the sport, yet he hesitates to declare an opinion in this case. Well, Joe, better "penny wise than pound foolish."

Here's some concrete evidence on the prowess of one of our star fishermen. The other night Garnet Greeman and Joe Guschl, Sky's little brother, went out to Lake Beulah. Ere long Joe landed a 32½-inch small mouth bass which weighed 6½ pounds! And if you don't believe it, folks, go down to Dewey's tackle store where it is on display. Imagine Garnet's chagrin!

News flash! The stork made a visit to the home of Martin Schneider and left an heir to the Schneider fortune—a bonny baby boy.

Chicago Terminals

"Stout"

QUITE a coincidence occurred in the Chicago Terminals on June 30 when anniversaries of three trainmen were observed on Illinois Division train No. 24. Brakeman J. E. O'Donnell had been married thirty years on that date. Conductor Brown had been in service forty years on that date. Conductor Wheat had been married forty-one years on that date. Who knows of any other interesting coincidences?

On June 7 a delegation of 298 people from the Church of the Redeemer of Austin toured the Western Avenue coach yard, commissary, laundry and roundhouse, and got up into a locomotive, the tour ending with a ride on the world-famous Hiawatha.

Machinist C. F. Flanagan of the Western Avenue roundhouse retired from active service on July 1 after a stretch of service with the Milwaukee Railroad of nearly sixty years. Mr. and Mrs. Flanagan celebrated their golden wedding anniversary in August and their many friends extend hearty greetings.

Yard clerk George Shaw was married on Aug. 14 and, in line with an age-old custom, his wife accompanied him on the honeymoon. Where do you suppose they went? Correct—Niagara Falls.

Mrs. Henry Mueller, widow of former car department employe Henry Mueller and mother of fire-builder Carl Mueller of Bensenville, passed away recently. Sympathy is extended to the relatives of Mrs. Mueller.

We wish to extend our sympathies to Mrs. Roy Lewin and daughter due to the death of engineer Roy Lewin who formerly operated Illinois train No. 61 out of Bensenville.

Kansas City Division

K. M. Gohmann

TRAINMASTER J. H. STEWART and family enjoyed a vacation of two weeks during the month of July in the state of Indiana, spending one week in a cottage at Lake Wauwausee and the other with relatives in Terre Haute and Paxton.

Mrs. E. C. Koetting and sons of Rathbun, accompanied by Lois Gray, daughter of section foreman Raymond Gray of Sewal, departed on Aug. 3 for an indefinite visit in San Francisco on account of ill health of Mrs. Koetting.

After visiting in the home of Mr. and Mrs. Barnoske, Ottumwa, Mr. and Mrs. Wade Smith and three daughters of St. Louis left for a motor trip to the Black Hills. Wade Smith, Jr., remained in Ottumwa for a longer stay at the Barnoske home.

Leo Otis Van Dyke, son of conductor, reported having an interesting and enjoyable time while attending the jamboree of the Boy Scouts in Washington, D. C.

The Elks' convention in Denver was attended by Mr. and Mrs. Fred Orvis, accompanied by their daughter, Genevieve, who continued trip to Estes Park to remain for ten days.

On July 27 the engagement of Patricia Elaine Reed, oldest daughter of engineer John Reed, to Walter C. Bowden was announced. Mr. Bowden is with the Fish body department of the General Motors Co. in Detroit. Wedding is expected to take place in the near future.

The office force enjoyed a treat of candy on July 26, the occasion being the birthday of W. H. Vosburg of the engineering department. On Aug. 13 chief dispatcher Wilson celebrated his birthday and again the force was treated to candy.

Engineer Wm. Fry was married to Mrs. Mary Freeman on July 31, the couple motoring to Bloomfield, Iowa, to have the ceremony performed.

Mr. and Mrs. Merwin Taylor are now living in the Morelock apartment on West Third street, Ottumwa, having established their residence there during July.

A reunion of the Carnahan family was held in Cedar Rapids on Aug. 1 in Ellis Park. Picnic dinner was served at noon. This is a yearly affair and is usually attended by 65 or 60 members of the family. Wm. Carnahan and wife and Cleve Carnahan and family of Ottumwa attended.

The wedding of Lucretia E. Clint and Harold B. Orr took place on July 3 at Polo, Mo. Immediately following the ceremony they departed for Springfield, Vt., and from there will go to Tulsa, Okla.

Chief clerk J. W. Sowder, wife and daughter, Norma, were in Mannlug, W. Va., to attend the family reunion of the Hamilton Society on Aug. 8, which society consists of the descendants of the Hamil-

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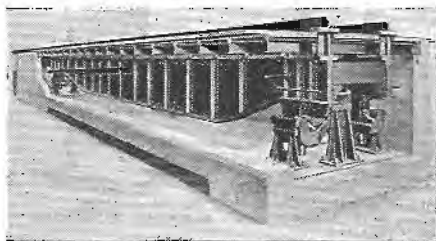
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ton family, of which Mrs. Sowder is a member. They later went to Washington, D. C., for a visit of several days, thence to New York and en route home stopped in Chicago for a brief visit.

Mrs. George Blackaller went to Seattle, Wash., early in July to visit with her parents. During the latter part of July she was joined by Mr. Blackaller and their sightseeing in that part of the U. S. included a boat trip up Puget Sound to Victoria, B. C., and a trip to Mt. Rainier.

Joseph Herzog spent his vacation of two weeks the early part of August at his home in Austin, Minn., and with friends in Milwaukee.

Mrs. Wm. R. Edgar and children were summoned to Los Angeles on July 19 on account of the serious illness of the father of Mrs. Edgar.

I. & S. M.

H. J. S.

OUR sincere sympathy extended to Mrs. C. M. Newman and family account the death of Mr. Newman, who passed away at his home, 106 S. Chatham St., Austin, Minn., July 22, 1937, after a lingering illness. "Charlie" as he was known to most of the boys on the I. & S. M. Division, began work for the Milwaukee Railroad at Austin in 1887, and was in continuous service until two years ago when his health failed. He was a faithful employee and will be greatly missed by all his friends, who were numbered by his acquaintances.

And here's one from Mr. Mahalek, traveling auditor, from Aberdeen: "Speaking of flower beds along the I. & S. M., we should not overlook the beautiful work done by Bess and Min at Butler, S. D. Their excellent little park, abundant with various flowers, with its artistic rock bordering around the flower beds, and its neat fencing has beyond a doubt evinced many joyful expressions from employees and patrons alike."

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Member of Federal Deposit Insurance Corporation.

Captain (engineer) Peter Pauley may be justly proud of the record he made at the Citizens Military Training Camp during the period July 19th to 31st. Pete had the honor company, honor platoon and also the honor student in the organization, several of the boys winning prizes and scholarships. More power to you, Pete!

R. G. Laugen, who has been acting as agent at Albert Lea, received the appointment as agent at Mankato, replacing Dan Walker, who has retired on pension. R. M. Olson, agent at Alden, received the appointment as temporary agent at Albert Lea.

Well, the circus has come and gone. Now the children (as well as the grown-ups) can look forward to the various county and state fairs to be held in the near future. And, in connection with the circus, we noticed Henry Elts, special officer at Austin, standing in the rain on Railway street to keep the elephants from walking over cars parked along the freight-house. But, was Henry glad when he got out to the fair grounds, to discover that elephants could do something besides tricks, or was he? From the news that reached your correspondent, Henry's car got mired in the mud and he had to have the assistance of Jumbo to get back on the job. Must be quite a sensation to be "towed" out of the mud by a pachyderm, eh, Hank?

L. L. McGovern was absent for about three days, called to Dubuque by the severe illness of his mother. Mrs. McGovern remained at Dubuque for about a week after Mac returned, and reports that the mother's condition is about the same. Hope that she is much improved at this time.

Understand that Violet has been doing considerable entertaining the past few weeks, but inasmuch as we didn't receive an invitation can't give you much news as to how the parties materialized.

Leonard Okre, helper from Lanesboro, was appointed joint clerk at Hollandale during the loading season. Donald Jorgenson is relieving him.

E. W. Rudloff was an Austin caller last month, and we see S. C. Sorenson occasionally. Both are looking exceptionally well and seem to be enjoying life away from the "key."

"Bill" Tritchler is quite a corn husker—he attended the fall festival at the east side parish, played one game of bingo and won a floor lamp. "Mac" was also lucky, winning \$7 on the roulette wheel. I attended also, but, not having won anything, we'll just skip that part of it.

Some fancy scores were turned in during a recent golf tournament at Hillcrest between L. M. F., F. M. V. and son, O. C. P., J. M. M. and H. J. S., but it seems the score card was lost in the shuffle, so can't tell you what the outcome was—but a good time was had by all I hope.

J. E. Thomas, agent at Winfred, is taking a couple weeks' vacation, being relieved by R. E. Gilbertson of Erwin.

James Snyder, agent at Flandreau, S. D., is sporting around a new Buick sedan. Jim says he had to get a good car for he plans on making a tour some time in October to points in South and East.

F. R. McDaniels is now relieving at Airle, displacing Miss Scverson, who has returned to her home at Vienna, S. D.

We are all very glad to hear that our good-natured freight conductor, Bert Westby, is getting along so well after the serious accident which occurred while he was on duty at Butler, S. D. It won't be long now, Bert, before you will be back

on the old run and we shall be glad to see you back with that happy smile.

R. A. Burns, division freight agent from Aberdeen, S. D., made a visit over the line as far as Flandreau Wednesday, Aug. 4. He says: "Boy, we sure should get a real corn crop, and it certainly looks good so far."

Sure is fine to watch the long freight trains pull down our tracks hauling new grain to the terminals. Brings thoughts of good business again.

Frank Holmes, our chief dispatcher at Madison, S. D., resumed his duties in the office Monday, Aug. 2, after spending a joyous two-weeks' vacation. He was relieved by C. A. Berg, who acted as chief during his vacation.

Wesley Aldrich, operator at Pipestone, returned to his job July 31 after being off since Memorial Day when he met with an accident confining him to a hospital for about a month. He was relieved by R. W. Schulze during his illness.

Lars Westby, freight brakeman on the M&B line, is sporting a brand-new Buick, and Lars says: "Sure, doesn't take me long now to make my usual Sunday trip up north." We all wonder what seems to be the attraction up there, Lars.

Several of the band members from Flandreau, S. D., who went to Chicago on our Milwaukee special during the month of July tell us they had a swell trip and that you can't beat the Milwaukee for service. The band took third place at the Lions' Club in Chicago among fifty other bands. We were glad to hear such good news.

Les Hauge is relieving F. R. Ridgeway as section foreman at Fulda, Minn., for a few weeks. At this writing we don't know where Mr. Ridgeway is located.

D&I Division—First District Notes

E. S.

SYMPATHY is extended to switchman and Mrs. H. J. Bell, account the death of their three-year-old daughter, Evelyn, on Wednesday, July 28, at the family home in Savanna, due to cholera infantum.

A. C. Calehan, formerly timekeeper on the D&I Division, Second District, submitted to a cataract operation in Niles, Mich., and at present is convalescing at the home of his daughter, Doris, in Savanna. We hope that the operation will be successful and that "Cal" will be able to see much better than he has for some time.

Engineer and Mrs. O. A. Landrum, Savanna, observed their 40th wedding anniversary on Tuesday, July 20. They were guests of honor at a dinner party at the home of their son-in-law and daughter, Mr. and Mrs. E. H. Baker, in Milwaukee, Wis. Congratulations and best wishes are extended to Mr. and Mrs. Landrum, and we hope they have many more years of happy companionship together.

Roy E. Lewin, well-known locomotive engineer on the Illinois Division, died of a heart attack Wednesday, Aug. 4. Mr. Lewin was born in Russell, Ill., on March 5, 1877, and came to Savanna 31 years ago. He entered the service of the Milwaukee Railroad more than 40 years ago, worked as a fireman in Chicago terminals, and on Oct. 15, 1899, transferred as fireman to the Illinois Division, being promoted to an engineer on March 19, 1904. Surviving are the widow, one daughter and one granddaughter. Sympathy is extended to the immediate family and other relatives. Funeral services were conducted at Savanna at 3 p. m., Aug. 5 with burial in Mount Rest cemetery, Russell, Ill.

Sympathy is extended to switchman and Mrs. Charles W. Bristol, Savanna, account the death of their son, Jack, whose death occurred Aug. 6 following an illness of two months.

James H. Pulford, age 77, lifelong resident of Savanna, died in the City Hospital at Savanna on Aug. 3 following a stroke. When Mr. Pulford was 16 years old he entered the service of the Milwaukee Rail-

road and had been employed in various capacities throughout the years and at the time of his death was hostler in the roundhouse. Sympathy is extended to the relatives.

The New Hub of the I. & D.

Wm. Lagun

CONDUCTOR TOM CRELLIN and family have returned from a vacation spent on the west coast. They report a very nice trip.

Martin Miller of Fairview, S. D., is relieving Tom Grande, Canton, S. D., as section foreman at that place.

Conductor John Rifenbark and family have returned from a trip to Colorado.

Extra section foreman Wm. Davis is filling in at Menno, S. D.

Conductor E. D. Delancy is back from a trip to Seattle, Wash., and reports a nice trip.

Section foreman A. Green of Ethan has returned from a visit to his son in Los Angeles, Cal.

Agent Johnson of Dimock, S. D., has been entertaining his brother, Leon Johnson of Regina, Sask. Mr. Johnson was formerly an employe of the Milwaukee Road.

Freighthouse foreman Daniel Kelley of Sioux Falls has finally decided to stay in Sioux Falls and has purchased a nice home on North Trapp Avenue. We are going to have a house warming soon.

Operator Dick Gorman, Sioux City, is planning a trip to Havana, Cuba, soon. We hope that Dick will be careful and not complicate the present Spanish situation.

Mr. and Mrs. C. C. Smith and Mr. and Mrs. Jay Bailey, all of Sioux City, visited friends in Sioux Falls recently.

Miss Ethel Jacobs of Sioux Falls is planning a vacation trip to Colorado in the near future.

Section foreman Clarence Shriner, Sioux Falls, is now section foreman at Heward account the retirement of Chris Olson at that place.

We wish to take this opportunity to wish all the employes of the Milwaukee Road who have retired many long years of happiness and to say we hope they will enjoy themselves, but will always consider themselves still members of the Milwaukee family, and we hope they will all drop in to see us at every opportunity.

Roadmaster J. M. Murphy, brakeman Zane Jenkins and ticket clerk Frank Griller, all of Sioux Falls, attended the Elks' convention in Denver, Colo., recently. Mr. Jenkins is a member of the Sioux Falls Elks' Band which won first honors at this convention.

Conductor Earl Murphy, Sioux City, was in charge of the Sioux City special train which was chartered by the American Legion of that place to attend the state convention of South Dakota.

Wisconsin Valley Division

Lillian

NICHOLAS KOSS, employed as brakeman on the Valley Division for many years, passed away at his home Monday, July 28, after a short illness. Burial took place in St. Joseph cemetery on July 28. Mrs. Koss and three daughters survive, to whom the division employes extend sympathy.

Frank H. Graves, Viroqua, Wis., father of Mrs. A. I. Lathrop, passed away at a La Crosse hospital where he had been seriously ill for several weeks. Funeral services were held at Viroqua, Mrs. Lathrop attending. Mr. Graves was for many years editor of the former Vernon County Leader and was well known in Wausau.

Mrs. H. L. Vachreau spent a few days in Chicago visiting with her daughter, Mrs. Ralph E. Merkel.

Miss Mildred Lambrecht, Merrill, and Carl Akey were married Thursday morning, Aug. 5, at Merrill. A dinner and reception followed the ceremony, the couple departing for a visit in Milwaukee and Chicago. They will reside in Wisconsin.

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If Edgeworth is not the most delicious pipe tobacco you ever smoked or if it bites your tongue, your money will be cheerfully refunded.

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- 1—Edgeworth Ready-Rubbed—a cool, long-burning tobacco preferred by seasoned pipe smokers.
- 2—Edgeworth Plug Slice—for the pipe smoker who likes to crumble the tobacco in his hands until it's just right for him.
- 3—Edgeworth Jr.—for the pipe (and cigarette) smoker—the same tobacco also Process-Aged; but cut for "roll your own" and manufactured to give a milder, more free-burning smoke.



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CARBON AND ALLOY STEEL CASTINGS

A Wehr Steel for Every Service

WEHR STEEL CO.
MILWAUKEE, WIS.

Rapids. Mr. Akey is a brakeman on the Valley Division.

Clarence Tietz caught a 33-inch muskie while fishing in Lake Wausau Aug. 12. The fish weighed 9½ pounds.

G. C. Hittel, division freight and passenger agent, spent a day at Wausau visiting both freight and passenger departments. Notwithstanding the fact that there wasn't quite so much George, his appearance would indicate that he was receiving the very best of care.

The Davies Yard News

J. Novak

THE Davies Yard Tigers again defeated Steve Flut's Owls. The score was 8 to 3.

Miss McConville just returned after spending two weeks in Maine and reported having a wonderful time.

Mr. Schneider, the foreman of the Coach yard, will be a proud in-law this month. Mr. and Mrs. Schneider's son, Howard, and Miss Marie Guggler said "I do" on the 17th of August. They sailed for Bermuda the following day.

Mr. Stark, the chief inspector, took his family on a sightseeing tour to New Lisbon aboard the Hiawatha.

Erwin Weber, the timekeeper at the coach yard, just returned from a two weeks' vacation at Pikes Lake. Reported having a nice time plus a nice sunburn.

C. Kabacinski, the high and wide load inspector, took his new bride on a belated honeymoon to Chicago. While there they became lost three different times and had to be taken to the railroad station by a police officer. On arrival at the station they discovered that they had just missed their train. It must be love.

Dear Friends: You and your family are cordially invited to attend a picnic given by the Davies Yard Tigers at Bier's Grove. The music will be furnished by the Gold Dust Twins, Andy Shilhansal and Auggie Bier. The director will be John Francis Dunn. Children, half fare; orphans accompanied by their parents, free. Directions: Take the car you just missed. If you miss that swim after the train, nothing will be charged for drowning. Amusements: Men without legs will race for a silver cup made of the finest brass, donated by Al Reich. The winner will return the prize. One murder will be committed to amuse the children. Two shots will be fired at each person. \$880,000 worth of fireworks will be displayed if you bring them yourself. Two railroad stations will be given to unknown persons. There will be a short story by Jack Kennedy, telling how to drive your car on last year's license plates without being arrested. Don't fail to come, because you will be sorry if you do.

Twin City Terminals Mechanical and Stores Department

N. A. H.

AFTER 42 years in continuous service with the Milwaukee Railroad Charles E. Haack retired on a pension July 1 at the age of 70 years.

He started firing in 1895 and after six years was promoted to locomotive engineer, which position he held until his retirement July 1. For 15 years he was locomotive engineer on the run from Aberdeen to Montevideo.

In the 42 years of his service he had one of the best records of any engineman, having but one minor accident.

He purchased 10 acres on the Boni road, Mound, Minn., in 1911 and in 1915 built his home there, moving his family there permanently in 1916. He plans to remain on his property, taking an occasional trip now and then.

Our sympathy is extended to blacksmith foreman J. Ross, Minneapolis shops, in the loss of his father July 25.

Also extend our sympathy to foreman H. M. Hauser, Minneapolis roundhouse, in the loss of his father, who would have reached the centenarian mark in September, 1937, he having met with a fatal accident in falling, causing his death.

E. F. Palmer, former DMCB, of Minneapolis, paid the mechanical department a nice visit on his way through on his vacation.

J. L. Brossard, former roundhouse foreman at Minneapolis, also paid Minneapolis roundhouse a short visit, making the rounds.

Notes from Tacoma and Vicinity Coast Division West

R. R. T.

WE REGRET very much to record the untimely death of Miss Helen Ehnat, aged only 18 years, sister of Joe Ehnat of district accountant clerk's office. The young lady died July 17 after a sickness of only a few days. The sincere sympathy of many friends goes out to the bereaved family.

After a long illness John McShane, well-known Milwaukee Railroad man, passed away in this city July 31. He will be widely remembered for his friendly and generous disposition. The many friends he made while yardmaster at Tacoma and in other capacities will long mourn his departure. The funeral took place in Tacoma Aug. 3. We join in expressing our profound sympathy to the surviving relatives.

The outstanding social event of the season in Milwaukee Railroad circles at Tacoma was the marriage of Miss Selma Clara Strom, daughter of Mr. and Mrs. Samuel Strom of this city, to Raymond E. Fink, which took place Saturday evening, July 31. The bride is widely known in social circles and the groom is one of the most popular of our younger railroad men. After a week's motor trip in the vicinity of Puget Sound the young couple came back to Tacoma to begin housekeeping. Our best wishes go out to them for a long and happy wedded life.

Mrs. J. R. Clark, wife of district accountant Clark, has just returned from a visit to their daughter in San Francisco.

Mrs. Delaney, wife of car foreman W. L. Delaney, recently went east for a visit to her old home in Dubuque, Iowa; however, she struck such insufferably hot weather there that she cut short her visit and came back to the cooler climate of Tacoma.

Branch lines dispatcher N. F. Bingham and wife spent part of Mr. Bingham's vacation in Yellowstone Park and the remainder visiting their son in Los Angeles.

Chief train dispatcher T. E. Corbett is back at work after his vacation which he spent chiefly right here at home, which, after all, is a very good place to spend a vacation.

Trainmaster R. G. Webb is at present away on his vacation which he is spending inspecting various bathing beaches in Washington and Oregon.

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HAMILTON WATCH enthusiast H. L. Ambros is the man at the throttle of the Hiawatha on its Milwaukee-La Crosse run. Recently, he established a new record for continuous service—completing 95,956 miles in the cab of America's pioneer streamliner.

Engineer Ambros timed every mile of the 95,956 with a Hamilton. Says this veteran: "For almost 100,000 miles of continuous running across the hills and prairies of Wisconsin I've been right on time to the ticking of a Hamilton Watch."

You can't go wrong following the example of outstanding railroaders like Engineer Ambros. Ask your time inspector to show you Hamilton's Model 10 today. Model 10 has trim lines like those of modern equipment. Like all Hamiltons, it's protected against moisture and extreme temperature changes by *Elinvar*—exclusive in America with Hamilton. Inspect Model 10 today.

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HAMILTON

The Railroad Timekeeper of America

Twenty-three

Mrs. Eccles, wife of chief clerk J. Eccles of superintendent F. E. Devlin's office, is on a visit to southern California points at this writing.

C. F. Negley of Mr. Devlin's office has just returned from a vacation during which he and Mrs. Negley certainly led a strenuous life. They drove to Shelton, thence to Port Angeles, crossed to Victoria, explored part of Vancouver Island, returned and went to Lake Crescent, then made the scenic trip around the Olympic peninsula to Aberdeen via Raymond to Long Beach—where they visited with train dispatcher Willtrout and family, also there on vacation—and then on home to Puyallup. We are giving this in detail to give our eastern readers an idea of vacation possibilities in the favored Northwest.

Mrs. Clara Carrotte of Mr. Devlin's office at this writing is also away on a vacation which she is spending at Vancouver and Victoria. We hope she is enjoying herself thoroughly.

Ray Powels, foreman at Tacoma, and family have just left for a vacation trip during which they will visit at San Francisco, Stockton and Los Angeles and thereabouts. During Ray's absence Raymond Fink will act as warehouse foreman.

F. E. Stewart, for many years agent at Morton, went on the pension list July 1. His many friends will wish him a long and pleasant retirement on his farm near Longview. He is succeeded at Morton by R. F. Rader, heretofore agent at Snoqualmie Falls. The agency at the latter station has been taken by L. E. Sikes, heretofore operator at Cedar Falls.

"Billy" Alleman, who was on the combination clerical job at the passenger station in the forenoon, is now back at the Tacoma yard office handling the board, which is now quite a job considering the number of trains sent out of the yard every day and with nine engines working in the yard. The position at the passenger station is now being handled by O. C. Cardle. In consequence of these shifts Tom Dolle came back from our neighboring village of Seattle and is again at work on the bill desk, where he looks quite natural.

Chief clerk Lowell Sergeant of the office of W. B. Campbell, general supervisor of the car department at Tacoma, went on a brief vacation trip to Boston Harbor, near Olympia, but is back at his desk again.

Thomas Hughes, traveling time inspector out of Tacoma, has just returned from a brief trip to Chicago.

Conductor Jim Foley has now gone to the east end of the division and is running

Nos. 7 and 8 between Spokane and Butte in place of conductor Fred Wüder, who has gone on the pension list.

Mrs. McMahon, stenographer for assistant superintendent Hamilton, who has been ill for nearly two months, is now improving rapidly and is expected to return to work very shortly. In her absence Chester Roberts has been carrying on very creditably.

Marion Trudnowski, repair track write-up man at Deer Lodge shops, has been transferred to Tacoma and appointed as loading inspector for the coast division. We join in welcoming him to our city.

M. J. Robertson has been appointed as agent at Elbe, succeeding John Dickinson, whose death we recorded recently.

We have been scouting around among the Milwaukee golf addicts in the hope of finding one whom we could match against Bill Keenan, the warehouse foreman at Spokane, who recently with becoming modesty announced a score of 76 and has since been the unquestioned Milwaukee golf champion in the Inland Empire. We must admit that so far our search has been unavailing. We had pinned our hopes on chief timekeeper Guy Bell, but the best he has done this season is 78, which is pretty good but still lacks one of his own previous record of 77. Chief yard clerk Ralph Bement was another white hope of ours, but Ralph has to admit that he hasn't dented 80 so far this summer. The Milwaukee golfers at Tacoma had arranged a match with the Milwaukeeans who chase the pill around at Seattle, but the match has had to be postponed. When it does come off we hope to be able to report some scores that will make even Spokane experts like Bill Keenan and chief dispatcher P. L. Hays sit up and take notice.

Paul James of Mr. Campbell's office at Tacoma shops and wife were away for a week's trip around the famous Olympic loop and had a grand time. We understand they lived on fish and blackberries most of the time. Mr. James, by the way, is still putting in most of his spare time in rifle practice at Fort Lewis, trying to do still better than last year when he qualified as "distinguished rifleman" in the Washington National Guard team sent to Camp Perry, Ohio. Here's hoping he may succeed in annexing a few more medals to his already large collection.

Jimmie Kearnes, material clerk in the district accountant's office, Tacoma, made a trip to Spokane recently to visit his



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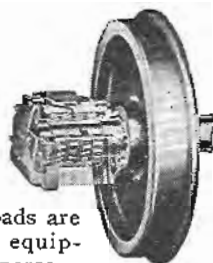
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American railroads are unsurpassed in equipment, trackage, personnel and everything else it takes to make railroad travel fast, comfortable, convenient, economical and safe.

They are also the most progressive, as witness the spectacular developments of the past few years. In this connection it is interesting to note that United States railroads probably have a higher percentage of locomotives, cars and streamlined trains operating on roller bearings than the railroads of any other country.

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TIMKEN

RAILWAY ROLLER BEARINGS

parents. Claude Peterson also frequently goes over there to visit his relatives.

Switchman Owen Grubbs went on the morning "hill" engine in place of Charlie Heu De Bock, but it will probably not be long as he is planning to retire.

Harry Hatch, AFE clerk in district accountant Clark's office, is a great lover of baseball and frequently takes Mrs. Hatch along as she also enjoys a good game. Being a good mathematician, he has always been able to compute the evenings for these occasions on which ladies were admitted free, but even experts sometimes make a slip, and you can imagine his consternation when the couple arrived at the ball park the other evening and he learned that due to some miscalculation this was a pay evening for ladies!

Northern District—Car Department

O. M. S.

J. E. ELDER, general airbrake supervisor, Milwaukee shops, visited at Minneapolis car shops on June 7.

AAR checker H. Belond visited Minneapolis car shops on June 15, checking records.

H. R. Campbell, chief clerk to F. J. Swanson, was appointed foreman of inspectors, Minneapolis train yards, on July 15. Charles C. Laird succeeded to the chief clerk position.

Gus Larson, formerly foreman of inspectors, retired on June 30 to apply for annuity under the railroad retirement act, thus completing over 55 years of service with this company. We shall miss Mr. Larson at the shops.

Henry Laird, chief inspector, Minneapolis train yards, also retired Aug. 1, to apply for annuity pension, with 44 years of service to his credit.

Ignatius ("Nash") Murphy, age 75 years, passed away June 14 following four months' illness. Mr. Murphy had worked at Minneapolis car shops as painter and laborer about 35 years.

We enjoyed seeing the new open-air observation car which passed through Minneapolis June 14. The car is to be used on the electrified section of the Milwaukee and permits travelers to see the entire landscape. It seats 80 persons and has a



Ed T. Biechler, lieutenant of police, South Minneapolis, shows his "catch" while on vacation at Burnt Lake, Itasca county, Minn. They said he couldn't catch any fish, so he had this picture taken. Three of the "catch" weighed 18 pounds each. A fine string of fish!

glass windshield between each set of four seats.

Miss Teresa Julseth, daughter of Theo. Julseth, carman at Minneapolis shops, was married to Robert E. Peters at St. Paul on July 3.

Wm. E. Peck, lead carman, Minneapolis car shops, was married on June 18. Mr. and Mrs. Peck visited in Chicago on their honeymoon.

Mr. and Mrs. S. Hollingsworth and Mr. and Mrs. C. Hofmaster attended a wedding anniversary at Janesville, Wis., June 4.

Miss Ella Siegler enjoyed her vacation at her lake home on Lake Minnetonka, entertaining friends and relatives.

Richard Anderson, chairman local B. R. C. A., attended meeting of the board at Milwaukee on June 2.

Our local fire crew gave an exhibition on the noon of June 2, running down through the light repair yard and connecting the hose in front of the wood mill.

Carman John Flow was elected safety first committeeman from the light repair yard crew to succeed Ole Peterson, transferred to heavy car shop. The light repair yard has not had a reportable injury since June 1, 1929—a good record.

Mr. and Mrs. Frank J. Tschohl, with their daughter and son-in-law, motored to Albuquerque, N. Mex., to visit at the home of their son, also visiting Carlsbad Caverns and other points of interest.

Mr. and Mrs. J. C. Weatherell visited their sons in Milwaukee and relatives and friends in Chicago and Peoria, Ill., while on vacation.

Mrs. Peter Larson and daughter, Betty, are visiting relatives in Suffield, Alberta.

Mrs. Charles Hageman, Richard and Betty, have been visiting relatives at Melrose, Minn., and Mr. Wilfred at Sleepy Eye, Minn. Mr. Hageman has returned to work after a short illness.

Edward Olson while on a week's leave of absence will motor to several points in Michigan.

Arthur Cogswell, carman at St. Paul repair track, has returned to work following an illness of six weeks.

Henry McHofer is sporting a new De Soto automobile which he claims is "tops," and we believe it without Dennis Sullivan's O.K.

Colman O'Connor, veteran carman at St. Paul, has retired and applied for pension annuity.

Mrs. Ole Stenseth, wife of checker O. Stenseth, is visiting relatives in Norway, having sailed from New York June 26.

Miss Grace Hammerot, stenographer, is enjoying her vacation on a trip to Seattle, boat trip to Vancouver, B. C., and visiting at Winnipeg, also stopover at Paradise Inn and Jasper Inn.

Northern Montana

Max

ROSCOE ROBINSON of Highwood was the winner of first state senior prize in carving a Napoleonic coach for the Fisher Body Craftsmen's Guild.

Gus Samuels has returned from an extended trip to Milwaukee and the West. He represented the local carmen's union at the annual meeting of the national organization in the Wisconsin city. On his way home he stopped at Denver to visit his daughter, Laverne.

A. G. Ingalls of Winifred resigned as agent, taking advantage of the railroad pension. He left for Paradise, Cal., where he will make his future home. The best wishes of a host of friends of the Northern Montana Division follow him.

The many friends of Oliver S. Porter will be pleased to learn that he is back at his post as cashier at Lewistown after being absent for a month account of illness.

Misses Sedonia, Lorraine and Service Finkbner, Jr., are spending three weeks with their aunt and uncle, Mr. and Mrs. Al Rusch, at Canton, Ill.

John O. Willard, new relief agent, who was at Winnett, is now located at Winifred. He is a newcomer to the Milwaukee. He has enjoyed his various assignments.

M. J. Boyd of Winnett recently returned from his vacation, most of which was spent on the golf links at Anaconda. He says he would have remained longer except for one thing—that he ran out of money.

M. E. Spencer of Straw has had his young son in the hospital at Lewistown account of sickness.

J. L. Jost of Highwood is spending two weeks in California. He is being relieved by W. L. Reeser.

Mr. and Mrs. J. P. Smeltzer accompanied the Lewistown delegation of Elks to the state convention at Red Lodge. They report that it was the best convention held in years.

Henry Burnett and Frank L. Curtis have been touring the Yellowstone National Park.

V. F. O'Dell and family spent several days on the West Gallatin on a profitable fishing trip.

George L. Wood, Jr., who is employed by the car department at Milwaukee, returned to his work after visiting with his parents in Lewistown for two weeks.

Mrs. W. E. Douglass returned to Lewistown from Los Angeles, Cal., where she has been visiting her daughter and grandchild.

Mr. and Mrs. W. L. Bratz vacationed at Glacier National Park, making the trip by auto and returning via Missoula.

Twin City Terminals

F. A. M.

W. T. STACKPOLE spent his vacation fishing and enjoying the other good features of beauty of the outdoors at Gull Lake.

Mr. and Mrs. Frank Corcoran and family spent their vacation visiting points of interest in and around Los Angeles.

Walter Anderson, superintendent's office, last month won the "great names" contest prize awarded by the Minneapolis Star. Tell us, Walter, how you were so fortunate.

We have a celebrity in the Milwaukee restaurant, Miss Virginia Trudell. She is a journalist and in her spare moments writes short stories. Last February the Liberty magazine accepted one of her stories.

The engineering department, I am told, is 25 games of cribbage ahead of the operating department. Once in a while, it is claimed, the operating department gets a game.

Miss Elizabeth O'Brien spent her vacation at Annandale, Minn. Reports catching a four and one-half pound bass. Claims she landed it without help and didn't break the pole even though it was some tussle. It was an unusual catch for the weight, the natives told her.

Under all conditions and at all times, T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

T-Z Products, as standard equipment, are daily proving their merit.

T-Z Railway Equipment Co.
8 So. Michigan Avenue
Chicago, Illinois

The
Bird-Archer Company
Manufacturers of
ANTI-FOAMING COMPOUND
Western Office
112 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

Mrs. Catherine Marrin, mother of Marty Marrin, local freight station, passed away Aug. 8 at her home in Minneapolis. Sympathy is extended to the family by his fellow workers.

Sympathy is extended to James Church-ill, local freight office, on the death of his brother last month.

Isabel Bratke and Tess Hanke, from central station accounts, Chicago, spent their vacation as guests of Gen Mullaney of the local freight office. Liked Minneapolis very much and a good time was reported.

Donald Bowles, local freight office, is the proud father of a baby boy, born July 27. The name is Don George. Congratulations.

Mr. and Mrs. Frank J. Foster left on July 17 via Seattle for a trip to Skagway, Alaska. Besides the pleasure of the experience on board a boat were the stops of from two to four hours at such places as Victoria, Vancouver, Albert Bay, Prince Rupert, B. C., and Wrangell, Kitchikan and Juneau, Alaska. From these side trips were taken to local points of interest—glaciers, canneries, Indian schools, Indian cemeteries, parks, etc., also the old gold trail of 1898.

Mr. Lucer's (depot ticket office) family is visiting in Seattle and Portland at the present writing.

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

Scoop

AUGUST—the month for hot weather. Vacations and hay fever! Everybody has had a vacation but the Hiawatha, and that train is doing a land office business transporting passengers, running in two and three sections between the cities.

Last month's magazine gave us an idea of the magnitude of the pension plan, with all the names of pensioners published. Every station on the railroad has its quota of men taking the pension.

At Portage we notice the absence of Mike Keaveny, the hobo nemesis, who worked his last day July 31, and Gus Ringhardt, in the car department, who also has a service record longer than your arm, and numerous others.

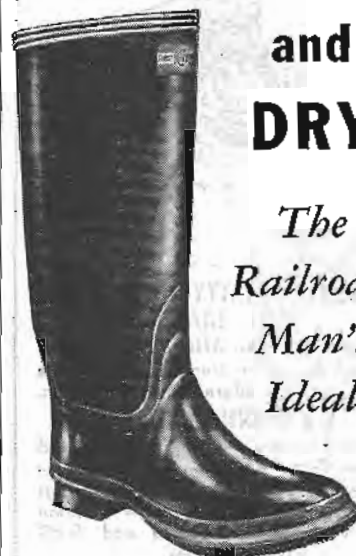
There are a great many with long service records who can show a clean slate for the time they worked for the good old Milwaukee. Among them is Clarence ("Grandpa") Hyde, retiring from yard switchman service at La Crosse.

Jim ("Lumberline") Tearney, night caller at Portage, is retired. Norman Stowers

SURE-FOOTED

and
DRY

The
Railroad
Man's
Ideal



The railroad man wants soles that will not slip. Whatever the type he likes best, it must be durable under the extreme demand of railroad service. It should be lightweight and comfortable. "U.S." boots have been standard railroad equipment for three-score years.



"U.S." PATROL

This red-soled, heavy, durable rubber has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.

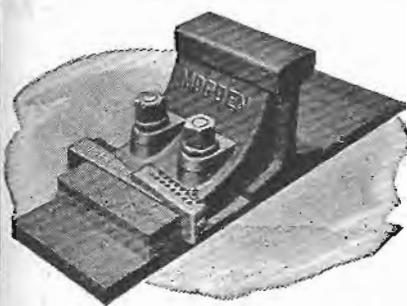


"U.S." PORTLAND

This husky good-looking overshoe is built with an oversize sole and extension heel for heavy wear. The sole pattern is like that of the Patrol, designed to give the maximum of grip where sure-footedness is all important. The upper is tough and fleece lined for extra warmth.

United States Rubber Products, Inc.

United States Rubber Company



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

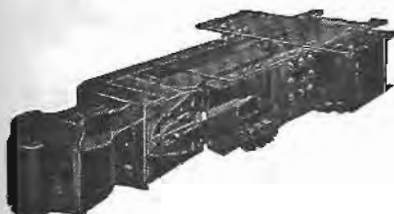
WE MANUFACTURE

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"BUCKEYE" YOKE and Draft Attachments



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

THE BUCKEYE STEEL CASTINGS
COMPANY - Columbus, Ohio

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FORT DEARBORN ENGRAVING COMPANY

Artists — Photo Engravers

SUPerior 0065

448 N. Wells St. Chicago, Ill.

is rolling them out of the hay for the hot shots in his place.

Since Russell Pate went back to firing, two men and a boy have been working in his place. Talk about a fast job!

One fine morning in La Crosse recently conductor H. B. Martin went out to his garage to get out the sedan and take a ride. Coming out of the doorway he heard something go "blam," and doggone if it wasn't a tire punctured. So he hid himself to a nearby garage and got a tire and put the wheel up on a jack and put on the new tire, and then after some deliberation as to the cause of puncture he got in and started the motor, which purred perfectly in unison with the weather and all. He threw in the clutch and the car refused to start. "Now what the god-darn doggonation's the matter?" he says, and got down to make another, closer inspection. Brakes OK, motor OK—but—the jack was still under the wheel!

Herb Graf has just returned from visiting his folks in California. He says, "Gimme the wild East in preference to the West!" He forgot to mention how they mistook him for a movie actor with that sunny smile.

One thing we can be thankful for in the hot weather—it has burned up the mosquito crop, at least I thought so until the other night when operator Thompson at East Rio—out there with Nick Malley's gang—started cussing when he looked for his lunch. The skeeters and other bugs had made away with it!

People still bring their families to the depots and right-of-way to watch the Hiawatha streaking by. And if it happens that an extra section has a steam engine, why it just is a big disappointment to the children not to see the streamline engine.

You fellows hollering about the hot weather, don't forget it will soon be time to trade the lawnmower for that snow shovel—and think of the fun shoveling around that corner lot after a few drifts light on your sidewalk!

"What do you think of our two candidates for mayor?"

"Well, I'm glad only one can be elected."

BLATCHFORD CORPORATION

80 E. JACKSON BLVD.

CHICAGO

RAIL JOINTS

Reformed to meet specifications for new bars.

VULCAN XX STAYBOLT IRON

VULCAN ENGINE BOLT IRON

VULCAN IRON FORGING BILLETS

LOCOMOTIVE FORGINGS

AXLES

CRANK PINS

PISTON RODS

Iowa (Middle and West) Division

Ruby Eckman

CAR FOREMAN WILLIAM CHEEK of the Perry force laid aside the cares of the railroad during the latter part of July and with Mrs. Cheek made a trip through the beauty spots of the Northwest. George Slater was in charge of the work at Perry during his absence.

Carlisle Johnson, who is employed in the work equipment department as a clamshell operator, was in the hospital in Perry during July for an emergency operation for appendicitis. Carlisle was sick several days before coming home and his family physician suggested an immediate operation.

The birth of Shiela Mae Hickey the latter part of July gave conductor E. R. Hickey the title of grandpa. The little miss is also a granddaughter of engineer Clate Kerlin. Dr. Donald Hickey, the father of the baby, is practicing at Bayard, Iowa. The child is the first in the family.

At a simple ceremony performed at the bride's home July 25 Miss Helen Doud, daughter of conductor and Mrs. W. S. Delaney, became the bride of Howard Hanen. Only the immediate relatives were present. Mr. and Mrs. Hanen took a short wedding trip before going to their home in Fairfield, Iowa. Helen, who was a graduate of the Perry High School, was selected as the most beautiful girl in the school during the time she was in attendance.

Engineer John Ahern, the senior engineer on the West Iowa Division for a great many years, died at the home of his daughter in Havana, Cuba, Aug. 9. Temporary interment was made in Colon cemetery at Havana and after the lapse of the legal period, which will be about two years, the remains will be brought to Perry for interment beside his wife, who died in 1926. Mr. Ahern was 94 years of age and had been making his home with his daughter, Mrs. M. T. McGovern, in Havana, since the death of his wife.

Mrs. William Lee, whose husband was an employe of the Milwaukee car department for many years, died at the family home in Perry the fore part of August. Mrs. Lee's health had been failing since the accidental death of her husband about a year ago.

Engineer Frank Keith and wife were called to Cedar Rapids the fore part of August as their brother-in-law, F. D. Roy, had been accidentally killed when the family car was struck by an Illinois Central train at Manchester, Iowa. Mr. Roy was an engineer and had been employed by the Rock Island for many years.

Engineer Henry Davis of Miles City came to Perry the middle of August to attend the funeral services for his brother, T. D. Davis, who died in Des Moines following an extended illness.

Simon Richardson, the younger son of engineer A. L. Richardson, was married Aug. 1 to Miss Dorothy Fosnes of Lake Mills, Iowa. Simon, who graduated from the Des Moines College of Law a few years ago, is in the legal department of the Aetna Insurance Co. in Des Moines.

The birth of a son, Richard Michael, to Mr. and Mrs. Roscoe Ivey makes the sec-

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A POWERFUL HIGH-GRADE FUEL

PREPARED—in a completely modern washing and cleaning plant.

SHIPPED—by C. M. St. P. and P. Railroad.

HIGH, UNIFORM QUALITY
DEPENDABLE, EFFICIENT SERVICE

WALTER BLEDSOE & COMPANY



Kay Anne Evetts, Daughter of
Machinist Apprentice James
Evetts, Perry, Ia.

and grandchild in the home of Dr. M. J. Donovan, the company surgeon at Perry, and the first grandchild in the family of Walter Ivey, the signal maintainer at Jamaica. The child is the first in the family of the young couple.

Conductor John McCurdy sent in his annual pass the fore part of August to have the name of Mrs. McCurdy added. John and his bride went to Chicago the fore part of August to visit John's brother and went over to Crown Point where the ceremony took place.

Mrs. Bertha Grubb, mother of Harvey Blaisdell and Lawrence Woodward of the roundhouse and car department force, died at the home of a daughter in Perry the fore part of August.

James Kanealy, who has been general yardmaster at Perry for a long time, has given up the yard work and taken his place on the conductor's list on the Middle Division. A. M. Peterson, who has been yardmaster at Manilla, was transferred to Perry, and Earl Akers is in charge of the work at Manilla.

Milwaukee Terminals

G. W. E.

YARDMAN JAMES J. PACKENHAM died July 11 after several weeks of illness. He retired on pension several months ago, being one of the old-timers and a mighty fine man. He is survived by his widow, one son and two daughters. The funeral occurred July 14. Interment in Holy Cross cemetery.

Shopman Joseph Hafmann, 3037 N. 35th St., retired July 15 after 47 years with the Milwaukee Road, nearly all of these years as carpenter in the coach shops. He has been a faithful and loyal employe and his fellow workers hope that he will live to enjoy the pension that he will soon receive. With his wife he expects to visit relatives in California soon.

Electrician Daniel (Packy) McFarland of roundhouse No. 1 left for Huntington, Va., on July 16 to visit relatives and a brother. Sandy, whom he has not seen since they left Scotland forty years ago. We received a card from Packy when he arrived in Huntington, advising of his safe arrival and saying that he found a card on the

door of his brother's home with the following printed on it: "Packy, we are camping in our trailer about 130 miles west. All the roads are closed to traffic here. Will be at home about Jan. 1st. Signed, Sandy."

Engineer Guy W. Rhoda visited his summer home in the north woods the last two weeks in July. He had several engineers as guests while on his vacation.

Joseph Palmerschein and family visited in California for two weeks from July 15. They saw the sights in Los Angeles and San Francisco and crossed the new bridge connecting San Francisco to Oakland. They also visited Catalina Island where, Joseph says, they had a swordfish dinner at the Hotel St. Catherine and saw the submarine gardens and fish through the windows in the bottom of the boat. Joseph remembered all the boys with cards and each with a souvenir of his trip. Thanks.

Machinist helper Joseph J. Smith died July 29. He had been in the employ of the Milwaukee Road for 26 years and was a faithful worker. He is survived by his widow and one daughter.

Assistant agent and weighmaster Fred Butz, 3123 W. Vine St., who has been employed at the Chestnut St. yards since 1893 as car clerk and weighmaster and assistant agent, retired Aug. 1 and made application for pension. Agent Edward Ross of Chestnut St. station presented Butz with a dandy Gladstone bag, a present from his fellow workers. Since the last Memorial Day parade when he led the Boy Scouts in a song at the end of the parade he has been offered positions with several musical societies in Milwaukee, and asked to go to Hollywood, Cal., for a conference with Warner Brothers. He has always been a faithful and loyal employe and his friends on the Milwaukee Road wish that he may live long to enjoy the pension that is on the way to him. The local papers had a nice writeup and his picture.

Engineer Albert Anderson died at his home, 2484 N. 35th St., July 23, after a long illness. He is survived by his widow. Funeral July 31 under the auspices of Lafayette Lodge No. 265, F. and A. M. Interment Valhalla cemetery.

Mrs. George Steitz, wife of engineer George Steitz, died Aug. 1. She is survived by her husband and two daughters. Funeral Aug. 4. Interment, Wanderer's Rest cemetery.

Creosoted and Zinc Treated Materials

Bridge Timbers Piling
Ties (All Kinds) Lumber

We are equipped to handle all Standard
Methods of Treatment, Also Adzing
and Boring of Ties

Built and operated first treating plant
north of the Ohio River, year 1876

Indiana Wood Preserving Co.

Chicago Office: 20 N. Wacker Drive

Plant: Terre Haute, Ind.

Accident Losses for a Single Year!

111,000 killed . . .
400,000 permanently disabled . . .
10,300,000 partly disabled . . .
\$2,630,000 wage loss and medical expense . . .

You cannot afford to take a
chance!

Insure with the "Old Reliable"

PROVIDENT LIFE and ACCIDENT

INSURANCE COMPANY

CHATTANOOGA, TENNESSEE

OVER 50 TRAINLOADS FOR YOU TO HAUL THIS YEAR!

• Because You
Made LEE the
FASTEST
SELLING
RAILROAD
OVERALL!



Yes, you helped boost hundreds of railroad men's pay by making Lee the biggest-selling railroad men's overall . . . because your business meant shipping more Lee freight than ever . . . over 50 trainloads!

Only Lee uses tough Jelt Denim to give you extra wear! You always get the right fit with Lee tailored sizes—Sanforized-shrunk—guaranteed not to shrink—so they'll always fit like the day you bought them!

You can't lose . . . if Lee Overalls don't look better, fit better, last longer than any others, you get your money back, or a new pair FREE! See your Lee dealer sure!



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Lee OVERALLS
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SAFETY Requirements
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SAFE DEPENDABLE EFFICIENT
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FOR EVERY PURPOSE

We can fill your lumber requirements, no matter what they may be.

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DROP SIDING SHINGLES**

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HEMLOCK**

No Order Too Small—None Too Big
Write Us for Information.

The Webster Lumber Co.

2522 Como Avenue, West
ST. PAUL, MINN.

Engineer John H. McKane, who has been confined to the Soldiers' Home hospital since May 15, has been transferred to the Hines Memorial hospital at Hines, Ill. He left Milwaukee Aug. 3 and several of his friends called on him at Hines Aug. 8. The visiting days at this hospital are Tuesday, Thursday and Sunday, from 2:30 to 4:30 p. m. A thirty-minute ride on the elevated and a bus lands you at the hospital door.

Yardman Oscar (Squeak) Johnson has had a sad look on his face for some time, and now it has come to light that one of his neighbors mistook his auto for an ice truck on July 4th and sent a kid over to get some ice from him. If you have a car to trade, call Johnson.

Engineers Wm. L. Crowley, George W. Plate and Arthur E. Wilson with their families have been on vacation since Aug. 1—in the north woods we understand.

Engineer and Mr. J. E. Bockhop were visiting the last week in July at Minocqua Lake. On July 29 Mrs. Bockhop hooked a 34-pound muskallunge. As she could not land a fish of this enormous size she sent a hurry-up call for engineer John, who in turn called engineers Herbert Carmichael and Theodore E. Warnke, who were camping with their families at Squaw Lake near by. With their aid the fish was landed and cooked, and Warnke has not been at work since, whether from over-exertion or fish we will not say.

The Wisconsin American Legion held its convention in Milwaukee Aug. 6 to 12. On Monday it had the greatest parade in Milwaukee history. The Milwaukee Road was well represented in the parade.

A card from dispatcher John Johnson, who is visiting at Bergen, Norway, with his brother. He sends kindest regards to all the boys and says he is having a fine visit.

Engineer William F. Hyde died at his home, 546 N. 32nd St., Aug. 10 after a long illness. He had been employed by the Milwaukee Road for forty years as

fireman and engineer, and was a very fine man. He is survived by a widow, three sons and three daughters. Funeral from Brett Funeral Home, 2001 W. Wisconsin Ave., to St. Rose's church at 8:30 a. m., Aug. 13. Interment, Waukesha, Wis.

The following employees became members of the Veteran Employees' Association during the first two weeks in August: Andrew A. Kiesling, crane engineer; Wm. W. Miller, switchman; Frank E. O'Neill, engineer; James R. Whitty, engineer; Walter G. Rauch, engineer, and William L. Reed, engineer. Four thousand seven hundred and three members have paid their 1937 dues and there are several who have neglected to send in their dues, which are due in January of each year.

Iowa (East) First District

J. T. Raymond

RALPH SEAGAR, who has been taking treatments at the University Hospital at Iowa City, has returned home but is not yet able to resume work.

Mrs. Lloyd Stark has returned from a motor trip through the East and Canada.

L. S. Dove, train dispatcher, and family are spending their vacation at their summer cottage, Pequot, Minn.

Chief dispatcher H. C. Van Wormer has resumed his duties after enjoying his vacation at Pequot, Minn., where his cottage is located.

L. G. Hewitt has returned from Chicago where he has been doing special clerical work for the past two weeks.

Engineer L. C. Low added his name to the retirement list the 1st of August.

H. C. Gustafson, agent at Greeley, has officially resigned in order to qualify for the retirement pension.

Agent H. E. Carter of Olin was off for ten days vacationing, relief agent Emerson, a new employee, relieving Mr. Carter.

G. L. Ireland of Wyoming, Ia., was a recent visitor in Marion. Mr. Ireland is a veteran agent.

Manuel Quezon, president of the Philippine Islands, patronized the Milwaukee Road the latter part of July on his return trip home. He also used the Milwaukee on his trip to Washington, D. C.

Due to the retirement act many changes are taking place. F. W. Behrens has been appointed agent Green Island; agent M. E. Burns, formerly agent Green Island, appointed first trick operator-leverman at Sabula bridge. Other appointments are: F. G. Zeiser, agent, Delmar; A. H. Clausen, agent, Atkins, Iowa; J. F. Koester, agent, Edgewood, Iowa; G. E. Finders, agent, Waucoma; R. H. Gilliland, agent, Portsmouth; Ira Seeger, second trick operator, Green Island; E. F. Claussen, agent, Paralta; W. D. Schesser, third trick operator, Oxford Junction; T. J. Allen, agent, Haverhill.

James Tobin has resumed his position as lineman at Marion, having been off for several months due to illness. We are all glad to see him back and getting along all right.

J. T. Raymond, retired train dispatcher

NORTHWESTERN MOTOR CO.

**EAU CLAIRE, WISCONSIN
MANUFACTURERS**

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**RAILWAY MOTOR CARS—RAIL AND FROG GRINDING
MACHINES—MAINTENANCE EQUIPMENT**

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

**UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin**

BEAVER BRAND

**Carbon Paper
and**

Inked Ribbons

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

M. B. COOK CO.

508 S. Dearborn St., Chicago

of Marion, who has been vacationing in the East and Canada recently, returned to Marion but was called to Nashville, Tenn., account of sickness and death of a relative.

Machinist Robert Law of Cedar Rapids roundhouse forces and J. C. Boyle, storekeeper, also of Cedar Rapids, attended the American Legion state convention in Des Moines recently and reported having a wonderful time.

George F. Hennessey, roundhouse foreman, Cedar Rapids, is spending his annual vacation in Milwaukee and other Wisconsin points.

R. J. Worthington, captain of police of Cedar Rapids, returned from a vacation trip to California and other points west.

Extra agent C. D. Emerson is relieving at Oneida, Iowa.

Agent E. F. Claussen of Oneida is relieving operator O. H. Huyek on second trick at Cedar Rapids.

Operator O. H. Huyek is taking ten days off and attends making a motor trip East to visit his daughter in Pennsylvania.

J. C. Boyle, storekeeper at Cedar Rapids, has just returned from a fishing trip to Minnesota.

Bobby Mullaley, young son of machinist M. Mullaley of Cedar Rapids roundhouse, had his tonsils removed and is progressing nicely.

Train dispatcher R. L. Leamon of Marion is contemplating a trip to Minnesota the first part of September on a fishing expedition—to spend his vacation.

Good Old Dubuque Shops

Lucille Millar

WE EXTEND sympathy to Frank Duffy, chief clerk to agent R. E. Beauvais at Dubuque, in the death of his mother, Mrs. Martha Duffy, who passed away in Dubuque on Aug. 7.

Mrs. Wm. Delaney of Tacoma, Wash., visited her parents in Dubuque during July. It was nice seeing you again, Esther.

Julius Sprengelmeyer spent his vacation in the vicinity of Duluth, where the fish come right up to you, stick their heads over the side of the boat and say: "I'm fine for frying; try me." (That we might charm our Mississippi into having its product do likewise.)

Titus Maus is a regular night club attender since—

While the girls' orchestra was playing, Their dreamy eyes espied Our little Titus dancing

(He'd be difficult to hide).

The number they were playing.

That "Taxi-Honey" song.

They dedicated to Titus—

Now he sings it all day long

Fred Homan and Clarence Horsfall are brand-new grandfathers (Fred is by adoption, but insists on being called "Grandpa"), and the following conversation took place:

Said Grandpa "F" to Grandpa "C"

"Gee, we've got a dandy boy;

He's just a tiny little kid,

But, say, he's a regular guy!

Serving the Milwaukee Road's urgent needs for

STEEL

has been our privilege for many years

A. M. CASTLE & CO.

Makers of "The Milwaukee" Lite Cote Welding Wire.

CHICAGO

Strong? Say, he can hold an iron bar

And can almost say "Grandpa."

Give him a couple of years or so

And watch the wood he'll saw."

Now Grandpa "C" kept listening

To every single word, but

His head was socked to one side

Just like an eagle-bird

All set to flap his wings and soar,

Which he did, into poor old Fred,

And this is what he told him

(Or you can strike me dead!):

"You say you got a great big boy!

Phooey—that's nothing, nothing at all—

Why, we got two boys—yep, two at once,

And are they very tall?

They'll be policemen when they're big

(Like their Uncle Ray, maybe).

Those twin grandsons of mine—you watch

They'll shine—you betcherees!"

Halvor O. Berg

ON July 15, Mr. Halvor O. Berg, former section man at Rushford, Minn., died at his home in that city, at the age of 89 years. Mr. Berg was the father of six sons who have been employees of The Milwaukee. At present, there are four of the family with this company: O. H. Berg, inspector, Law Department, Minneapolis; C. A. Berg, train-dispatcher, Madison, S. D.; P. E. Berg, dispatcher, Austin, Minn.; R. H. Berg, train express and baggage-man, LaCrosse, Wisc. The two other sons who have gone, former employees, were: H. M. Berg, ticket agent, Albert Lea, Minn., and H. H. Berg, agent, Rushford, Minn.

Mr. Berg was born in Norway and came to Rushford in 1871. Besides the six sons, he is survived by two daughters, 17 grandchildren and 7 great-grandchildren.

Another Slur

Small Girl (seeing bagpiper for the first time)—Daddy, can't you stop that man? He's squeezing something under his arm, and he must be hurting it terribly. Listen to the noise it's making.

Youngstown Steel Sides for Repairs to Freight Cars
Youngstown Corrugated Steel Freight Car Doors
Camel Roller Lift Fixtures

Youngstown Steel Door Co. & Camel Sales Co.

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CONTENTS

	Page
On the Plaza of Memorial Union, Lake Mendota, Madison, Wisc.....	Front Cover
Wisconsin Scenes and Landmarks.....	A. G. D. 3
The Iron Horse Speaks Out.....	R. S. Henry 4
Milwaukee Road Post Parade.....	5
As Others See Us.....	6
All Pull Together (Mr. Gillick's Page).....	7
Harry F. Hunter—Obituary.....	8
Mrs. E. M. Paul—Obituary.....	8
Friendliness Too	8
New Dining Cars Largest in America.....	9
Address to A.A.R. Superintendents.....	C. H. Dietrich 10
Agricultural and Colonization Department.....	11
Milwaukee Railroad Women's Club.....	12
Chillicothe Centennial	14
Milwaukee Road Employees Retirement List.....	15
Traffic Club Rail-Sail Special.....	15
The Photo Contest.....	15
Platte-Stickney Line Traffic Club.....	16
Water Conservation Celebration.....	17
On the Steel Trail.....	18

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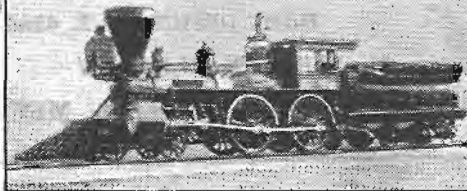
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