

The
**MILWAUKEE
MAGAZINE**

July, 1940



The new Tacoma Narrows bridge
See page 6

NUMBER OF

TRAFFIC TIPS

REPORTED

BY TRAFFIC TIP SUPERVISORS
ON THE DIVISIONS SHOWN BELOW
DURING THE MONTH OF MAY, 1940



**DO YOU POINT
WITH PRIDE . .**

Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees
Seattle Gen. Offices	107	19	39.7
Dubuque and Illinois	106	201	23.9
Madison Division	104	18	18.1
Hastings and Dakota	134	45	16.5
Iowa and Dakota Div.	172	75	16.4
Coast Division	215	23	16.1
Trans-Missouri Div.	110	12	13.7
Superior Division	25	47	12.0
Terre Haute Div.	7	89	11.1
Kansas City Div.	43	35	10.6



**... OR VIEW
WITH ALARM
?**

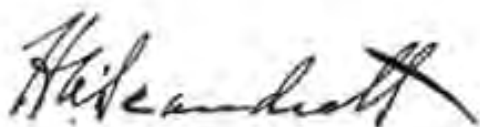
Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees
Chicago Gen. Offices	121	56	10.4
Milwaukee Division	44	79	9.8
Iowa & S. Minn.	39	23	8.0
Twin City Terminals	122	35	7.7
La Crosse and River	119	31	7.0
Iowa Division	48	48	6.6
Milwaukee Terminals	114	29	3.3
Rocky Mountain Div.	25	1	3.2
Chicago Terminals	40	48	2.7
Miscellaneous	5	7	2.0
TOTALS	1700	921	9.4

ABOUT TRAFFIC TIPS

A larger number of Traffic Tips was sent in during May than in any month back to May a year ago. This total was only exceeded twice since the plan was started. An even better record was made in business obtained during the month of May on tips received in that month and previous months. The 2,894 tickets sold established a new high; the 655 carload shipments obtained were only exceeded by the 685 shipments in November, 1938, and the 283 l.c.l. shipments obtained were more than obtained in any previous month.

I need not tell you that this evidence of continued activity on your part is very encouraging and praiseworthy. Something also has been accomplished in bringing in new Tippers—the total number on June 1st having increased to 9,135. I hope the number will be close to 10,000 by the end of this month.

I am impressed by the way in which so large a part of the Milwaukee family has responded to the call for assistance. Of course you and I would feel better about it if a majority of the family were active in the plan. You can help a lot by prevailing upon others to join you in helping find business for the railroad that otherwise might go to its competitors.





STEEL

YOU don't often see them, the men who lay the rails of the country's railroads. Their day is spent out on the hot roadbed and they stay pretty close "home" in their bunk cars when the dusty day is done. Important as their work is, it is done in comparative oblivion.

All railroaders are vaguely aware that a crew of hardy men have laid and occasionally re-laid the track which holds an enormous industry together, but only a small percentage of them, perhaps, ever took time enough from their train running, soliciting, or typewriter hammering to find out just how a steel gang goes about its colorful job.

To the passenger cushioned comfortably in a fast, modern passenger train, the steel gang is just a long swish of sweating men hard at it with heavy mauls and peculiar looking machines.

And yet, it would be safe to say that in the public mind the steel gang is the personification of the old expression, "working on the railroad."

The public is only partly right, however. The men in a rail laying crew not only work on the railroad—in a sense, they build it.

The Milwaukee Road's system steel gang, 150 strong, was just a few miles east of Tama, Iowa, headed west, when the camera overtook it on June 14th. Rolling along at the rate of 15,000 to 20,000 feet a day, the "gandy dancers," so-called, were completing another stretch of a job which consisted, roughly, of laying a total of 76½ miles of 112 pound rail at several places along the line between Marion and Manilla on the westbound main track.

A trip through the crew train would give any employe a brand new conception of his railroad and the diverse operations in which it engages. When the steel gang moves from point to point, it is like the wholesale migration of a town, for with it go all the requisites of living. Home for them is a 43-car train which carries everything from shower baths to "eatin'" tobacco. There

are 16 of the coaches used for living quarters. In addition, there are cars for bathing (24 men at a time), cars used as mess halls, water cars with tanks that hold 10,000 gallons each, office cars, cars for carrying tools, oil, gasoline, water pumps and electric light plants. There is also a work car carried along and used for transporting the men from the crew train to the place where their work for the day is to start.

THE PICTURES

Pictured here is the steel gang itself, caught by the camera as its long line moved steadily down the right of way, past the photographer:

1. Everybody on? The work train is ready to leave for the job.
2. The man with the brush and the bucket of paint performs the first operation, painting the ends of the new rails to prevent rusting after the joint bars have been bolted on. The new rails are left alongside the old track before the steel gang appears on the scene.
3. This man and his machine unscrew the bolts that hold the joint bars onto the old rails. This is one of the newer devices which make the job safer and easier on the back.
4. Spike pullers. A dentist's dream of perfection.
5. The bar goes under, the gent with the muscles gives a heave and "the old rail is retired after many years of faithful service."
6. In a steel gang each workman has a particular job to do and an assigned place in the long "assembly line." Here they are cleaning off the ties and tamping in the plugs which a man up ahead had dropped into the holes left by the old spikes.



GANG

7. The fellows who operate these adzing machines wear knight-like armor over their feet and legs in order that they may be able to come back to work the next day. When this noisy dust-kicker gets through, the tie has a neat slice taken out of it, just the right size for a tie plate.

8. The fresh cuts on the ties are treated with creosote and the plates are put into place.

9. The crane, with a bit of guidance, puts the new rail right where it belongs.

10. This close relative of the bolt unscrew does just the opposite. It bolts the joint bars onto the new rails.

11. In another 1/500th of a second that spike will be driven home, firm and tight. Here is a job for a man with an accurate eye and strength to spare.

12. Installation of rail anti-creepers is the steel gang's final operation.

13. Lunch time! The work train has brought the hungry crew within springing distance of the mess car.

14. Men at work.

15. Commissary car. Commissary clerk S. A. Downs is trying to show a safety shoe to the workmen but they already have safety shoes, so they devote their attention to the camera. Here the men can purchase articles of clothing, tobacco, chewing gum, candy, soap, towels, shaving equipment and many other commodities. It is the favorite place for starting and ending the day.

16. Cook car. The chef in the center, removing a cake from the oven, is E. K. Gilpin, the gang's chief cook. The kitchen takes up one entire car, is equipped with electrical mixing devices, and is kept as clean as an army outfit subject to the most critical inspection.

ON THE JOB 15 YEARS



Left: "Andy" Gunter, machine man.

Right: "Mike" Gartin, water jack.



Left: Otto A. Jowett, headman of "head end" gang.



Right: W. H. Probus, the plug man.



Floating Concrete

Unusual Bridge Across Lake Washington a Boon to Seattle Region

SCIENCE has done it again. She has snatched another seemingly impossible notion out of the rarefied atmosphere of imagination and transformed it into solid concrete, strong enough to withstand storms and carry traffic but, nevertheless, not too solid to float. In short, a floating concrete bridge has been built across Lake Washington, just east of Seattle, pioneering a new field of effort and winning the acclaim of engineers from all parts of the world as a successful and economical development in engineering design and construction.

The bridge, which is nearing completion, is the first and most important link connecting the Puget Sound region with the fast-growing Columbia Basin area in eastern Washington. Apart from the important role it will undoubtedly play in the further development of a Milwaukee-served region, the Lake Washington Floating bridge will be still another feature to attract Northwest vacationers, especially those who avail themselves of Train-Auto Service after their arrival in Seattle.

The bridge will pare 14 miles from the present inadequate route. The floating structure, more than a mile and a quarter long, consists of a series of concrete pontoons rigidly joined together and securely anchored in the lake in a manner enabling it to resist much greater strain than that caused by the stormiest and roughest water ever recorded on Lake Washington.

With the approaches across Mercer Island on the east side and the tunnel under residential Mount Baker ridge on the west, the project will be 34,021 feet long.

Practically every type of highway construction is embodied in the project, including the lengthy Mercer Island approaches, the floating structure and a 1,465-foot twin bore tunnel approach to Seattle.

The floating structure, which has aroused interest throughout the nation and is sure to be a foremost Pacific Northwest attraction for many years, is composed of 25 reinforced concrete floating pontoons, built several miles from the site in graving docks and floated at high tide through the Lake Washington canal locks to the bridge.

The sections are rigidly bolted together and securely anchored on either side of the center of each section by a 65-ton reinforced concrete anchor jettied into the clay bottom of the lake approximately 600 feet from the pontoon in 200 feet of water. These anchors are connected to pontoons by 2½-in. galvanized steel cables with provisions inside the pontoons for adjustment to take care of the three-foot seasonal rise and fall of the lake level. There are 10 standard and 15 special pontoon sections. Each standard section is 350 feet long, 80 feet wide, and 14 feet 6 inches deep, of cellular construction with 96 compartments bulkheaded by solid cross walls into groups of eight, thus providing 12 water-tight sections. The bottom and outside walls are eight inches in thickness and the dividing walls six inches with an eight-inch roadway deck providing a four-lane highway and two five-foot sidewalks.

At both ends of the floating structure provision is made for the passage of small boats under the approach spans and near the Mercer Island end there are specially constructed pontoons which can be drawn back to provide a 200-foot opening for larger water craft.

The Bridge on the Cover

THIS massive and sturdy construction of the \$6,400,000 Tacoma Narrows bridge is emphasized in this view taken from its west end. Here the Narrows is less than a mile in width, yet the tidal waters of the vast inland sea sweep and swirl through this passage, reversing direction four times every 25 hours. This, together with the extreme depth of the channel and the vertical rise and fall of the tides of fourteen feet, made the construction of the piers difficult and necessitated the invention of an entirely new type of caisson. Majestic Mount Rainier, 90 miles southeast of Tacoma, is shown with its perpetual snow cap. The city of Tacoma lies just over the hill across the water.

Tourists in the State of Washington will be given a treat starting July 1st when the new bridge is to be opened to give a more direct and easier entrance to the "last frontier," the Olympic Peninsula.

In this charmed land there is located one of Uncle Sam's newest and largest national parks, the Olympic, covering now over 1,300 square miles and including a vast snow-capped range of mountains having 53 living glaciers in its valleys. This great park has been visited by comparatively few in the past due to the difficulties involved in reaching it. With this new bridge it is easy of access from the metropolitan centers of Puget Sound, Tacoma being but half way between it and the well known and much visited Mount Rainier National Park.

The structure is well over a mile in total length, with the center span 2,800 feet long, the third longest in the world, exceeded only by the Golden Gate bridge at San Francisco and the George Washington bridge at New York.

The bridge will be an aid in the United States' defense program as it directly connects the great army center at Fort Lewis just south of Tacoma with the Puget Sound Navy Yard at Bremerton, 30 miles north of the city.

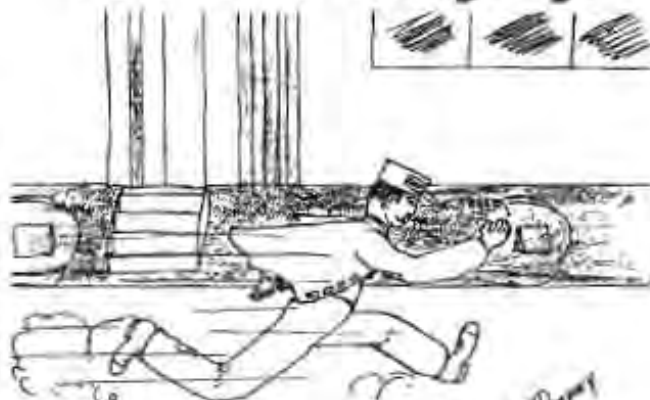
The picture on the cover is used through the courtesy of the Washington Toll Bridge Authority.



Looking eastward along the new Lake Washington Floating bridge. In the upper right one can see the re-routed highway approach leading across Mercer Island.



"Diamond cracker."



"There goes 'the brains' with a 'dinner' for the 'highliner'."

By Robert Arnemann,
Taz Department, Chicago

LARS digested better in familiar surroundings; that was why he ate his lunch every day at the same table in the same corner of the same cafeteria. He didn't know exactly why he preferred that particular cafeteria, unless it was because the people who patronized the place were railroaders almost to a man and railroaders impressed Lars as being pretty friendly. Familiar and friendly surroundings meant gastronomic peace to him, so Mr. Hansen was a steady customer.

Today he took his lunch to his table but, instead of seasoning his lunch hour with the customary garniture of solitude, he found that he was sharing his table with a railroad man with whom he had a nodding acquaintance.

"My name's Hansen," Lars said. "Akron, Incorporated, across the street, is where I spend my time during the day."

"I know the company," replied Thompson, the railroader. "One of our 'bell ringers' has a brother working there. 'Bell ringer' is what a fireman is sometimes called in the language of the railroad man."

"I think I know who you mean—Adams in the accounting department."

"That's the one all right."

"I don't see him often; different department, you know, but I have met him and know he had a brother working on the line. But about that term you used, 'bell ringer'! Do you fellows talk like that all the time?"

"You should hear some of the boys when they get started—to an outsider it's a regular unknown tongue," Thompson replied. "The fireman even has other names. He's called 'tallow pot,' 'smoke,' 'diamond cracker,' and there are others that I don't recall right now. That business of hanging freakish monickers around is found throughout the railroad. I suppose it's a relief to

call something by another name if you refer to it very often. Some of the terms are more than descriptive."

"When the first heavy duty locomotives were brought out," he continued, "they were called 'hogs for work' because they were capable of doing and handling so much. The result was that a locomotive came to be called a 'hog' and before long the driver of a 'hog,' the engineer, became a 'hoghead.' The locomotive is also called a 'boller' sometimes, or merely the 'iron horse.'"

To his own surprise, Lars was beginning to enjoy having lunch with Thompson, so in the hope of learning more about the subject of railroad slang, he said, "It's kind of amusing to imagine how completely a conversation could be carried on like that."

"It's done, too," Thompson replied. "I was standing in a railroad yard, or 'garden,' one day and heard a brakeman say, 'There goes the "the brains" with a "dinner" for the "highliner."' What he meant was that the conductor was taking a train order to the engineer of a fast passenger train."

"That term 'highliner' certainly is descriptive," Lars remarked. "Ought to have great advertising possibilities."

"That's right, but I can think of some railroad expressions that couldn't be advertised in very good taste. There's the 'crummy,' an unflattering name for a caboose. It's descriptive, too, I suppose, because a caboose gets hard use and with men using it for long, short, and irregular periods, the responsibility for its appearance is hard to place. There are a host of other terms for the caboose. I've heard it called a 'hearse,' 'buggy,' 'clown-wagon,' 'louse cage,' 'dog house,' 'parlor,' and I know I've probably forgotten some."

"The conductor has a whole string of comical appellations. He's called 'captain,' 'master,' 'kingpin,' 'big ox,'

and sometimes 'the boss.' They're apt, all right, because the conductor has full responsibility for his train."

"Well," Lars admitted, "in our business we certainly can't boast a collection of terms as large as yours."

Thompson smiled. "I've hardly started. I keep thinking of more as I go along. Out in the 'garden'—yard to you—they call a switch engine a 'goat.' The step on the front end of the engine is called the 'scoop.' But here's the prize: they call the master mechanic a 'master maniac.' I have to laugh whenever I think of the harried master mechanic being called a 'master maniac,' but none is spared. The yardmaster is the 'ring master,' his assistant is a 'list peddler,' and the airbrake repairman has a couple—'blue flag boy' and 'air monkey.' The switchman is a 'cinder cruncher,' a 'clown,' or a 'car smasher'; and the passenger brakeman is in there with the rest as 'baby lifter,' 'scurry pointer' or 'footbox juggler.' Huge gondola coal cars are called 'battleships.'"

"Just why these expressions have come into use I don't know," Thompson went on. "There's no advantage of shortness or fewer syllables—just typical American humor, I suppose. It sort of reaches way down and produces a smile in the thinking apparatus."

"I always like to hear railroad slang used," Thompson continued, "because there is nothing as likeable as a serious-minded man with the ability to laugh."

The lunch hour was over and Hansen rose to leave. "Well," he said, "I've really enjoyed this conversation, Thompson, and I hope to see you again soon."

Akron, Incorporated, rented him for eight hours of the day, but Lars Hansen still had a minute to spare, so he spent it wondering whether railroad slang included an expression for a man who wanted to change his job.



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

VOL. XXVIII

JULY, 1940

No. 4



Published monthly, devoted to the interests of and for free distribution among the employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad.
 MARC GREEN, Editor A. G. DUPUIS, Manager

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

U. S. Postage on This Magazine Is Three Cents

Ray D. Miller Retires

IN honor of his nearly 50 years of service with the Milwaukee Road, Ray D. Miller, who retired on June 1st as assistant superintendent of the Milwaukee Division, was the guest of honor at a dinner at the Medford hotel in Milwaukee, Wis., on June 5th.

J. H. Chambers, chief clerk to Superintendent Valentino, was chairman of the committee in charge of arrangements and presented Mr. Miller with a set of matched traveling bags, the gift of friends. Frank J. Newell, head of the News Bureau, Chicago, acted as toastmaster for the occasion.

An understanding of Mr. Miller's popularity can best be given by quoting part of an article about him that appeared in the Milwaukee Journal:

"Last week 'the man with the smile' decided to retire from the Milwaukee Road for which he has worked since October of 1898, when he started in the Muskego yards here as clerk.

"Occasionally a man in almost as much of an institution as a big company itself—even though that company be a system as far flung as the Milwaukee Road.

"People sometimes patronize an inanimate thing like a railroad because of the men who work for it and give it life and thought—and smiles.

"When the big, smiling man was a conductor, he did nice things for important people, like the wife of a president of the United States or a secretary of state, Jim Farley or John Lewis.

"He was that way to them, but he was that way, too, when the city of Chicago sent its annual trainload of poor kids into Wisconsin's greener fields for an outing with God.

"The smile was there then, too, mirrored in a thousand humble faces.

"A man like that is not remembered because he was yardmaster at Lake, trainmaster at Kansas City, trainmaster here, or at Mitchell, S. D., or even because he was assistant superintendent of the Milwaukee Division."

It is safe to say that Ray D. Miller will be remembered because he is the kind of man and the kind of railroader that people want to remember. Nor is it very likely that he will go into such complete retirement that his friends and railroad associates will have a chance to forget him.

Of Course It's a Good Picture

There you are—all woolly around the chin and a yard wide across the smile. Big-hearted fellow that you are, you had shared your shirt with that bramble bush and the grease spots on the remainder bear witness that, just as your wife has tried to tell you for years, you don't know the first thing about frying bacon.

In short, and in shorts, you look precisely like the devil.

"A dirty trick!" you protested with mock temper when Bill leaped from behind the tent and stopped you dead in your tracks with a 1/100 of a second at 1/8. But, nevertheless, there you are for all posterity—a beauty, no less.

Of course it's a good picture, and the next time you drag out your vacation shots to show your friends, remember that the Milwaukee Magazine would like a look at that vial on verichrome, too. That's the best way to make sure all your friends see it.

James J. Drummond

JAMES JOHN DRUMMOND, former locating engineer, died in Pasadena, California on March 11th. He was born in 1858 in Chicago. He took the engineering course at Yale University, and was graduated in 1882.

Upon graduation he was first associated with the Western Electric Company, but in 1883 specialized in railroad reconnaissance work, making an unusual record as a locating engineer. The most important work he did for this company was in checking the surveys for the Snoqualmie tunnel through the Cascade Mountains in 1913, and locating the second track on the Iowa Division in 1918. These were very difficult problems and were handled in a most efficient and satisfactory manner. He retired in 1918.

Those whom he dealt with, and especially those who worked under his supervision, spoke of him as a fine man and a good friend.

Banquet Marks Retirement of William Snell

The retirement of William Snell, veteran of nearly 50 years service and for the past nine years general car department supervisor of the Milwaukee Road's Southern District, was the occasion for a banquet in his honor at the La Salle hotel, Chicago, on May 29th.

There were 41 car department supervisors of the southern district present. In their behalf F. A. Shoultz, assistant superintendent of the Car Department, Milwaukee, acting as toastmaster, presented Mr. Snell with a beautiful radio and Mrs. Snell received a Sillex master coffee set.



William Snell

Mr. Snell was again reminded of how many friends he has on the Milwaukee Road when, on May 31st, his office force gave him a traveling bag at an informal luncheon in his honor.

After half a century spent in the development of railroad cars, from the lamp lighted, open vestibule, wooden day coach to the streamlined train of today, Mr. Snell announced that at the age of 58 he is going to take up golf and do some serious gardening at his home in Elmhurst, Ill.

Effective June 1st Mr. Snell's duties were taken over by F. J. Swanson, formerly general foreman of the Car Department at the Milwaukee Shops in Milwaukee.

Veteran Employees' Association Convention

Now that the notification letters concerning the Twenty-fifth Anniversary of the Veteran Employees' Association have been distributed to the members, it is hoped that each veteran will fill in his card promptly and forward it to L. J. Benson, general chairman of the Convention Committee, Room 823, Union Station, Chicago, Ill., in order that the committee can make suitable reservations.

A great number of replies have already been received and the cooperation of the veterans in making early replies will be appreciated.

Decrease in Railroad Employment Due to Subsidized Competition

SUBSIDIZED competition has caused loss of jobs to 180,000 railroad men, according to a statement made recently by George M. Harrison, president of the Brotherhood of Railway Clerks and former chairman of the Railway Labor Executives association.

Mr. Harrison added to the statement his judgment that the total number of railway employees would be increased by at least 180,000 if the government were to end its subsidies to other forms of transportation. His statements should indicate to all railroad employees their vital interest in prompt equalization of competitive opportunity as between the railways and their highway and waterway rivals. Their realization of what subsidized competition already has cost them, and now is causing in the way of reduced employment, should be as keen as their fears as to what consolidations and unifications and abandonments may amount to in the future. The one employment effect is present, the other is prospective. There is the further consideration, too, that continuation of the causes that have resulted in loss of jobs to 180,000 railroad employees, only encourages proposals of consolidations and abandonments that may add further to railroad unemployment.

The Milwaukee Road's Hawaitha quartette entertaining the National Retail Dry Goods association at the Palmer House, Chicago, on June 16th. Left to right: Walter C. Anderson, Carl G. Peterson, Philip A. Schless and Robert W. Weber. Miss Gladys Walbaum, accompanist. All are members of the Milwaukee Road Choral club.



Did You See It?



The Diesel-electric locomotive poses for its picture in Milwaukee.

WHEN the Milwaukee's Seattle-bound time freight "highballed" out of Chicago on June 14th it was hauled by the most powerful Diesel-electric freight locomotive ever built.

Operating in test service and running on a fast schedule, the Diesel pulled the train the entire 2,200 miles, loaded at times with as much as 7,000 tons of freight.

Rail officials and representatives of the Electro-Motive Corporation of La Grange (Ill.), builders of the locomotive, were on board to observe at first hand its behavior under the varied operating conditions encountered. For the purpose a dynamometer car equip-

ped with instruments for measuring the force exerted by the locomotive was carried in the train.

Brightly hued and partially streamlined, the new type locomotive exerts 5,400 horsepower, and is capable of a speed of 75 miles an hour. It has starting tractive effort of 328,000 pounds, weighs 456 tons, has 18 drive wheels, is 200 feet long, and equipped with a control cage at either end, making it unnecessary to turn it. In heavy duty service it consumes approximately six gallons of fuel oil a mile, and has a carrying capacity of 4,800 gallons.

Did you see it when it passed through?

Division Superintendent's Church Bell Back in Service

THE first church bell ever to call to worship in Egan, S. D., is back in service after a 30-year period of rest. In 1881, John M. Egan, division superintendent of the Milwaukee Road, for whom the village was named, offered a bell to the first church ready to receive it. Both the Methodists and the Baptists were building at that time but the Baptist church was first completed and the bell, weighing 630 pounds, was placed on that church.

In about 1912 the Baptist congregation disbanded and the church was rebuilt into a dwelling. The bell was given to the Methodists on condition that it would be placed in the new church, which was built in 1911. This was not done immediately and the old bell was lost, not being located until this spring. Early in June the Methodist bell was replaced by the one donated by the namesake of the city. Old-timers rejoiced, for the old bell had a very pleasing sound.

More grade crossing accidents took place on Saturday in 1939 than on any other day.

Gardening

Vegetable Plot Can Save \$50 to \$100 in Food Budget

It takes less time to grow vegetables in a home garden than it requires to shop for them in the market; and the quality of the home product cannot be equaled by market vegetables.

One reason for this difference in quality is found in the deterioration in flavor which in most cases sets in when vegetables are harvested. Peas, sweet corn, lima beans, pod beans, and many other vegetables lose more than half their delicious flavor within a few hours after picking. Within half an hour this difference is noticeable; in the wise home garden owner picks her vegetables just before she cooks them.

She can also pick many half grown, at which stage some crops are at their best. For instance, baby carrots, about as large as a lead pencil, and baby squash, an inch or two in length. Seldom if ever can these delicacies be found in markets because they quickly spoil, but their flavor and tenderness are supreme.

The idea that vegetables cannot be grown as cheaply as they can be bought gained some headway in the prosperous twenties among suburbanites who employed high priced casual labor to cultivate gardens rather than do the work themselves. Even with this wasteful method of production, costs are much less now, and the superior quality of really fresh vegetables would justify higher than market prices.

But the real saving in the household budget comes when a home gardener does his (or her) own gardening. Then the good health and fine appetite which work in the garden produces, increase his enjoyment of the vegetables he grows, while his living expenses are substantially reduced.

It has been estimated, on the basis of careful study, that the average house maker devotes 120 hours a year to buying in the market fresh vegetables which could be grown at home with 120 hours' pleasant work.

The home garden thus maintained, however, would produce not only much better vegetables than could be bought, but more of them. The family would consume more, and expenditures for other foods would be lessened. The saving in the budget, depending upon the family size and income, would amount to from \$50 to \$100 in a year.

No experienced gardener would consider this savings to be the chief reward of gardening, however. That comes in the deep satisfaction which is imparted by work in the soil, in the pride of accomplishment which a successful gardener feels, in social contacts with other garden fans and, generally, in a more wholesome and healthful life.



The quality of the home product cannot be equaled.

ANNUAL PICNIC OF 15TH ENGINEERS POST 513

The date—Sunday, July 21st.

The place—Schuth Grove, 22nd Street and Desplantes Avenue, Chicago.

It is requested that you bring your lunch basket and make it a family affair. Sandwiches, coffee, beer, soft drinks, and ice cream will be on sale. There will be music, dancing, games, and prizes for the children. And you won't have to worry about having a parking space for your automobile. There is plenty of that, too.

For further details, communicate with "Scotty" Harnoch, picnic chairman, 3224 S. Green St., Chicago, Ill. Telephone Normal 3432.



A CLEAN WORK PLACE IS
A BETTER AND SAFER
PLACE IN WHICH TO WORK

Facts

Fatalities resulting from highway-railroad grade crossing accidents constituted 3.67 per cent of all motor vehicle fatalities in 1935.

Ohio had the greatest number of grade crossing accidents as well as the highest accident rate per 100 crossings in 1935 for any state.

Motor vehicles are involved in 85 per cent of the highway-railroad grade crossing accidents.

More highway-railroad grade crossing accidents took place between 7 and 8 p. m. in 1935 than at any other time of day.

The number of grade crossing accidents involving vehicles was about equally divided between night and day accidents in 1935.

Trucks Off Wisconsin Highways for the Summer

NO BIG TRUCKS on Wisconsin's heaviest traveled main highways over holidays and week-ends during the summer vacation season is again the order, issued for the seventh consecutive year, of the Wisconsin Motor Vehicle Department.

To further highway safety and to avoid traffic congestion, George W. Richman, department commissioner, has released the order listing highways closed to travel by trucks and truck-trailer combinations from Wednesday, May 23, to Sunday, September 8, in-

clusive. Trucks and combinations of more than 3,500 pounds gross weight will not be permitted on portions of twelve state and federal highways between 4 p. m. and 11 p. m. on any Saturday, and between 9 a. m. and midnight on any Sunday or legal holiday.

Exempt are vehicles carrying passengers, newspapers, perishable commodities, and emergency equipment.

The restrictions, published by the Motor Vehicle department as General Order MVD-103, affect portions of highways 12, 13, 14, 16, 18, 26, 41, 43, 45, 50, 51, and 141.

Wisconsin was the first state to adopt such vacation-time regulation of highway traffic, and issued the first such order in 1934.

The Hiawatha Service Club Dance

By Edward J. Hoeri

Local Frt. Office, Milwaukee, Wis.

"Mr. Sery, what is the service club going to donate toward our uniforms? Our Hiawatha team is entered in the Shorewood and Garfield leagues, the best in the city of Milwaukee, and we play before four to five thousand baseball fans every game. What better advertising could the Milwaukee Road receive than to have this team keep the name of our road before these sport loving crowds?"

"Mr. Sery, I hear Harold Montgomery is soliciting for his team in the Shorewood and Garfield leagues. Now, don't forget we have 16 shop teams playing four nights a week before huge crowds. What a wonderful opportunity we have to advertise our club and the road. Can the Service Club do anything to let these spectators know whom we represent?"

"Say, Ambrose, I know Mr. Donald is going to get some help for our band, but I'm still a little worried. Ambrose, my heart and soul are wrapped up in this band and we must have at least six new drums and other miscellaneous items soon. Boy, what advertising—marching down the street with thousands of people looking on, and there comes the 60-piece Hiawatha band. Can't you help us out with those drums? Don't forget we plan to be in civic and special events; you can't let us down."

And so it was that on April 17th

SERVICE CLUBS

Ambrose Sery, general chairman of the Hiawatha club, Milwaukee, invited the three lobbyists to the general meeting of the executive board—H. Montgomery, manager of the Hiawatha team; Sid Grawelitz, president of the shop league; and Robert Burr, president of the band.

After the three boys had pleaded their respective causes, someone wanted to know what would be done for the three bowling leagues, the golf league and the archery club. The officers were in a dilemma. The question was discussed pro and con; they wanted to help but had no wherewithal.

Then someone got the inspiration that a mammoth dance would be the solution. This idea caught immediately. It was brought out that the truck drivers were having their ball at the Milwaukee Auditorium and were engaging some of the very best talent. It, therefore, became self-evident that the Milwaukee Road, in the face of such competition, could not take a penny-pinching attitude in lining up their program. A motion was made and unanimously carried to have the entire club sponsor a dance for the benefit of the band and athletic activities. Before the meeting was adjourned a committee was selected.

George Devine's Million Dollar Eagle Ballroom was arranged for and two of Wisconsin's finest orchestras were engaged—Stephen Swedish for swing and Bob Garrity for old-time music. May

29th was selected as the date, it being a pre-holiday eve, and the fifth anniversary of the Hiawatha. Tickets were distributed and all took an enthusiastic part in their disposal.

At about 9 o'clock on the night of May 29th the faces of the officers and the dance committee were wreathed in smiles. Through the combined efforts of the baseball leagues, the band, and the entire service club, the dance proved to be a great success. A crowd in excess of 4,000 people attended and spent an evening that even the old folks are talking about. The officials mingled with the jitterbugs, grandma had a "pause that refreshes" with grandpa, and it had been a long time since Aunt Jenny had enjoyed a good walk. Continuous dancing seemed to keep up the tempo and the high spirits of the crowd.

There were 25 round-trip tickets to Chicago given as prizes, which made a decided hit with the crowd. In the course of the evening Mr. Swedish called time, and the 4,000 people sang a happy birthday to the Hiawatha. Mr. Sery also said a few sincere words of appreciation to the enthusiastic crowd (some of whom by this time were very enthusiastic). The orchestra played until 1:00 a. m. and a happy and care-free crowd went home to enjoy the May 30th holiday.

Club meeting at Miles City, Mont., on May 27th. E. H. Bowers, public relations representative, left side of front row (dark suit).



A meeting was held June 5th and William Radke made a very satisfactory report. He stated that, in addition to showing a nice profit, we really gave the Hiawatha Service Club what it deserves, a place in the sun. The dance committee were as follows:

Sig Grawelica, chairman
Wm. Radke, secretary-treasurer
Robert Burr
Ray Fendrich
Warren Vetter
Edward Hoerl
Harold Montgomery
Miss Leah Zanon

With the dance over, the boys again rolled up their sleeves. On July 25th they will hold their second annual picnic at Hilgen Spring Park, Cedarburg, Wis.

Mississippi Valley Club Charters Special Train

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

The regular monthly meeting of the Mississippi Valley club was held in Durand, Wis., at the Durand Rod and Gun club, on May 23rd. Lyle Young, public relations representative, was on hand and gave a very fine talk. At the meeting it was decided to hold a dance at Wabasha, Minn., on the night of June 22nd, to get funds to put on the club's annual picnic, which will be held in Menomonie, Wis., July 28th.

At this meeting it was also decided to help sponsor a special train to a baseball game between St. Paul and Minneapolis at Lexington Park, St. Paul, on June 27th. At this writing no report had been received regarding the success of the venture.

About the Kiddie Camp Benefit Party at Madison, Wis.

The unique party which the Madison (Wis.) club gave for the benefit of the Capital Times-Family Welfare Kiddie Camp on June 28th was a bit too late for the story to be included in this issue. Watch for it next month!

Club Notes Minneapolis Club Picnic a Success

By Florence McCauley, Correspondent,
Freight Office, Minneapolis, Minn.

THE J. H. Foster Club, of Minneapolis, sponsored an all-employees picnic at Colvill Park, Red Wing, on Sunday June 1st. A special train of 15 coaches and a baggage car handled the happy picnickers from Minneapolis and St. Paul directly to the picnic grounds, leaving Minneapolis at 9:30 a. m., St. Paul at 10:10 a. m. About one thousand employees and members of their families were handled on the special train, and four or five hundred went to Red Wing via auto.

Ideal picnic weather prevailed, and, after a picnic lunch on the beautiful grounds at Colvill Park, the picnickers were addressed by Hon. W. A. Mosburg, mayor of the City of Red Wing, and the welcome of Mayor Mosburg was responded to by F. M. Balcom, chairman of the J. H. Foster club. Promptly at 1:00 p. m. a program of 21 events, consisting of various kinds of games and contests, were run off, and while the programs indicated that only first and second prizes would be awarded, the prize committee, under the capable leadership of M. J. McDermott, were so successful that there was a sufficient number of prizes to make three and four awards in each event, which particularly pleased the young people, of which there were five or six hundred on the grounds. Al Kurajka was chair-

man of the Games and Contests Committee, and he and his entire committee conducted the contests in a very efficient manner. In a fast seven-inning game of diamondball between the Store Department and the Shop, the Store Department team won by a score of 13 to 4.

The Milwaukee Road Women's club of Minneapolis furnished coffee. They also cooperated with the service club in solicitation of prizes and working out other details of the picnic.

Colvill Park, consisting of 53 acres, set between the Mississippi river and our River Division mainline, was found to be an ideal place to hold the picnic. There were swings, meters, merry-go-rounds, chutes, and a large assortment of amusement devices to entertain the children, both large and small. There also were tennis and horseshoe courts, and just about every facility to make a perfect picnic site.

The Service Club operated a bingo game in the pavilion which was well patronized, and some very beautiful prizes were won by lucky Twin City employees.

The special picnic train returned, leaving the picnic grounds at 7:00 p. m., arriving in Minneapolis at 8:30 p. m., with a tired but happy bunch of picnickers. This picnic was so successful that the employees in the Twin City Terminal are insisting that it be made an annual event.

The General Picnic Committee consisted of the following: F. P. Rogers, general chairman; F. M. Balcom, chairman transportation committee; M. J. McDermott, chairman prizes committee; A. W. Wareham, chairman amusements committee; Mrs. L. A. Hindert, chairman refreshments committee.

Volunteer crew on picnic train: Barney Weeden, engineer; William Johnson, fireman; E. A. Costello, conductor; Roy O. Christie, William Manton, Walter Pitts and J. P. Anders, brakemen.

A. A. Kurajka, chairman athletic committee; Richard Anderson, chairman tables and grounds committee; Charles Tunell, chairman reception committee; J. J. Taylor, publicity; T. F. O'Connell, printing; William Manton, safety; H. V. Allen, secretary; F. P. Rogers, treasurer.

Puget Sound Club

It may not have been an entirely new idea the Puget Sound club had when it met in Seattle on May 17th, but at least it was a good one. They had a review of the attendance roster, revealing the fact

Part of the crowd that attended the picnic given by the Iowa Great Lakes District club at Golf's Point, near Okobah, Ia., on June 8th. The 31st Southern Minnesota and the Lake to Lake clubs were represented.



The Minneapolis club took a public address system along to its picnic near Red Wing, Minn., on June 2nd. Shown in the picture are, left to right: Charles L. Tunall, chairman of the reception committee; E. A. Cassella, conductor on the Picnic Special; Frank Rogers, general chairman of the picnic committee; and Frank M. Halcom, chairman of the club.



that since the club was organized in 1938 these four employees had not missed a single session:

Charlotte Bouckle
E. W. Harvey
Mildred Nelson
C. D. MacLennan.

There were five others who had missed but one meeting during that time. It was also found that 161 out of a possible 300 have attended club get-togethers one or more times.

E. H. Bowers, public relations representative for Lines West, was introduced as the speaker of the evening and addressed the club on the subject, "Why is a Service Club?"

Mr. Bowers reminded the members that they should avoid allowing their activities to become channeled, narrowed down to a certain groove; that interesting activities should be encouraged. Club functions should be advertised by having, for example, a parade with signs on automobiles reading, "This way to the Milwaukee picnic."

In closing, Mr. Bowers tossed the club members this slogan as something to think about: "There is nothing wrong with the railroads that good business cannot cure."

At the close of the program Mr. McCall-Hard, of the local Freight Claim Department, being in excellent voice, sang two songs, accompanied on the piano by Robert Strahly of the Traffic Department.

Aberdeen Club Holds First Annual Open Meeting

WITH the local Mike Chorus and Quartet furnishing the music and an impressive array of speakers as the main features of the evening's program, the Aberdeen Club held its first annual open meeting with the public in Municipal Hall on May 23rd, of the 250 in attendance. It was local business men and they seemed to appreciate having been invited.

At the outset, J. J. Griffin, chairman of the club, turned the meeting over to W. J. Kane, District Service club chairman, who presided.

Among the speakers of the evening were Supt. Bodda; the Hon. Ira Kruger, mayor of Aberdeen; C. E. Arnold, secretary of the Aberdeen Civic Association; the Hon. Dwight Campbell; O. M. Tiffany, president of the Aberdeen School Board; and Frank J. Newell, assistant public relations officer, of Chicago.

After stating that Aberdeen's population included approximately 2500 individuals whose livelihood was dependent exclusively upon the railroads that enter the city, Mr. Tiffany went on to say:

"The railroads are necessary to Aberdeen. To illustrate, I might call attention to a conversation I had with a citizen of Aberdeen just a few days ago. He came to me and asked me why we did not get our coal for the schools of Aberdeen trucked in—that we would save a lot of money. I said, 'Did you ever figure what it would cost to truck the coal into Aberdeen?' He replied, 'No, but we could save a lot of money.' I told him that most of the coal used in Aberdeen comes from Roundup, Mont., a distance of approximately 600 miles. That the rate on that coal is \$3.63 per ton, or a little over 1/2 cent per ton mile. On that basis a truck hauling 16 tons from Roundup at that rate would get 5 cents per mile for the use of his truck, and no truck made could operate for anywhere near that figure. It would cost four times the railroad rate to truck coal into Aberdeen. He did not realize the absolute necessity of having the railroads in Aberdeen. I think that is true of a lot of people. For that reason such an organization as yours can be of great value in making people understand the need for the railroads and why it is necessary to support them."

Refreshments were served at the close of the meeting.

Marion-Cedar Rapids Area Club Boasts a Dance Band

TO mention last things first, the Milwaukee Service Club Dance Band, organized by this aggregation, added a pleasant finishing touch to a meeting the club held in Memorial Hall, Marion, Ia., on May 13th. Quoted from the minutes of the meeting:

"... as the floor was cleared and the new band went into action, as did most of those present. The result indicated that the band is going to be a popular feature of the club and a drawing card for future meetings."

During the earlier part of the evening's doings the club chairman made some remarks that are well worth repeating. He stated that he had recently purchased a ticket on a foreign line and was much impressed by the fact that the ticket agent pleasantly asked, "round trip?" He went on to say that since he had been chairman of the service club he had made it a point to watch a number of different agents sell tickets. He found that a few ask the passenger if he wants a round trip; the majority make out a one-way ticket and show their disgust when the passenger informs them he wants a round trip. It was the chairman's opinion that the agent could save himself a bit of work and the passenger would be better satisfied were the "round trip" question asked in the first place. He said he knew of one case in which a traveling man was sold a round trip ticket that saved him considerable money and since that time he has favored the Milwaukee with business that previously had gone to a competitor.

Briefs

A S. HATCH, ex-chairman of the Cannonball club told the members when they met in New Leflore, N. D., on June 8th, that he had been elected to the presidency of the Lines club in New England, N. D.

At the June 15th meeting of the Arrow club in Sioux City, Ia., L. E. Lamb, chairman, read the following findings from an interesting piece of figuring. They represent the amount of freight the Milwaukee would have to haul in order to pay for items the road uses every day:

"A typewriter ribbon costs the equivalent of the average revenue derived from hauling 15 tons of freight one mile.

"A box of matches—1/4 ton of freight hauled one mile.

"One ton of fuel—133 tons of freight one mile.

"One track shovel—99 tons of freight one mile.

"One piece of air brake hose—61 tons of freight one mile.

"One scratch pad—one ton of freight one mile.

"One pound of twine—22 tons of freight one mile.

"One broom—32 tons of freight one mile.

"One pair of goggles—119 tons of freight one mile."

The Perry Area club sponsored a dance at City Club park on June 10th. It was held for the purpose of raising funds for a big picnic to be staged at some time in the near future.

Who wrote it, nobody knows, but this little bit of verse was found way down at the bottom of page 2 of the Sioux Valley club meeting for May 20th:

"As we struggle along
From day to day,
From the crack of dawn
'Till we hit the hay,
We strive to learn
In our sleepy way,
Some food for thought,
But to our dismay
All we hear is,
'Confucius say.'"



There you find the trouble with the current classics—between May 20th and July 1st a nation changes its fads and the classic is left high and dry.

On the entertainment docket of the Botna club, meeting in Manilla, Ia., on May 24th, was a play, probably the first given at a service club meeting. The title of the amusing drama was "The Dummy," and, from all reports, it was greatly enjoyed.

Taking its cue, apparently, from the war and armistice makers of Europe, the Pecatonica River club had its regular meeting on May 21st in an air-conditioned coach at Mineral Point, Wis. Not a bad idea.

Among traffic tips reported by the Mid-Southern Minnesota club, which met in Winnebago, Minn., on May 19th, were movements of an airplane and a printing press. Charles Johnson was responsible for the former and V. H. Sauers, a drayman, scared up the latter. Good hunting!

The Century Club of Davis Junction, Ill., had a very successful dance June 15th. The ladies of the club served a lunch and there was lots of music for dancing—both plain and swing.

At the May 20th meeting of the Inland Empire club two very likely suggestions were made: the first involved the use of a permanent bulletin board on which would be kept a chart showing the traffic tip standings of the individual members; the second suggestion was that personally conducted tours of passenger trains be made during the 40 minutes or so between their arrival and departure there at Spokane, the purpose being to acquaint the public with the equipment, service and comfort of the trains, particularly the Olympian.

Picnic Notes

FOR the information of ants and others, here is a listing of places where picnics have been held or are going to be held—in addition to the ones mentioned elsewhere in this department:

At the May 19th meeting of the Mid-Southern Minnesota club it was decided that it would be impossible to "sandwich a meeting in between the two picnics to which the club had been invited—the Iowa Great Lakes club spread at Okoboji, Ia., on June 9th and the joint five-club affair at Mankato, Minn., on June 23rd. The members attended both.

The Freeport Area club also held a picnic on June 23rd. Baseball, horse shoe pitching, card playing and insect swatting were among the day's diversions. Everything, however, played second fiddle to the eating, which was spirited.

Intent upon burning its candle at both ends and in the middle, the Aberdeen club was planning at last report, on a picnic which was scheduled for June 30th. Judging by the way that organization has been doing things, it would be safe to bet that the people of Aberdeen never saw quite as many people eating out in the open before.

Quoted from the minutes of the May 28th meeting of the Missouri Valley club: "A date for the next meeting was not set, as a picnic is planned and the committee appointed to take care of it will announce the date later." By now it is likely all over but the scratching.

The East End Wisconsin Valley club probably had a feed in the weeds about June 30th; at any rate, that was the plan when the club got together on June 18th.

The Freight Shop Unit of the Hiawatha club in Milwaukee staged a picnic on June 16th. They had a crowd of about 1,000 and did just about everything imaginable. Among other things, the newly organized Milwaukee Road Band was trotted out; it played throughout the day.

The Fargo club is planning on a picnic July 14th. Everybody was encouraged to bring himself and all the friends he could round up. When the club met on June 4th it was about half way assured of the mayor of the city coming to the picnic with the town band in tow.

"I - Don't - Get - It" Department

The reporter was sent to write up a charity ball. Next day the editor called him to his desk.

"Look here, what do you mean by this?" "Among the most beautiful girls was Henry Lewis Bottomley." Why, you crazy idiot! Old Bottomley isn't a girl—and besides he's one of our principal stockholders.

"I can't help that," returned the realistic reporter. "That's where he was."

"Doctor," she said loudly, bouncing into the room, "I want you to say frankly what's wrong with me."

He surveyed her from head to foot. "Madam," he said at length, "I've just three things to tell you.

"First, your weight wants reduction by nearly fifty pounds.

"Second, your beauty would be improved if you used about one-tenth as much rouge and lipstick.

"And third, I'm an artist—the doctor lives on the next floor."

"Yes, I came face to face with a lion once. To make matters worse, I was alone and weaponless. . . ."

"Goodness! What did you do?"

"What could I do? First I tried looking straight into his eye-balls, but he kept crawling upon me. Then I thought of plunging my arms down his throat grabbing him by the tail and turning him inside out, but I decided it would be too dangerous. Yet, he kept creeping up on me; I had to think fast. . . ."

"How did you get away?"

"I just left him and passed on to the other cages."

Little Daughter: "Why is father singing so much tonight?"

Mother: "He is trying to sing the baby to sleep."

Little Daughter: "Well, if I was baby, I'd pretend I was asleep."

A man bought a parrot and tried to teach it to talk. Going over to the bird, he repeated for several minutes the words, "Hello, hello."

At the end of the lesson the parrot opened one eye and answered, drowsily, "Line's busy."

NOW YOU KNOW

Socialism: You have two cows; you give one to your neighbor.

Communism: You have two cows; you give both to the government and the government gives you the milk.

Fascism: You keep the cows, give the milk to the government, and the government sells it back to you.

Nazism: The government takes you and takes the cows.

New Dealism: The government shoots one of the cows, milks the other one, and pours the milk down the sewer.

Capitalism: You sell one cow and buy a bull.

A gentleman feeling a bit fed up with life decided to commit suicide by hanging himself. A friend came into the room and discovered him standing with a rope around his waist, and he inquired what he was trying to do. The gentleman told him he was taking his own life.

"Bgt," said his friend, "why have you the rope around your waist?"

"Well," said the man, "when I tied it around my neck it was choking me."

Information clerk: "Madam, this train goes to Omaha and points West."

Madam: "Young man, I want a train to Oshkosh, and I don't care which way it points."

Mike: "Did you ever see a company of women silent?"

Ike: "Yeah."

Mike: "When?"

Ike: "When the chairman asked the oldest lady to speak up."

"Where you goin', Sambo?"

"Ise goin' to stop a fight."

"Who's fightin'?"

"Me and that fellow comin' there; good-bye."

Rannels: "Edison once said that four hours of sleep is enough for any man."

Robey: "That's exactly what my baby thinks?"

Pat: "Gosh, I need five hundred dollars and don't know where to get it."

Mac: "Gee, I'm glad of that, I was afraid you'd try to get it from me."

Clara: "Any fashions in the paper, papa?"

Father: "Yes, but they are of no use to you, dear. It's yesterday's paper."

Science Prof: "What happens when a body is immersed in water?"

Coed: "The telephone rings."

Bill: "Mamma, what becomes of a car when it gets too old to run?"

Mother: "Somebody sells it to your father."

Boss (pointing to cigarette stub on floor): "Smith, is that yours?"

Smith: "Not at all, sir; you saw it first."

A Scot on holiday in Palestine came to the Sea of Galilee, and on inquiring the price of a pleasure boat found that they were 3 s. 6 an hour.

"Three-an'-sixpence," he exclaimed, "and we can get one in Aberdeen for sixpence!"

"Ah! but this is Palestine," answered the boatman, "and these are the waters on which our Lord walked."

"Nae wonder He walked," was the dry retort.

Clerk: "Sir, my wife told me to ask you for a raise."

Boss: "All right, I'll ask my wife if I can give you one."

The new colored parson, calling for the first time on Mandy, was puzzled to hear her call the children, Eenie Meenie, Minie and Henry.

"Why you name him Henry?"

Mandy replied: "We don't want no Mo'."

Eighty New Farm Homes Near Miles City, Montana, All in Milwaukee Territory

THE Kinsey Irrigation Project, near Miles City and surrounding the village of Kinsey, Montana, is the new location of thirty-eight farm families who have been moved from sub-marginal non-irrigated land purchase areas to irrigated farms. These families will be followed by forty-two others within a year. Together they will increase the population of the Kinsey area by about 400 and put into production about 7,200 acres of adequately irrigated land.

Realizing the need and opportunity for development of this project the Agricultural and Colonization Department of the Road has consistently sought to have these lands improved and settled and has counseled and co-operated with many individuals and agencies to that end. The announcement of the beginning of its settlement, by Gerald Steck, manager of the project for the Farm Security Administration, was the culmination of many years of effort.

Much has been done to make the project ready to receive its first thirty-eight settlers. It was investigated in 1934 for development and settlement by the Montana Rural Rehabilitation Corporation. But, not until in the Spring of 1938 was it finally approved for development under supervision of the Farm Security Administration. The Administration optioned and finally cleared title, and then purchased 9,500 acres of land of which 7,200 are irrigable. Prior to actual purchase of the lands, that now comprise the Kinsey Project, surveys and plans were made for their eventual complete development, settlement and use.

Early settlers visualized developing the Kinsey area by irrigation. In 1902 the Buffalo Rapids Irrigation District was organized. It constructed a direct diversion canal to carry water from the Yellowstone River to supply irrigation water for approximately 4,200 acres. In 1914 the District bonded itself to provide money for improvements including enlargement of the main supply canal. About 2,000 acres of land were irrigated and cropped until 1927 when a lowering of the Yellowstone River, and other adverse conditions, made it impossible to get water by direct diversion except during time of flood run-off in the Spring and early Summer.

Using the experience of farmers who operated lands in the old District and adding thereto, a new plan of irrigating and developing the area has been worked out. To irrigate the 7,200 acres in the new Kinsey Project, the old main Buffalo Rapids Irrigation District canal has been cleaned out and repaired. Two smaller highline canals that run lengthwise of the project have been provided.

To supply water to the three canals, two pumping plant will be installed.

One pump house is located at the mouth of Sunday Creek and houses four pumps that each have a 15,000 gallon per minute capacity. These pumps will lift water from the river nine feet and empty into the main or lower canal and supply a sufficient amount to adequately irrigate the whole project.

At approximately two and one-half miles below the first pump house, a second pump plant will be constructed that will pump water out of the lower canal and lift it into the two upper canals. Because of topography, one pump house will serve the two higher canals. The lift from the lower to the middle canal is 20 feet and to the upper canal it is 52 feet. This second pump house will be equipped with three pumps, two with 12,000 gallons and one with 10,000 gallons a minute capacities.

Construction of the physical part of the project began in the Summer of 1939. Most of the work has been centered on that part of the project lying below the old Buffalo Rapids or present lower canal. The pump house at the mouth of Sunday Creek is completed and two pumps are installed therein. Construction of the second pump house has only been begun. Contracts for construction of power lines to the two pump houses and installation of two 15,000 gallon per minute pumps have been let.

The 9,500 acres of which 7,200 will be irrigated have been divided into eighty farm units. Each farm will have 85 to 90 acres of irrigable land and a few acres of rolling dry land that will be used for pasture. The farm units have been as nearly equal in productive ability as possible. About 3,000 acres of the irrigable land has been leveled and made ready for irrigation. The remaining 4,200 acres will be leveled before the selected families move onto them.

The exact size of each farm was adjusted on the basis of soil types. The units, or farms, having the largest proportion of the more productive soil will be smallest and those with the least productive soils, the largest, so that in a general way the individual units will be somewhere near equal. Section lines and other artificial boundaries were disregarded in making division of the acreage into the eighty units.

Improvements will be provided for each of the eighty families. In fact, houses and other buildings have been constructed on the thirty-eight farms that are now in operation by families that have moved to the project. Contracts for construction of buildings and otherwise improving the remain-

ing farm units have been let, and it is expected that each will be ready for occupancy on or before field work begins in 1941.

The improvements on each unit consist of a house, barn, poultry house, hog house, livestock shed, outdoor privy, flowing well and fencing of farmstead roads and pastures. The improvements will provide suitable housing for each family, needed shelter for livestock and poultry, and necessary storage for food and feed produced. All farmsteads are arranged so that each farm unit may be efficiently and conveniently operated. Besides leveling the irrigable lands, necessary ditches will be constructed, turnouts, bridges and culverts built. Everything will be done to make the project a "going" place as soon as the settlers are moved onto each unit.

The settlers will follow a program of diversified farming. Each will have at least four or five milk cows, pigs, chickens and acreages of wheat, oats, barley, corn, flax, a small potato acreage and garden. It is expected that eventually 40 per cent of the project's acreage will be in alfalfa. Seeding of alfalfa will be partly with the grain crops this year and partly this Fall after the grain crops have been harvested. Plans have been made to provide loans to settlers so that each family can get started with livestock when needed feed crops have been produced.

To further provide livestock production opportunities for the settlers, the project management has taken steps to lease about 80,000 acres of adjoining grazing land to be used for pasture.

The families that have moved to the project and will move to it to complete its settlement have been and will be selected from displaced families who must move from the sub-marginal purchase areas in Prairie, Fallon, Custer, Fergus, Petroleum, Musselshell and Yellowstone Counties. As all the families have been operating non-irrigated farms prior to moving onto the Kinsey Project, help will be given them by the personnel of the Farm Security Administration, the Extension Service of Montana State College, the Soil Conservation Service and others that they may get started and continue their irrigation practices to best advantage.

Each settler will operate his farm unit the first few years on a lease basis with the customary crop share rental.

The project is traversed by the Milwaukee Road, and when completely settled and developed, it should and likely will become a thriving community of progressive irrigation farmers.

Freight trains were involved in 45.57 per cent and passenger trains in 40.40 per cent of the highway-railroad grade crossing accidents in 1939. Work and yard trains accounted for the remainder.

The Milwaukee Railroad Women's Club

Ottumwa Chapter

E. M. Gohmann, Historian

A VERY enjoyable and entertaining party was given on the evening of April 20th in the club house, Mrs. A. O. Thor, chairman. A program consisting of a dramatic reading by Henrietta Howe; vocal duet by Melvin and Merrilyn Johnson; accordion solo by Dale Fern; tap dance by Marion Wilbank, Virginia Redman, Donald Matthews, Tommy VanNess and Jack Seton; vocal solo by James Rabun; reading by John Dryden. Dancing followed the program and later refreshments were served.

The May breakfast was exceptionally well attended at 11:00 a. m. on May 3rd, followed by the regular monthly meeting. The general meeting in Chicago was attended by Mesdames A. O. Thor, O. A. Beerman, P. M. Loftus and W. I. Wendell. Mrs. Thor and Mrs. Wendell attended both days of the session, while Mrs. Beerman and Mrs. Loftus attended meeting and banquet on Saturday in the Stevens Hotel. The regular June meeting was held on June 7th, at which time plans were made for the annual picnic.

St. Paul Chapter

M. Cashell, Historian

THE fifth birthday anniversary party of St. Paul Chapter was held April 9th at the Degree of Honor Hall. A baked ham dinner was served to sixty-five members guests from the Minneapolis Chapter. Guests from Minneapolis were past president, Mrs. D. T. Bagnell, Mrs. L. A. Hindert, Mr. and Mrs. C. Holbrook, Mr. and Mrs. A. G. Neese. Our very genial agent, Mr. R. C. Donehower, and his wife also attended. Mr. Donehower gave a short talk to the ladies, complimenting, in particular, Mrs. Washburn on the good work she accomplished in organizing the St. Paul Chapter and Mrs. Wolke, who has been carrying on most successfully where Mrs. Washburn left off. A short business meeting was then called to order.

Treasurer's report was read and approved. The Welfare Chairman reported three calls made and \$6.14 spent. Good cheer chairman reported 57 personal calls—5 telephone calls—one sympathy and five cheer cards mailed and eight families reached.

An unusually fine program had been arranged with members of the Milwaukee family taking part, as follows:

Several songs rendered by Mrs. Geo. Mueller and six daughters. Mr. Mueller is chief yard clerk at St. Paul. The children of August Arceno played several numbers on the accordion—these children are very talented and should go far in the entertainment world.

Mrs. Lekson Radde, telephone operator at the freight house, did her part to help make the program a success by presenting her son and daughter in a piano and song program. Gordon sang several solos, Shirley Ann played two piano numbers, after which they sang a duet. Their part in the program was also enjoyed by all.

Mrs. Wolke's daughter closed the program with several of her very entertaining impersonations.

Board members attended a smorgasbord luncheon at the Lowry Hotel, April 30th, at which arrangements were made for the St. Paul Chapter's representation at the Biennial meeting held at the Stevens Hotel, Chicago, May 17th and 18th. We are proud of our past president, Mrs. Frank Washburn, and wish to congratulate her and wish her success in her new office as a member of the Board of General Directors, lines East.

Our sympathy to Mrs. Allen C. Rothmund, wife of the freight house cashier, on the loss of her mother, Mrs. Wm. Dudley. Our good wishes for a speedy recovery to Mrs. Frank Tschohl, who is at home now after spending two weeks in St. Joseph's Hospital.

Montevideo Chapter

Elizabeth May, Historian

OUR March meeting was held at the home of our president Mrs. C. N. Williams with a goodly attendance. Cards and flowers were sent to bereaved families and also to sick members.

Mrs. Harry Ryman won the door prize. At this meeting a dinner was planned for all Milwaukee members and their families of our Chapter. A very delicious two course lunch was served by Miss Rose Bush and Mrs. C. N. Williams. Meeting closed with a social evening.

The April meeting was held at the club rooms, at this meeting Mrs. Gust Hottle presented her group of entertainers, consisting of songs and dance, and a piano solo. Mrs. Sig Lofdahl then presented her group of entertainers, with songs, which were all well received. Mrs. Henry Helgren won the door prize. Mrs. E. A. Hazeltine and Mrs. F. H. Natzel were hostesses.

On April 21st we served a large crowd at our club dinner, from two until five, we took many new and renewal members of which we are justly proud. Mrs. Ambler our Ways and Means chairman suggested having a food sale in May to bring in more money for our club. Letters and cards were read. Bills were allowed. Flowers were sent to the sick, and also to members who had deaths in their household. Our membership chairman Mrs. Arnold Moe gave a very good report. We are coming up to par and hope to reach the top by July 1st.

Our May meeting the last of this season, was held in the club house the 24th of May, with a goodly number. Bills were allowed. Cards and letters were read. Mrs. Arnold Moe our membership chairman reported on our drive of getting members so that we will reach the top again this year, which is evidence that our club this year so far has been a big success. Our food sale netted us \$14.75. Mrs. Sig Lofdahl won the door prize of \$1.00. We are looking forward to celebrating our club's 15th birthday of October. We would like to have all of our charter members present if possible, altho some are far away. We hope to see many of them, so with the month of May past we are hoping that every one will have a most enjoyable summer so that we will be in shape to begin our work in the Fall. "Vacation is a happy time it gathers for us strength for all, it puts us in tip top shape to begin our new work in the Fall."

Tomah Chapter

Mrs. Victor Bloyer, Historian

JUNE 15th was picnic day for the railroad men and their families. A pot-luck supper at 5 o'clock finished the day following an afternoon of merriment. There were contests, games and boat-riding and all the fun that goes with our picnics. This one was held at Lake Tomah on the outskirts of town.

Only nineteen from our chapter were able to attend the luncheon in Chicago. Those attending reported a very enjoyable and profitable trip.

Aside from our good times we have had the usual number of funeral meals to furnish and serve, also some sickness to be cared for.

We are all working hard for a clubhouse. We have a building fund started. Many donations have been made. We have had teas to raise money and several articles have been made to be contested for and sell. We are badly in need of a clubhouse and we are confident something will materialize from our efforts.

Mitchell Chapter

Martha Entwistle, Historian

NEW impetus is evident in the Mitchell Chapter. For the past six months our programs have been so varied and interesting that no one wants to miss a single meeting. We have had some meetings with our husbands, who are all members of the Service Club, and many enjoyable evenings have been spent with pot-luck suppers, cards and community singing.

One of the most active departments in our club is the sunshine and good cheer, which is headed by Mrs. D. I. Caldwell. In her monthly reports it is surprising to note the number of dinners served, calls made, baskets of food delivered, also flowers and potted plants sent to our convalescents.

Our president, Mrs. J. A. Smith, has inaugurated "a club within a club." This consists of the official board and chairmen of all committees. The plan is to meet a week before the general meeting to discuss past and future problems which face us and our plans are then presented at the general meeting.

Fullerton Avenue Chapter

Alice M. Church, Historian

THE regular meeting of the Fullerton Avenue Chapter was held in the club rooms June 11th. This was the last meeting of our chapter until September. Supper was served at 5 p. m. and the regular business meeting followed. Miss Elmea Martell, membership chairman, reported that we went "over the top" and that our membership was 1,019 at the time of the biennial meeting on May 17th and 18th. One member is to be congratulated upon obtaining sixteen new members. The welfare and good cheer chairmen gave splendid reports.

We are sorry to report the illness of Miss Rose Parker, one of our active members.

Following the business meeting Mrs. Martin, program chairman, presented a lovely program of dances by the "Celeste Ballet Dancing Girls," which was enjoyed by all present. At our April meeting a large crowd enjoyed the style show presented by Carson Pirie Scott. Our May meeting was in honor of our mothers, and games of cards were enjoyed following the business meeting and lovely prizes awarded.

On Saturday afternoon, June 8, fifty-five of our members enjoyed a delightful luncheon at the Plentywood farm at Bensenville, Ill.

Several of our members went to Milwaukee on Thursday, June 13th, to a card party given by the Milwaukee Chapter.

The thirty-two members who attended the general get-together luncheon at the Stevens Hotel on May 18th all agree that it was one of the nicest luncheons ever held.

Mrs. Kraebber, president, extends to all members her best wishes for a very happy vacation.

Marmarth Chapter

Mrs. G. B. Childers, Historian

THE regular meeting was held on March 28th. Good Cheer chairman, Mrs. Tarbox, reported that much cheer had been brought to several families, which was very much appreciated. House and purchasing chairman, Mrs. Carolan, reported that interior decorating and cleaning of rooms was to begin in the near future. It was decided to again sponsor the flower garden contest this year for members of the club, and the president, Mrs. Wood, reported that a number of prizes had been offered as awards to

winners. Much interest and many beautiful flowers and yards have been the inspiration for the success of this annual event which has been enthusiastically carried on in spite of the drought each year. Librarian, Mrs. W. Childers, reported 138 books on hand, six books rented and 13 cents collected from book rental. Treasurer, Mrs. Maxfield, reported balance on hand of \$96.02. President Wood was elected as delegate to the biennial meeting in Chicago, and Mrs. Richmond, past president and a very faithful member, was elected as alternate. The voting membership prize was won by Mrs. Tarbox and the contributing prize by C. Hettie. The special prize went to Mrs. G. B. Childers. After an interesting program of games a delicious lunch was served by Mesdames Tarbox, J. Clifford, Dale and Alton.

On April 13th we had our regular meeting. Mrs. H. Bushford received the \$1 voting prize and Tony Gonzales the contributing prize while Mrs. W. Childers received the special prize. After the short business session a nice program in honor of "Mother" was given. Each member brought her mother's photo to put on display, also many articles of clothing and jewelry worn long ago. The members then had a fashion review, wearing the clothes of years ago, which brought many laughs from the members. Another feature was the parade of beautiful tiny crepe paper "grandmother" dolls which were made by Mrs. Wood and presented to the mothers as reminders of a happy day. Mrs. Conner was our honor mother for being the oldest one present and Mrs. McGowan the youngest mother, for which each received a gift. Mrs. Wood gave a nice talk on "Our Mothers." Another interesting feature was the mothers telling the most amusing or embarrassing moments of their children. A delicious lunch was served by the Mesdames Carolyn, R. Bushford, Gorman and Rankin.

Bensenville Chapter

THE April meeting of Bensenville Chapter was held in the club rooms with the president, Mrs. Wm. Harney, presiding. The meeting was opened by all standing and repeating the club motto.

Chairman of the different committees gave splendid reports.

In addition to the May evening meeting, the Bensenville Chapter was sponsor for the Milwaukee Road Choral Club in a concert held at the high school auditorium May 24th. It was a very fine concert and those who did not attend missed a great treat.

Minneapolis Chapter

Mrs. John G. Nordale, Historian

ON Monday, May 6th, we served 142 members and visitors with a delicious ham supper. A program given right after supper was several songs by Mrs. Miller and her six daughters. By the way, Mrs. Miller is from the St. Paul chapter. We also had with us the president and several other members. We were very happy to have them and we enjoyed Mrs. Miller and her daughters' singing very much. Francis Hardy, son of one of our members, gave us two piano selections. Communally singing was led by Mrs. Melquist.

At a short business session reports were heard. Mrs. Fredrickson, welfare chairman, reported two families taken care of by an expenditure of \$10. Mrs. Melquist reported total membership of 813. Mrs. McDermott reported 19 personal telephone calls, 16 sympathy cards, 5 good cheer cards. After the meeting dancing was enjoyed by all.

Channing Chapter

Mrs. J. R. Ervase, Historian

OUR regular meeting was held on June 3rd—the last meeting until September. So our summer activities were discussed. Treasurer Mrs. W. Meyers' report shows

disbursements of \$29.89, with balance on hand of \$89.66. Recording Secretary Mrs. G. Daniels read report of biennial meeting at Chicago, which was enjoyed and discussed by all. Our president, Mrs. William Porter, reported a most interesting and pleasant time. Sunshine Chairman Mrs. H. Vankar reported eight cards of good cheer sent out and read a card of thanks from Mrs. R. Lawson, who recently underwent an operation but is on the gain now. Welfare Chairman Mrs. C. Huetler reported expenditure of \$1 in cash, and asked all persons donating old clothing to different persons to notify her so she could include these donations in her report.

Chairman Ways and Means Mrs. H. Wants plans to have a card party each month this summer. Membership chairman reports 131 members—51 voting and 79 contributing.

After taking roll call, which showed an attendance of 27 members, meeting adjourned and was turned over to the social committee composed of Mrs. Lemelle McMillan, Mrs. Carl Christensen and Mrs. John Peude. Bridge, five hundred and buncos were played, prizes awarded and a delicious lunch served.

Sioux City Chapter

Mrs. Ben Ross, Historian

THOUGH we write no immortal poems nor tender eulogies which are masterpieces of literature and eloquence, the Sioux City Chapter will undoubtedly from now on annually pay thoughtful tribute to the memory of those of our membership who in the earlier years of our organization built its foundations both wisely and well and then, having accomplished their mission among us, quietly "crossed the bar." The solemnity of the occasion, which was an awakened expression of an uplifting emotion, did not detract from its loveliness nor did it cast into the shadows the feeling of happy security-in-fellowship which we are wont to always experience whenever we gather together.

Thus it was at our memorial tea the last of May, when Mrs. A. G. Chase, our membership chairman, spoke briefly concerning the trend of the afternoon's program of entertainment and introduced Mrs. Walter Betworth, one of Sioux City's leading expressionists, who held a very appreciative audience through two readings. Mrs. Ed Cusack led the community singing with Mrs. J. T. Hansen at the piano. Following a short outline of the history of Memorial Day, which has come down to us since time immemorial, our president, Mrs. W. L. Eckert, most graciously fashioned a beautiful garland of flowers as the roll was called "in remembrance."

Those of our past presidents who were with us that afternoon were also included in the program, being honored with tea rose bouquets. Mrs. Urban La Drea, the only charter member present, was also introduced and was the recipient of flowers.

At the conclusion of the program Mrs. L. A. Cline and Mrs. E. A. Murphy, both past presidents, poured. Mrs. C. H. Embick and Mrs. Eckert assisted Mrs. Arthur Nelson, who is chairman of refreshments, in adequately serving the large attendance.

Our chapter is very happy to record the election of Mrs. J. T. Hansen to the office of general director on the general executive committee of the general governing board. This is the first time such an honor has been bestowed on our chapter and with the exceptional qualifications with which Mrs. Hansen is endowed we know she will be of great service to the general executive committee. We gave Mrs. Hansen a rousing good cheer on her return from Chicago.

Mrs. John McGraw and Mrs. John Carney entertained the board in April at the Scribner's tea shop. The regular monthly meeting was preceded by a "Dinner Dinner." You can take it from us it is a grand way to "bring up father" to the meetings.

Mrs. Claire Bushnell and Mrs. J. T. Hansen entertained the May board meeting in the Ruby Room of the Martin Hotel. At this time Mrs. Eckert and Mrs. Hansen gave us a very interesting and helpful account of the general meeting in Chicago. Of course a reporter shouldn't say anything, but wouldn't you think one of them might have brought back an ice-cream engine for the rest of us to play with?

Without casualty or explosion, over the top with a plus we went, under the leadership of Mrs. H. L. Robson, membership chairman, with a total of \$46 paid up memberships. The losers will entertain the winners as soon as they recover from the chagrin of defeat. We-e-ll, your historian should know how it feels, never, NEVER having been, in racing parlance, a Sea-biscuit or a Galahadian. The only consolation is that historians do not MAKE history, they simply record it.

Mrs. Homer Snow of ways and means sends in the following report: January, the Heinz movie, \$4.15; February, a card party in the Meta Bakery club rooms, \$13.55; in March the traveling basket picked up \$10.20; a rummage sale in April netted \$18.30; total, \$46.85. To both Mrs. Snow and Mrs. Robson the board gave a big hand.

Mrs. Mike Gallas and Mrs. L. E. Cotter entertained the June board meeting in the home of the former. Two illnesses were reported. Several communications were read and held for further consideration. The usual summer activities were planned and dated, as it won't be long now until our annual picnic and we can again witness one of those ball games which, if viewed by Connie Mack, would cause him to hide his face, so overcome would he be with it all. Speaking from a frolicsome standpoint we fast exist out Sioux City way, from our ball game to the next.

We regret to announce the death of Mr. Guillermo, father of Mrs. Fred Costello. The sympathy of the chapter is extended to the family.

Realizing how much it means in all the chapters of our Milwaukee Women's Club to know that Mrs. Kendall will still be in charge of our activities, we take this opportunity to express our appreciation of the loyalty and devotion she has so unstintingly given us throughout the years. We are happy to know she will still be in charge of the club. Best wishes to you, Mrs. Kendall, from the Sioux City chapter, and my own personal ones also, and may you be on the job for many years to come.

Savanna Chapter

Mrs. G. H. Rowley, Historian

FORTY members attended the June meeting of the Savanna Chapter, held in the Lydia T. Hyman clubhouse Monday evening, the 10th, with the club president, Mrs. Lloyd Hirsch, presiding.

Reports from the various committee chairmen showed the following: Welfare chairman reported spending \$18.83 for medicine and groceries. Good Cheer spent \$2.58 for flowers and cards for the sick. Membership chairman reported 177 voting members and 394 contributing members. This is an increase in members over last year. Club-room rental chairman reported earning \$18 from the renting of the clubhouse.

The Savanna Chapter will sponsor a boat excursion on the steamer President on July 14.

The attendance prize was drawn by Mrs. D. R. Davis.

The meeting was followed by playing buncos, auction and contract bridge. Mrs. Harry Blade winning in buncos, Mrs. Dan Kelly in auction and Mrs. Lloyd Hirsch in contract.

Delicious refreshments were served by the committee in charge, assisted by Mrs. J. H. Mjolder, Mrs. Charles Langley, Mrs. Sam Nutt and Miss Mildred Nutt.

ON THE STEEL TRAIL

Iowa Division—East

J. F. Raymond, Correspondent,
Care Night, Marion, Ia.

Mr. and Mrs. John Troy of Marion returned home May 18 after a winter's stay in Los Angeles, Calif.

Miss Marion Bailey, daughter of Mr. and Mrs. George Bailey of Cedar Rapids, and Walter E. Jones, Jr., of St. Joseph, Mo., were united in marriage Saturday afternoon, May 15th, in St. John's Episcopal church.

E. P. Clausen has been appointed second brick at Adams yard. B. W. Mahaly as agent at Faralla.

Mr. and Mrs. J. L. Franks and their son, James, of Chicago, spent the week-end of May 18 and 19 at Marion visiting relatives.

Mr. and Mrs. Guy V. Miller of Marion spent a week the latter part of May accompanying their daughter, Mrs. Galatin, and son to their future home at Orem, Utah.

Mr. and Mrs. Willis Jordan of Marion have moved into their new home, which they have purchased on North 11th street.

Word was received by Marion relatives of the death of George Kacker of Chicago, following a long illness. He was for a number of years in passenger train service on the K. C. system.

On June 1st at 4 o'clock at the First Methodist church, Marion, occurred the wedding of Miss Gertrude Ruth Hester to Omar Edwin Wanta. The bride is a daughter of Mr. and Mrs. F. C. Howell, a veteran Milwaukee Road family.

Ray B. Tathwell, of Davenport, was at Marion June 10th and received many happy greetings from admirers of the radio.

Fred Standish and family are moving from Marion to LaSalle, Ill., where Mr. Standish is employed in the Signal Department.

Mr. and Mrs. O. W. McBride and daughter, Betty, of Marion, left June 13th for a two-weeks' vacation, visiting Mr. McBride's parents near Bremen, Ohio.

Mr. and Mrs. L. J. Dove of Huron, returned to Northfield, Minn., Saturday, June 15th, and their daughter, Miss Madeline Dove, a student at Carleton College, returned home with them Sunday to spend the summer vacation.

Miss LeMay Dwyer, an instructor in the High School at Oskawville, Ill., visited briefly with her parents, Mr. and Mrs. George W. Dwyer, Marion, early in June and returned June 15th for the summer session at the University of Iowa.

Davies Yard, Milwaukee

L. J. Ansh, Correspondent,
Davies Yard, Milwaukee, Wis.

Mr. and Mrs. Eugene Adelman recently spent a week-end in Chicago visiting their daughter. While there Eugene noted the new and he reports that all the animals are looking well.

Mrs. Jerry Blomquist underwent a successful throat operation at the Mayo Clinic in Rochester, Minnesota. We are happy to report that Mrs. Blomquist is well on the road to recovery.

Mrs. Fred Ostberg is also recovering from a major operation.

Mrs. George Schneider and daughter have just returned from a trip to New York. While there they visited Dr. Howard Schneider, now at Mr. and Mrs. George Schneider, who is doing research work at the Rockefeller Institute.

On May 16, 1930, Edward Wytoszek was

married, and all reported that it was a success. Joseph Gierjan was the subject and the members which he received were beautifully sung. The new bride and groom plan a honeymoon in July. Heartiest congratulations and best wishes to Mr. and Mrs. Wytoszek.

Douglas (Hitchcock) Allen and Harry Glaspie can be seen almost every morning at Curtis Park golf course. Harry, who recently made a hole-in-one, is endeavoring to teach Douglas the art of fine golf.

Congratulations to Mr. and Mrs. James Heron of the Czechs for the arrival of a baby daughter, Beena Joy, born April 15th, and weighing eight pounds and two ounces.

At the present writing the Davies Yard, Milwaukee Terminal Unit of the Milwaukee service club, has 141 members out of a possible 150. We feel sure that we will have a 100% membership in the near future.

The Davies Yard Typers, now known as the Milwaukee's Special Have not had much success up to this time—they have played five games and lost all of them. Coach Fred Schiele has acquired two new players, namely, Al Walder and Stanley Hawick and feels confident that their luck will change.

The Coach Fred Schiele, better known as the Milwaukee, played five games and won all of them. If they continue to play the kind of ball they have been playing we feel certain that they will go through the entire season without a single defeat.

Fullerton Avenue Building, Chicago

Edward C. Jank, Correspondent,
Fullerton Avenue Bldg., Chicago

Walter appears to have won naturally he does, speed and action and that is probably what a bunch of our gods and gods are doing right now. Her cupid's eye was setting in the following scene:

Edna Madden didn't seem to mind being pierced by the arrow as he took Miss Lucille Ford for his own on June 15th.

Olga Riechmann married up the date, outwined her arm in that of Albert Thal

and married down again, a blushing June bride. June 22nd was the date.

Burman Hart also took the plunge into matrimony. He was married to Miss Dorothy Stella on June 15th.

Freight auditor's Frank Canfield was married on June 22nd. His bride was Miss Florence Dougherty.

And, of course, one we forgot to report was the knot tying of Mary Alice Johnson to Mr. Louis Rasmussen at St. Vincent on May 15th. Their happy reception was held at the Sovereign Hotel.

To all of these people go our congratulations and best wishes for a life of happiness.

The event of the month was the annual game between the married and single men of the Ticket Auditor's office. Much to the surprise and chagrin of the married lady, the singles won again, 11-9. Much grunting and puffing was noticeable but behind the hitting and fielding of Tom Davis and Al Dwyer, Joe Latta had an easy time of outbidding the "youngsters" before.

The 11th addressed his loving to that Carl Jensen was on his vacation and unable to play with the married men. The ladies claim they have been trying for four years to get him pitched so he could aid (?) the married men and then he doesn't play. Oh, well, maybe next time.

IDLE CHATTER

Expeditioners' Bachelor Party was a grand way of celebrating. Chief midwives were Pich, Gajewski, Prescott and Peterson. Jack Cusack now qualifies for a radio commentator, according to reliable witnesses who heard him on the baseball game recently. "Punch" Kelley can make his "firer" go as slow that the boys claim he has special powers built into it.

Pope's Day went over with a bang, especially with all the side yards there as spectators. Jack Cusack's gentlemanly error at the last dance cost him \$10.00. If you care to know who, don't ask him.

These Ray Korte appear to be enjoying themselves. They are a part of the group of 18 who were treated to a tour of the Western Avenue terminals in Chicago on May 15th.



FRANK Connelley's office business seems to have proved to them that he was the last war dog to be killed. The story which recently reached them in Minneapolis and St. Paul, that lightning-bomb bomber, knocked them over at their annual party. Mr. and Mrs. Carl Jensen have returned from a trip through the West, Seattle, Hollywood and the rest. Oscar Jensen, the relative is now a proud possessor of an eight-year-old boy. Oscar says "that's the way we do things in West (California)." We say, Amen, Congress, kid, or should we say papa? Cowboy Brull has left our midst in quest of new employment. We wish him luck in his efforts. Widow's latest attempt to murder the Boston language result in this: "Lawdnowt, fallowa, you ain't got no sturny on dat. I'm so mad I'm bustin' at the mouth." Oh, me! . . . Clara Murphy also falls into the cigar discriminating class, becoming the possessor of a booming baby boy. . . . Add circumstance: Maggie Snowflake was being congratulated for a wedding by mistake. Another girl from the same parish with the same name was the real partygoer. (That's her story, anyway) . . . Adios.

D&I Division—2nd District

Lucille Miller, Correspondent,
Clark, Chicago, Ill., June

SYMPATHY EXTENDED—

To general foreman H. A. Trenchard and family due to the passing of his father after an extended illness.
To railroad carman Joseph Farnick in the loss of his wife.
To Fred Blum in the loss of his father, who was 42 years old.

CONGRATULATIONS—

Richard Litman, clerk in the Freight Office at Dubuque, was married June 8th to Belvidere, Ill., to Miss Helen Catherine McMahon of Dixon, Ill.
Deceased carpenter August Lewin and wife celebrated their golden wedding anniversary last month.
Michael Mulgrew, insurance engineer on this Division, was married to Elizabeth Laughlin June 1st. Not only were congratulations offered in profession, but the "boys" felt it was the occasion for showing their generosity. Needless to say, the gift, which indicated thought for the happy couple's future, was greatly appreciated.

FACTS 'N FANCIES—

General carpenter Johannes Dilleworth and wife are leaving Dubuque to make their future home in California.
Frank Schlander wants a California underground that he is NOT the boy of the same name who broke into print in one of the larger cities the other day.
If you haven't the necessary change to pay the "corker" DON'T go into the D&I office—you simply can't WIP.
Building from "ear to ear" retired engineer Martin Bulger displayed his first pension check today. "Every day is now day now" quoted Martin.
"Drugs" Robinson, who usually spends his vacations at Calumet, reports that this was the year he planned on taking himself and his Miems on a real vacation "across the pond," but, like so many other disappointed travelers, will have to make other arrangements.
Charles Ruffell says that he KNOWS his twin grandsons are going to be good railroaders—they know all the words and they're just past three.
John Kohnan's contribution of flowers was a grand asset to our office—(yet some of the other horticulturists on this Division please take note!)
Retired carpenter Alvin Blushie was also to "bustle" over to the office last week—they mean you again, Al!

La Crosse & River Division —1st District

E. D. Smith, Correspondent,
Opawa, Wis., June 8th

June is the month for iceless roads, and high water, and out of Wisconsin and Mississippi rivers are performing an act, rising almost to flood stage due to the heavy rainfall recently.
Speaking of brides, bridegroom Wm. LaFleur has gone and home if this month. His bride, Margaret Abraham, is a wife of Henry Abraham, bridge carpenter on this Division. Mr. and Mrs. LaFleur will spend their honeymoon at the San Francisco Fair.

La Crosse & River Division —2nd District

F. G. Anderson, Correspondent,
Clark, St. Paul, Minn.

There have been several changes on this Division recently. J. F. Meyer, agent at Stillwater, has taken over as agent at Chippewa Falls, Wis., replacing Mr. Swaney who has gone to Durand, Wis., in place of J. Trueman, who had in agency at Kellogg, Minn.
J. G. Walcott, agent at Chicago Heights, and L. M. Trueman, agent at Rockford, Ill., were visitors in St. Paul June 2nd and attended the Twin City Service Club picnic which was held here on that date.

CONTINENTAL ASSURANCE COMPANY ANNOUNCES A New Readjustment Plan of Life Insurance for Employees of The MILWAUKEE ROAD

Premiums Payable by Monthly Payroll Deduction

Employees of The Milwaukee Road may now subscribe to a plan of life insurance offered by the Continental Assurance Company by authorizing monthly payroll deductions of premiums.

Benefits:

1. Cash or immediate cash payment to your family as a "lump sum" (and such as burial and other expenses incident to one's last illness or accidental death).
2. A continuation of your monthly salary for a period of one year.
3. A fully paid-up life insurance policy at age 65 (approximate retirement age) without further payments.
4. Waiver of premium in case of disability.
5. Policy provides for substantial cash or loan value. Cash values at death are added available to you in emergencies.

All employees of The Milwaukee Road up to and including age 65 are eligible to subscribe to policies under this plan, the amount of production not to exceed that which 5% of their annual income would purchase. Applicants up to age 45 will be considered without a physical examination.

When a man dies, his income stops. This payroll deduction plan of life insurance protection enables you to provide arrangements so that your family can make necessary economic adjustments after your death.

This coupon will bring you full information as to how you may take advantage of this new payroll deduction privilege to make these liberal provisions for your family. Delay may be costly. Send it in now.

Maurice C. Chior Agency
Room 241 Union Station Building
Chicago, Illinois

I am interested in the new payroll deduction plan of life insurance and family adjustment income.

My name is _____
Address _____

I am employed by the C. M. & ST. P. and T. & N. R. Co. as _____
(Occupation) _____ in the _____ (Department) _____

My birth date is _____

MAUMEE INDIANA WASHED COAL

CLEANER
HOTTER
BETTER

Mined on
THE MILWAUKEE RAILROAD

THE MAUMEE COLLIERIES COMPANY

Coal Miners and Shippers
TERRE HAUTE, INDIANA

CARTER BLATCHFORD, INC.

11 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

HAIR FELT INSULATION

LUMBER

FOR EVERY PURPOSE

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

HARDWOOD FLOORING
DROP SIDING SHINGLES
GRAIN DOORS
RAILROAD CROSS TIES
PINE FIR MAPLE
WHITE OAK RED OAK
HEMLOCK

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

The Webster Lumber Co.

1521 Cass Avenue, West
ST. PAUL, MINN.

BEAVER BRAND

Carbon Paper

and

Inked Ribbons

"There's no other just
as good"

M. B. COOK CO.

508 S. Dearborn St., Chicago

Rocky Mountain Division

Nora B. Decca, Correspondent,
Three Forks, Montana

"Motoring on the Milwaukee, up and down hill on the R. M. Division" has so little news this month, it seems a waste of time to write it, but, as usual, here goes!

Dan Young and his crew opened up lovely Gallatin Gateway Inn June 15th and the Yellowstone Park season this year has started. We understand a good tourist season will come our way this year. Pleasant Mr. Moll, who was ticket agent last year, will again be with us and operator Patterson will again handle the telegraph end of the hotel business.

Omitted from last month's news was the return home to California of Charles Martin and his wife. Charles is the eldest son of signal maintainer and Mrs. Martin at Willow Creek, and made about a month's visit, his first for some years.

Also omitted from our last news was the death in Helena the last of May, of the father of Mrs. Archie McDonald, wife of Conductor McDonald, the McDonald family had just lost their son, Joe, and we extend to Mrs. McDonald our sincere sympathy in this second loss in her family.

Frank McCollough, cashier of our office in Bozeman, and for many years cashier at our office in Three Forks, passed away May 32nd after a lingering illness. Mr. McCollough was one of the division's best liked employees. His widow, a son and daughter, survive him to whom we extend our sympathy.

Samuel J. Rodda died in Seattle June 2nd after a short illness. Mr. Rodda was an old and popular R. M. Division fireman and will be missed by all. We extend our most sincere sympathy to Mrs. Rodda and his two daughters in this great loss.

John R. Weatherly, now chief train dispatcher at Miles City, who has been vacationing in—of all places—Alaska, where he also visited his sister Eva, there, has returned to work again. Mrs. Weatherly accompanied him, so its ok to say we received his post card, from one of those far off towns just a jump ahead of Jacks arrival enroute to Miles City, he and the Mrs. made a side trip to Gallatin Gateway to catch a few fish also. Yes they got the fish.

Fireman Gibbs is batching nowadays. Mrs. Gibbs and Mary and the dog have gone a-visiting to Tenn. for part of the summer at least.

Conductor Hudson and Mrs. Hudson spent a few weeks with friends and relatives in South Dakota last of May.

Jerry Driscoll, on June first retired on pension and the good wishes of all go with him. Mr. Driscoll was a promoted engineer but had for many years been firing on the Butte helper. He expects to take life easy from now on and spend some time raising flowers for which, from what we hear, he may become famous.

Agent and Mrs. W. H. Logan of Deer Lodge have returned from a trip of several months around the country. While in California, Mrs. Logan lost her father there.

Operator Grover B. Aldrich of Missoula is a grandfather for the first time; a new grand son arrived at the home of his son Don Aldrich May 30th. We extend congratulations, and no doubt there will be an extra operator working a considerable part of the time in Grover's place; of course he will have to work some on the job—lot

of new things to buy for a first grandchild, you know.

Miss Nola Shaddock and Mr. Paul Stevenson were married at the bride's home here May 28th. Mrs. Stevenson is the eldest daughter of Engineer and Mrs. Shaddock of this division and has lived in our city almost all her life, a lovely and popular member of the younger set. They will make their home here.

I put a check number C 12-11-33 on a small suit case and saw it hauled down on the baggage truck to be put on train sixteen for Sixteen Montana. It was a very modest piece of baggage but it had seen a few things and been a few places, had steam ship pasters, and hotel pasters and other marks all over it, and there by hangs a tale . . . well that is another story, but just now it was returning home after getting its self lost between Three Forks and Bozeman on of all things—the BUS—this same suit case accompanied its owner to England, and Scotland and other places last year where it could not accompany them now, if they could go there, which they couldn't it was aboard a ship which sank, and returned with them to start anew for United States, from Dublin, well you may have read something of the occasion in the papers, there was more or less in some of them about it, and after all this to get its self lost on a mountain highway, in a bus . . . the baggage belongs to Mrs. Thomas Kerr of Sixteen Montana, and my opinion is, Mrs. Kerr can't lose that suit case.

Freight Traffic Dept., Chicago

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

The Traffic Department Softball Team is still rolling along—their most recent victims being the Cook County Treasurers and Fairbanks-Morse outfits.

Dr. Malachowski, physician extraordinary to the Sloma family, has finally announced the arrival of summer so John can at last visit his local tensorialist.

Have you noticed Phil Schleiter's forehead? Don't these swinging doors do funny things? He says he was in an auto accident, but we know, we know.

Mary Dugger, one of our glamor girls, is expected to lead the procession the next time we have a bicycle parade. She will demonstrate the correct posture when riding side-saddle.

During a recent blitzkrieg "Curly" McNamee boldly arose and attacked the Traffic Department line with clenched fist and chin thrust forward. After gathering up all the hot air, the boys launched a dirigible.

Leap year casualties—Ruth Wilson and Antoinette Welling both sustained sprained ankles. Wonder who they were chasing.

Who left whose pants, that held his house key, in whose car the night he was supposed to be working, but played ball instead? I know and I think Elsie does too, doesn't she, Joe?

John Niedziek, our star shortstop and Star and Garter goer, sure won't miss much now—he just bought a 40 power pocket telescope.

Seattle Terminals

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

Car Department and Yard Office

We regret to chronicle the death of Louis A. Barkley, who died June 8th. Before his retirement on pension he was coach foreman and carman in Seattle. Mr. Barkley started his Milwaukee service in Tacoma in March of 1903 in the engineering department and came to Seattle Car Department in 1910 and retired in December, 1937. Among other relatives he is survived by his

First National Bank

OF

Everett, Washington

on the Chicago, Milwaukee, St. Paul and
Pacific Railroad, on Puget Sound
Established more than forty years ago.
1892-1937
Member of Federal Deposit Insurance
Corporation

widow, of the family home, and Arthur Barkley, a brother, of the Western Representative Office.

John D. Quinn, retired passenger engineer, is sick at his home in Seattle. He last worked at Beverly.

Mrs. McDonough, wife of engineer McDonough, left May 11th to visit relatives in Indiana. She returned June 15th.

Local Freight Office

John H. Fox, locomotive engineer of long service with the Milwaukee, fell to his death June 9th while walking in his sleep; he was attempting to descend a free escape when he fell. Mr. Fox was confined to the Providence Hospital account of heart ailment. He is survived by his wife of Seattle.

An eight-pound baby boy (Edward Bruce) arrived at the Maynard Hospital on May 11th to Mrs. Bruce Kibbie, wife of yard man Bruce Kibbie.

John S. Cole, new chief claim clerk, and wife spent a few days in Portland, Spokane and other points recently. He reports a good time and is back on the job again.

Bert Roberts, P.T.I., and wife left May 15th for a two-week vacation, visiting relatives in Des Moines, Iowa, and other eastern points. Before leaving Bert supervised the loading of a carload of frozen fish in Seattle, the destination of which was Des Moines and upon his arrival at Des Moines he had the pleasure of checking the unloading.

Bonney Morton and George Dahl each enjoyed a few days' vacation during May and June. We understand John Lee of the yard office will spend a few days in Southern California during the summer.

Robert DeMarais of Othello relieved Bert Roberts as P.T.I. in Seattle while Mr. Roberts was away on vacation. Bob made many friends while in Seattle, especially among the ladies.

Mr. Fay Fox of the yard office and his wife are taking in the Rose Festival in Portland during June.

Our new agent, W. J. McMahan, was honored by the Agents' Ass'n by being chosen as delegate to attend the Annual Session of the Freight Station Section of the A.A.R. which is to be held in the Pennsylvania Hotel in New York City during June 11th, 12th and 13th. He was also appointed to one of the more important committees. We know that the Agents' Association of Seattle will be well represented by our Mr. McMahan while in New York. We hope that Mack will not spend all of his time at the Fair. He and his wife left on the Olympic June 5th.

General Offices

The June and the Milwaukee General Offices in Seattle are in tune with the season, with a couple of sets of wedding bells working up a symphony. The first couple out is no other than our new Public Relations man and Service Club First-Aid, El. H. Bowers, and Miss Ruth Ellen Garvin, of Tacoma. The wedding took place at the home of Mr. and Mrs. James Garvin, the bride's parents, in Tacoma, on June 24th. The young couple will leave on a trip immediately afterward, and will be at home to friends at the Seaview Apartments, Seattle, after July 15th.

Miss Edith Pearson, of the Auditing Department, furnishes the bride-appeal for the second couple; she will be married in Honolulu on July 15th to James M. Brown, and girl friends among the Milwaukee General Offices tendered her a farewell luncheon at the Daily Mediam tea room in Seattle on June 14th.

A. Woodward, Seattle demurrage inspector, has just purchased a new home at Magnolia Bluffs, overlooking Elliott Bay, and incidentally, the Great Northern yards. Mr. Meyer suggests that a similar location near Milwaukee yards would have spoiled Mr. W. to do the checking with a telescope, but it may be that he has in mind using the telescope anyway to get some traffic tips from G. N. car numbers.

It would have paid Art Brett, of the Traffic Department, not to get up one day last week—it was Sunday, and Art was full

of good resolutions about working around his house and yard. When he first left the house a sudden gust of wind came up and slammed the cellar door on his hand; half an hour later in reaching up to prune one of the orchard exhibits, his glasses fell off and broke, and on his return to the house, about two hours later, he found a fire had started in one room, burned the window sash and the curtains, scorched the ceiling, and then, as if calling it a day, went out without burning up the rest of the house.

Tacoma and Coast Division —West

R. E. Thiele, Correspondent,
Care Agent, Tacoma

We regret very much having to report the death on May 23rd of one of our old locomotive engineers, Mr. Abe Howard Ridgeway, at St. Joseph's Hospital of Tacoma, where he had been sick since February 3rd. He had been a resident of Tacoma for 49 years, 28 of which had been spent with the Milwaukee, 25 of them as engineer. He is survived only by his wife.

Mrs. F. P. Schwabke, widow of Paul E. J. Schwabke, engineer for this line, died May 18th at Tacoma, at the age of 53. She is survived by Maynard H. Schwabke, her son, who is a brakeman for the Milwaukee, and two sisters and a brother in Milwaukee, Wis.

Arthur Leon Phelps, who was formerly section foreman for this line at Everett, died there on May 26th.

Mrs. Margaret Riley died here in Tacoma May 28th, after a long illness; her husband preceded her in death in 1934. Her death is mourned by her brothers, chief dispatcher T. E. Corbett of Tacoma, and J. W. Corbett, agent at Miles City.

Matt Zeyen, who had been 28 years in the service as locomotive engineer of this line, died May 16th at the age of 58, after a brief illness.

A little late, but still not too late, comes the announcement of the marriage of Miss Gwendyth Janosky, daughter of Albert Janosky of the district accountant's office on April 26th to Mr. Joseph Bedders, who is in the service of the Northern Pacific at Spokane, at which city they are making their home.

Miss Thelma Durkee will be married before this gets into print—to be exact, June 29th—to Walter Edling, an employee of the Du Pont Powder Company, near Tacoma.

Daniel Boone Ott, passenger brakeman between Tacoma and Spokane, retired from active service on June 1st. We offer him our best wishes for a long and pleasant retirement, and we wonder if he will mind if we reveal that on his very last trip his train left him behind at Cle Elum, while he was conscientiously protecting its rear end by flagging. However, he doesn't mind it, now that he can laugh at all flagmen and ride at ease.

Mrs. Ora Wheeler, telephone operator on the Milwaukee exchange, expects to go on her vacation June 15th, and it is a safe bet that she will give all telephones a wide berth during that time. Miss Thelma Durkee will relieve her, until June 24th, then to be married (see above); Miss Ann Corbett, daughter of chief dispatcher Corbett, will try her luck relieving her.

On June 23rd brakeman E. C. Warren was married to Miss Wava Gillies of Chehalis. The young couple will take a wedding trip to Canada (British Columbia and east).

Switchman George Perry is the proud father of a brand new baby boy, born June 25th. All are well.

Brakeman Marvin Johnson, who mysteriously sprained the cartilage in one of his knees while standing at Puz Junction April 13rd, is now able to work again.

Newton P. Bingham, branch line dispatcher at Tacoma, retired June 1st. The position has been bid in by Mr. W. A. Monroe, who formerly held the position of



PROVIDENT LIFE and ACCIDENT
INSURANCE COMPANY
CHATTANOOGA, TENNESSEE

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.
3 So. Michigan Avenue
Chicago, Illinois

Watch the Water
You Drink
While Traveling

HEALTH-FIRST DRINK

CHIPPEWA
NATURAL SPRING
WATER

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

PHONE CANAL 1880 or write

Chippewa Spring Water Co.
1312 S. Canal St. Chicago

"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
New York - Chicago - Louisville - St. Paul

PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH

ACCIDENT BENEFITS effective from first day of Disability.

ILLNESS BENEFITS from first day of Disability.

ACCIDENTAL DEATH. Total Disability, and Natural Death (Life Insurance).

ACCIDENT

Death by Accident which includes Life Insurance

\$2,000.00

Life Insurance, Natural Death

\$1,000.00

Monthly payments at age of application

18-49 inclusive

50-54 inclusive

\$1.80

\$2.50

Age 55 or over, rates on application.

The Life Insurance, in connection with your membership in our Association is issued by an Old Line Legal Reserve Life Insurance Company, operating under the stringent Insurance Laws of the State.



EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.



CONSTANTLY KEEPING AHEAD



American railroads face the toughest operating conditions in the world... in area served... in service demanded. How well these problems have been solved may be seen by comparing American railroads with those of other parts of the world. Nowhere is service better or costs so low. The wide-spread adoption of roller bearings for locomotives, cars and streamlined trains is typical of the progressiveness that keeps American railroads ahead.

THE TIMKEN ROLLER BEARING COMPANY, CANTON, OHIO

second trick dispatcher on the main line, and his position in turn was bid in by Mr. E. A. Chalk, who has been handling the third trick on the main line.

C. H. Thompson, agent at Warden, retired on June 1st and with Mrs. Thompson will reside on Liberty Lake, near Spokane. He has been with the Milwaukee since August 30th 1913. L. G. Graham, who has been at Lone Station for some time, has bid in the agency at Warden.

Engineer E. W. Mitchell and brakeman Duran Stoller were badly injured the morning of May 23rd while driving in from Mineral. Both men are in a local hospital, improving as well as can be expected.

Chief dispatcher John P. Rothman of the Port Angeles line is on a vacation at present; dispatcher W. H. Smith is relieving him.

On June 5th David J. Powels, eldest son of Ray Powels, claim clerk at the local Freight Office, graduated from the Stadium High School at Tacoma.

Francis Kirkland and wife left June 1st for a month's visit to their former home at Aurora, Ill., where both grew up, attended

Present Day
SAFETY Requirements
DEMAND the Best
Equipment

LAKESIDE FUSEES

Fill the Bill
SAFE DEPENDABLE EFFICIENT

LAKESIDE RAILWAY
FUSEE COMPANY
Beloit, Wisconsin

school and married. The trip is a vacation visit to the old home town, but it is also for the purpose of calling on their first grandchild, who is a wee Miss five months old.

Jack Weatherly, chief dispatcher at Miles City, paid Tacoma friends a call on June 1st on his way home from a vacation trip to Alaska. He was formerly branch line dispatcher at Tacoma.

E. L. Cleveland, former trainmaster on the Coast Division, now retired, and Mrs. Cleveland, are also in the East, picking up a new car and taking a leisurely trip home through the Southern States.

Electrician F. E. Butts and wife have gone to California on a vacation trip.

Machinist Charles Ostendorf went to points in Nebraska and Kansas for a vacation, leaving Tacoma June 1st.

Paul Jaeger of the Store Department is still on his vacation trip to the East and will not return until July 1st.

Machinist Frank Wilson and wife have gone to the New York Fair, leaving here June 1st.

James Speck and his wife have gone to Niagara Falls, New York, on a honeymoon trip, leaving here June 1st.

"Pinkie" (Clinton) Miles is relieving dispatchers at the office during the vacation season, doing it with neatness. F. R. Mosher is relieving him at the Yard in the meanwhile.

Sam J. Hounk, blacksmith at the Shops, retired on May 1st at the age of 77, after 26 years of railroading.

Miss Nellie Hummel of the district accountant's office went to Toronto, Ontario, nearly a month ago for a vacation and is still away at this writing.

Brakeman D. V. Andrews was married June 5th; we could not learn the identity of the bride except that her first name is Lela.

Brakeman Alex E. Smith, who has been off for three weeks because of illness, is now able to be at work again.

Mr. and Mrs. Frank Ople went to Butte for a few days on vacation; Mr. Ople is from the district accountant's office.

Spokane and Inland Empire

F. J. Kuschner, Correspondent,
State Department, Spokane, Wash.

With deep regret we announce the death on May 27th of engr. George Ruedi. Mr. Ruedi and his adopted daughter were driving back to Spokane, after a trip through the East, and he was taken seriously ill at Blumhardt, N. D. He was removed to a hospital there, but died shortly after.

We are very glad to report that fireman Jesse Brinton is doing as nicely as could be expected in Deaconess hospital, Spokane. "Curley" was seriously injured on April 10th, having been struck by an automobile.

Sect. foreman O. P. Tuttle, Gibbs, Ida., has been playing nurse to his wife lately. Mrs. Gibbs suffered a broken arm on May 15th when she fell over a lawn-mower while working on the grounds around the section house.

The extra gang on the P.O.R. line, under foreman Harry Hyder of Lost Creek has been making a very nice showing in re-laying ties.

With the removal of the walls of the old roundhouse at Spirit Lake, Ida., the job of tearing down all the old shop buildings at that point has now been completed.

Agent L. G. Graham, of Lone, Wash., has bid in the agency at Warden, Wash., and moved there on May 28th.

The new grain elevator at Worley, Ida., is nearing completion, and the track forces are working on the extension of the house track to take care of it.

Viola Stratton, daughter of sect. foreman and Mrs. H. W. Stratton, Worley, Ida., graduated from high school at that point in May.

Engg. Allan H. Gustafson is running on 281-2 with Sunday lay-over at Metaline Falls, Wash. The run was made vacant by the death of engr. Geo. Ruedi. Foreman Richard Eneke replaces Mr. Gustafson on the same run.

Marlo Milay, formerly brakeman on the P.O.R. line, is now running the store and cottages at Echo Beach, Twin Lakes, Ida.

Some heavy shipments of sheep from central Washington have recently been unloaded at points on the P.O.R. line, St. Maries branch and at Betters, Ida. These sheep are driven back into the mountains for summer grazing, and will be loaded back in the early fall.

Several of the cement cars which were being used in bulk cement service between Metaline Falls and Coulee Dam, have been transferred to Bellingham, Wash., for similar service. For the balance of the year, cement shipments from Metaline Falls will be on a reduced basis.

J. H. Baughman has been assigned the temporary agency at Lone, Wash., vice L. G. Graham transferred.

Condr. Ralph Dussel, who has been running on train 7 and 8 between Spokane and Butte, for several years, has displaced condr. Robert Elliott on the Conour d'Alene run. Mr. Dussel has moved his family to Post Falls, Idaho.

R. B. Campbell, B&N foreman, was seen

keeping step (?) to the music in the Decoration Day parade in Spokane. Bob's outfit is now on the P.O.R. line, doing the season's work of repairing bridges and buildings. A work train has been with them for some time, renewing piling.

In the last issue of the Milwaukee Magazine we recorded that our roadmaster C. F. Allen was called back to Iowa account the illness of his father. We deeply regret to announce that Mr. Allen's father passed away while he was back there. The deceased was quite well known among railroad men in this vicinity, as he visited here a considerable portion of the time, and was himself an engineer on the C&NW.

Claim agent J. T. Slavin of Spokane was in Provident hospital in Seattle for about two weeks during May, where he underwent an operation. Jack is again back on the job.

Condr. Henry Schurch, P.O.R. line, spent a few days at Long Beach, Wash., the early part of July, with his sister and brother-in-law from Minnesota.

Agent F. M. Sever of Cusick, Wash., has taken a six months' leave of absence because of ill health. Mr. Sever went to southern California. He is being relieved by R. Mattson, formerly agent at Rosalia.

Dan Ott, baggage man on the old Metairie Falls run, and lately on 15 and 18 between Spokane and Tacoma, took the pension on June 1st.

P. W. Tift has the temporary agency at Rosalia, Wash.

Agent C. H. Thompson, Warden, Wash., took the pension on June 1st, and moved to his farm at Liberty Lake, Wash.

Storekeeper Earl C. Killips and wife of Avery, Idaho, were Spokane visitors in May.

Car foreman Earl Medley, Spokane, left with his family for the Fair at San Francisco on June 15th, on which date he started a two weeks' vacation. W. E. McCaughey, car inspector at Dishman, took charge during Mr. Medley's absence.

F. T. O'Neill, R.H.F., Spokane, and wife left on June 12th for Kingston, Ontario, where they spent some time visiting with Mr. O'Neill's brother and sister.

Brakeman Guy Hardin of the C.D.A. run, and wife, left for a tour through the middle west the latter part of May. They will visit in Michigan and Indiana, taking in the Black Hills on the return trip.

August and William VanDeursen, loco firemen, have moved to Spokane from Cle Elum, Wash.

Ursula Hill of the asst. supt.'s office, Spokane, is vacationing in Washington. D. C. Don Henry is filling in on her position.

Jack Paris, loco fireman, Spokane, was a bachelor while his wife was visiting in Washington, D. C.

The latest additions to the Spokane R.H. Extra board are Frank Demonen and John Roberts.

47th wedding anniversary and incidentally the 52nd year of Mr. Berg's service with the Milwaukee Road. Mr. Berg is quite modest about the whole affair, but he and Mrs. Berg are nevertheless receiving the felicitations of their multitude of friends. During Mr. Berg's long period of employment, he has served as agent at Houston, Rushford and other southern Minnesota Division stations, a telegrapher and train dispatcher at La Crosse, chief dispatcher and trainmaster at Dubuque, traveling inspector for the Freight Claim Department and a special representative in the Law Department at Chicago and Minneapolis.

Mr. and Mrs. Silvester Smith and small daughter Dianne took a vacation trip last month to Oakland, Calif., to visit Mr. Smith's sister. En route they visited Seattle, Portland and the San Francisco Fair. On their trip home Dianne celebrated her third birthday, with other little boys and girls on the train assisting.

Lawrence Johnson spent an enjoyable vacation last month in Northern Minnesota. Took Gun Flint trail to Sea Gull Lake, where they camped. Other points visited were Alpine Lake, Jasper Lake and around the Canada border.

Leda Mars was recently elected chairman of the Milwaukee Division of the Railway Business Women's Association. The girls will be with her a 100 percent to make the coming year a success.

Lydia Larson has returned from the West Coast, where she visited friends at Tacoma and Seattle. This was Lydia's first trip west on the Olympian.

On May 1st Don Morken, former stenographer at the City Ticket Office recently took over new duties as a ticket seller in the Spokane Office. Lowell Sexter moved up from the Depot Ticket and is the new office stenographer. His former position of information clerk is now being handled by Newton Ambill, formerly messenger uptown.

Bob Adams is the new messenger taking Newt's place.

H. M. Larson stepped out in society the night of June 5th, when he attended the Governor's Conference Dinner at the Hotel Duluth.

I&SM Division—First District

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

Tom and Jim Murphy returned recently from California after a five-week visit with their sister in Hollywood. These two gentlemen retired from active service with the Milwaukee Road after a total of 114 years' service between them. Tom worked 59 years in train service, Jim 55 years in station service.

MISCELLANEOUS—

J. I. Mottwaller, agent, Zumbrota, on sick list, relieved by opns Finnegan and Samuel . . . Mrs. J. T. Moe, wife of agent Ridgeway, has been ill for some time past, but is improving somewhat . . . John Elmquist worked as extra baggage man, Northfield, during school rush . . . Condr. and Mrs. Harlow Klatt attended the wedding of Mrs. Klatt's brother in Mankato . . . C. J. Otterstad assigned Northfield third . . . L. R. Stokes vacationed in Des Moines for week; returned and assigned to Comus 3rd.

The following was taken from the Brotherhood of Locomotive Engineers magazine dated May, 1884. Some of the old-timers may remember:

"Austin, Minn., April 18th, 1884. A traveling card belonging to Bro. W. H. Webb of Austin Divn. No. 102, dated April 1st and good to June 30th, 1884, has been lost. If

Twin City Terminals

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

On June 7th, Mr. and Mrs. O. H. Berg, of the Legal Department, celebrated their

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

We mine the coal we sell.

DEEP VEIN
AND
BLACKHAWK COALS



DEEP VEIN COAL COMPANY

111 North 7th Street
Terre Haute, Ind.

20 East Jackson Blvd.
Chicago, Ill.

Guaranty Bldg.
Indianapolis, Ind.

Organized 1903
WE SPECIALIZE
IN
STOKER PREPARATIONS

WEST COAST WOOD PRESERVING CO.

*[We are proud to serve "The Milwaukee Road" in
supplying treated ties and structural timbers.]*

Office: 1118-4th Avenue, Seattle, Wash. ♦ Plants: Eagle Harbor and West Seattle



Your Local Watch Inspector Deserves Your Patronage

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

332 W. Wisconsin Avenue Milwaukee, Wis.

ALLEN & BERG CO.

255 Hennepin Ave. Minneapolis, Minn.

*The above
are Official
Watch In-
spectors for*



The **MILWAUKEE ROAD**

Consult them when considering the purchase of Watches or Jewelry

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis

EDWARD KEOGH PRINTING COMPANY

*Printers and
Planographers*

732-738 W. Van Buren St.

Phones: Monroe 0432-0433-0434

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

presented to any Brother, please take it up and return to the F.A.E. of Divn. 102. All members of Austin Divn. who know themselves to be indebted to the Divn. are requested to correspond with the F.A.E. and save trouble."

"G. W. Burdick, F.A.E."

News from over the division very light the past month. Will appreciate the favor if you all would co-operate with me in making this column a success.

Mechanical and Store Depts., Twin Cities

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

L. M. Allan, wrecker engineer, who retired on June 4th following 47 years of service, is driving his new Packard to Tacoma, where he will reside.

G.C.F. J. Hemsey, and wife vacationed recently at Lake Mille Lacs, where the fishing is good.

Dentise Hauger (Harry's 11-year-old daughter) sang over the local radio station May 13th. She is enrolled at McPhail's, under voice teacher Don Tuttle.

Grace Junkin won the Hiawatha tour, free trip to the New York World's Fair and Washington, D. C., given by local Passenger Traffic Dept. for selling the most tickets to a night baseball game May 24th between Minneapolis Millers and Milwaukee Brewers. (Owner Mike Kelly donated the profits to finance World's Fair Trip of our High School Student Band.)

Ivy Crogan and brother, Donald, were maid of honor and best man at the wedding of their sister, Miss Edna, to Ward H. Bowers on May 17th, in Central Lutheran Church, Minneapolis.

Charles J. Long, retired switchman, passed away on May 31st, after a brief illness.

Mr. and Mrs. Einar Hauger were pleasantly surprised the evening of June 17th by relatives and friends arriving to celebrate the 15th anniversary of "the Hauger's Wedding." Cards, speeches and refreshments were in order and all enjoyed a grand time.

The Railway Business Women's Association elected Ivy Crogan as secretary this year. Last year, she was chairman for the Milwaukee Division, also Sunshine and Birthday Chairman. Members presented her with Cosmetic Bag and Rhinestone pin.

WITH THE STORE DEPARTMENT—

The Carr-Sheridan-Neuwirth clan convened in Minneapolis June 15th for the wedding of niece, Mary Sheridan, to Bob Regan of Miles City. Mrs. Otto Neuwirth (nee Biddle Murphy) and Mrs. George Carr sang for the Bridal Mass. Incidentally, Otto is new Commander of the F.V.W. Star Spangled Banner Post 1143 and wife, Biddle, is official musician for the Lodge.

Store Department's Emma Zinn and Ivy Crogan of trainmaster's staff spent four days, June 19th-23rd, at the first National Convention of Railway Business Women at Karst Kamp, Gallatin Canyon, Montana. The Association members were guests of Mrs. Karst (the former Nell Severance of the Soo Line).

St. Paul roundhouse foreman Al Neese and family are trying to be calm about their new home in the River Road District, Minneapolis.

Chief clerk Ben Benson and wife of the Locomotive Dept., recently vacationed eastward, attending his nephew's graduation from West Point June 11th and marriage June 12th, then journeying to New York World's Fair and Boston.

East, too, is the destination of store helper Fred Ungert and wife. They plan a July vacation in Chicago, New York, and Buffalo.

About chief clerk Oeschger from Mason City: THERE'S A NEW WOMAN IN HIS LIFE—blond, winsome Sharon, his 16-months-old daughter, who occupies all his evenings.

Kansas City Terminals

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

There is quite a sprinkling of farmers and would-be farmers among the Milwaukee employes at Kansas City, the farms ranging in size from a city lot to a hundred acres. Enthusiasm runs high this year—no hot, dry weather and no grasshoppers so far.

Our softball team is enjoying a fine season, having won twelve out of eighteen games. The fine fielding and steady hitting of Arbuckle and Pearce have contributed much to the success of the team. They are getting in shape to "take" the Ottumwa team later in the season.

More about the robin family. Only one little robin reached maturity. The fate of the balance of the family is unknown, but the elevator cats have a guilty look. The

long career and his parents were very successful in the efforts of juristmaster Amos in winning him and restoring him to his post after he had tumbled out. We are thankful the net was not pulled out until the team was deserted.

VACATIONS—

J. W. Valdes and wife have returned from Tulsa, where they attended the wedding reception of a nephew.

J. H. Lord and wife spent their vacation visiting at Lubbock, Texas, and Chicago, Ill. Lawrence Pingler and family plan on making a trip to south Missouri.

Mr. and Mrs. Lambertson are in New York.

Mr. and Mrs. James Canham motored to Hollywood to look 'em over.

Mr. A. J. Baker, retired conductor, is making a trip to Florida.

Mrs. J. B. Mills is at her lake home in Minnesota.

Mr. and Mrs. Loche plan a quiet fishing trip on the Grand River.

R. F. Reed, retired rail clerk, is visiting in Manhattan, Mo.

Miss Cross is in St. Mary's Hospital, having undergone an operation.

Mrs. J. W. Cross is in a hospital for an operation.

Fred Wilkins of the Car Department claims he won the lottery this year. The far-flung flowers and garden in that district.

The kind of C. J. Saloma, streetcar conductor, is told. He had a lucky run in his pocket.

If you have anything of interest for the magazine, make a note of it and drop it in one of the small boxes placed in each department, or mail it to your correspondent.

Terre Haute Division

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

Foreword: Anyone knowing of any items of interest concerning employees on this division, such as births, deaths, marriages, etc., it will be appreciated if you will send them to me for reporting in this column. Your assistance in keeping our division represented in this magazine will be gratefully received. Send items to Miss Christine Hammond, care Superintendent's office, Terre Haute, Indiana.

Graduating from Rose Polytechnic Institute with the highest scholastic honors of his class, Frank G. Petter, son of chief clerk Fred G. Petter, received among other awards, a year's scholarship to the Massachusetts Institute of Technology, and will enter that institute this fall.

Another member of the 1916 class of Rose Polytechnic to receive a well-earned diploma is Robert Caldwell, son of T. J. Caldwell of the Superintendent's office. Robert was an outstanding athlete during his four

years at Rose, especially on the gridiron. He has accepted a position with the Bell Telephone Company in Chicago.

Mrs. Virginia Mink Hodge, fiscal agent at Green Bay, made plans for her retirement in 1917, passed away at Terre Haute on June 11th. Mrs. Hodge was 73 years of age.

Lamontagne, formerly agent V. Wells (last June 10) at the Veterans' Hospital in Indianapolis. Mr. Wells has been in ill health for some time.

We are also sorry to report the death on May 11th of former Madison street yard clerk, Simon A. Biderwick. Mr. Biderwick had been retired since 1917.

Oliver Sparks, agent at Wells, having completed 33 years of service on this division as operator and agent, retired on April 10th.

J. M. Bostuff, switchman, Bedford, Ind., retired on May 11th. Mr. Bostuff began his service with this company in 1884.

Due to a severe "strep" throat infection, Miss Mary Whalen was compelled to spend a week in the hospital during the first part of June.

The sound and color film, "Haitian Gateway Honeymoon," was presented with considerable success for the enjoyment of a number of organizations in this vicinity, including the Terre Haute Junior Chamber of Commerce, Rotary Club, St. Anthony's Hospital, Indiana State Teachers' College, and others, and beyond a doubt the picture has presented the Milwaukee Road in a different light to a great many people in this territory who were unaware of the unexcelled advantages offered by travel over our line through the north and west. Superlatives which is quite sufficient that the aim of this picture, to present that it is getting even to five prospective passengers in Terre Haute, who are desiring a holiday trip to Alaska, the idea of returning from Seattle via the Milwaukee Road.

Engineer George Huffman, who underwent an operation at the Washington Boulevard Hospital in Chicago on April 17th, reports that he is recovering satisfactorily.

Miss Opusora Parns, daughter of agent H. C. Parns of Terre Haute, left on June

DELICACIES FOR THE TABLE Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS



MORDEN SECURITY ADJUSTABLE RAIL BRACE

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

WE MANUFACTURE

Frogs — Switches — Crossings — Guard
Rails — Gate Rails — Rail Braces —
Compromise Joints — Railroad Crossings
— Articulated Crossings — Samson
Switches — Bolt Switches and Security
Track Designs.

Morden Frog & Crossing Works
CHICAGO, ILL.

Representatives in:
Cleveland, Ohio
New Orleans, La.

St. Louis, Mo.
Louisville, Ky.
Washington, D. C.



PROTECT YOUR FEET with SAFETY FIRST SHOES

BUILT WITH PROTECTIVE
STEEL TOE-BOXES

A wide range of styles
available thru your local
storekeeper.

SAFETY FIRST
SHOE COMPANY
Holliston, Massachusetts

MARSH & McLENNAN

INCORPORATED

INSURANCE

FEDERAL RESERVE BANK BUILDING

164 WEST JACKSON BOULEVARD, CHICAGO

NEW YORK
DETROIT
PHOENIX
VANCOUVER

BUFFALO
INDIANAPOLIS
SAN FRANCISCO
MONTREAL

PITTSBURGH
MILWAUKEE
LOS ANGELES
BOSTON

CLEVELAND
MINNEAPOLIS
PORTLAND
ST. LOUIS

COLUMBUS
DULUTH
SEATTLE
LONDON

NALCO SYSTEM OF WATER TREATMENT

Chemicals for wayside water treatment and for use at softening plants. Complete chemical feeding equipment. Locomotive, automatic, continuous blow-down. Simplified testing kits and control methods. Practical and competent service engineers. Complete and modern research laboratories. Surveys, analyses and recommendations furnished without obligation.

NATIONAL ALUMINATE CORP.
8215 West 48th Place CHICAGO, ILLINOIS



8th for a trip through the Smoky Mountains. Miss Parla will attend the Rhododendron Festival at Asheville, N. C., and then join a tour through Smoky Mountain National Park.

Joe Dada, chief clerk at Bedford, Ind., was recently confined to his home for a few days with a "strep" throat.

At present writing, trainmaster George Passage is vacationing in the Wisconsin north woods and we are waiting for that post card showing the big ones caught and the little ones thrown back.

Trans-Missouri Division— Central

*Mrs. Harry Wood, Correspondent,
Care Roundabout Potomac, Marmarth, N. D.*

Retired engineer A. F. Buda and wife have gone to Vancouver, Wash., to visit with relatives and will see the Tournament of Roses at Portland.

Eng. Wm. Leaf is taking a two weeks' leave of absence and is visiting with relatives in Iowa and Cambridge, Ohio.

Miss Marion Boyer, daughter of Eng. Boyer, has returned from business college at Fargo and has accepted a position in the Government Conservation Office at Amidon.

Word has been received from Ret. Engr. Milt Fülle, now living in New York that he and wife are O. K. and enjoying life immensely, taking in the ball games and the World's Fair.

Eng. Hewitt Patten, Moberg, is on the helper during Wm. Leaf's absence and with Mrs. Patten are again enjoying their short stay, visiting with old friends.

Sympathy is extended to the family of Harry Morse, conductor, who passed away in the Miles City Hospital after an illness of over two years. Harry was a good work-

man and a popular employe and will be greatly missed.

Word has been received from Eddie Darnbach that he has been transferred from the Flying Corps at Hawaii and is now stationed at Gray Field, Fort Lewis, Wash. Eddie recently took an examination with 30 other enlisted men as an Air Mechanic and there were only 12 who passed and Eddie the only one receiving a grade of 100%. He is now in the 2nd Balloon Squadron as a parachute rigger and his many R. R. friends will be glad to hear of his continued success.

The young people, children of employes, graduating from the High School last week, were Lorraine Boyer, Asbury (Pat) Childers, Beryl Striebel and Jean Sparks.

Eng. and Mrs. J. J. Chiford have returned from St. Paul where they attended the graduation exercises of their daughter Marion from St. Catherine's College.

Haggagman and Mrs. Thos. Miller and son Wm. left Sunday for Iowa to attend the funeral of the former's sister.

Agent M. A. Tripp is taking a two months' leave of absence and is now at Excelsior Springs, Mo. G. F. Dimick, Moberg, is acting as relief agent during his absence.

Mr. and Mrs. Ole Grothe, retired, have recently returned from visiting with relatives in Boise, Ida., and Portland, Ore., and are now enjoying a visit at the homes of Harry, Ari, and Miss Olga Grothe in Milwaukee.

Mrs. C. D. Tarbox has returned from an extensive visit with relatives in Wisconsin.

Cond. Ed. Striebel has bid in the Passenger run between Miles City and Moberg, but is able to be home several days each week between his runs.

The Bad Lands of North Dakota near Marmarth have never been more beautiful than this year after so many rains. Do come and see them.

Superior Division

*J. E. Phillips, Correspondent,
Superintendent's Office, Green Bay, Wis.*

BIRTHS—

Yardmaster W. H. Tierney has become the proud grandfather of a boy and a girl within a very short time. These are his first grandchildren.

DEATHS—

Engineer Joseph Dalloye passed away on April 17th.

Passenger brakeman Charles H. Bernie, who had retired about three years ago, died June 18th.

ACTIVITY—

Lieutenant of police E. J. McMahon has a lot of credit due him for his splendid work in connection with the safety of school children in cooperation with the Milwaukee Road Women's Club essay contest. Mac, as he is better known, has talked to over 25,000 school children from Adell, Wis., to Menominee, Mich., on the Superior Division, about safety, and told them of the essay contest in connection with safety. There were 1,700 essays received and 100 posters judged by a committee which included Mrs. F. T. Buchler, who was toastmaster of the party staged for the winners, Mrs. E. J. McMahon, who was the chairman of the essay contest, also three outsiders, A. D. Murphy, of the Green Bay Chamber of Commerce, H. J. McKloskey, of the Hoberg Paper Mills, and J. A. Long, of the Bay West Paper Co., all of Green Bay. The party for the winners was held on June 11th; there was an attendance of 165, of whom 125 were employees of the Milwaukee Road. There were several speakers at the party which consisted of a dinner and dance, the principal speaker being L. J. Benson, assistant to the chief operating officer in charge of safety. W. H. Block, captain of police, also gave a short talk, as did Messrs. Murphy, McKloskey and Long. There were eleven winners in the contest who were presented with cash prizes from the Milwaukee Road Women's

28 YEARS Of Friendly Banking Service

The history of The Mercantile can be told in one word . . . Progress. This bank has won many friends during the past twenty-eight years through a policy of courteous service and banking guidance to each and every customer. We are grateful to our many friends and customers who have made this successful anniversary possible.



MERCANTILE NATIONAL BANK
OF CHICAGO

841 WEST JACKSON BOULEVARD

MEMBER FEDERAL DEPOSIT INSURANCE CORP.

Club, and other officials of the road. G. M. Knudsen, the agent at Abrams, also gave three prizes to pupils of his community; J. H. Hennessey, trainmaster, presented each of them with a Parker pencil, and A. A. Cramer, agent at Plymouth, gave a cash prize to the winner in his community.

I&SM Division—East

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

Chris P. Nelson, ass't baggageman, Austin, did his good deed for the day, June 10th, when he rescued the infant daughter of Mr. and Mrs. Dan Grant from the East Side Lake. The tot had toppled down the bank and when next seen by her mother was floating in the water, having been stunned by the fall. The mother's cries for help were heard by Chris who plunged into the water and rescued the little girl.

Among the vacationists last half of May and during June:

Train dispr. St. Johnson and wife—south to Texas for a visit with relatives, May 18th to June 1st.

Agent E. J. Full and wife, and trainmaster P. J. Welland and wife to Seattle, Vancouver, and points west with a stop-over at Sioux Falls and Bridgewater, S. D., to visit relatives, June 16th to 30th.

BIRTHS—

To Mr. and Mrs. Russel Seeman of Los Angeles, Cal., on May 19th, a boy.

To Mr. and Mrs. Oliver Herrick of Austin, on June 13th, a boy.

The above incidents automatically place the following in the Grand Dad class of '40: A. A. Seeman, train dispr. F. G. Herrick, trav. auditor. Chas. Hoffstater, conductor.

Condr. R. C. McCoy made his last journey over the S. M. Division when he brought No. 222 into Austin on May 31st, and then went on the retirement list.

The boys on the line around Zumbrota are accustomed to seeing an occasional cow, horse, or pig on the track, but June 13th they found an airplane impeding their progress. The plane nosed over when the pilot was taking off and crashed on the railroad tracks.

What's new in the Freight Office? A farm for ass't cashier Scott and a Pontiac for frt. rec'd clk. Knesekern.

Two newcomers among the Milwaukee golfers are J. A. Larkoski and Leo McGovern.

Bill Smith and Buck Bloomfield, two of our veteran nimrods, left about the middle of June for Lake Kabetogama.

A card received from dispr. Clyde Peed states that he and Mrs. Peed and foreman H. J. Keck and wife are enjoying the scenery "Down Mexico Way."

Rocky Mountain Division— Northern Montana Branch

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

Mr. and Mrs. J. Z. Ramsey recently returned from Seattle where they attended the graduation of their daughter, Alberta, member of Sigma Kappa. They also visited their daughter, Mrs. Carl Sorensen (Veda) at Spokane.

W. J. Thompson acted as agent during Mr. Ramsey's absence. L. J. Setchell relieved him.

The division engineer's office, Butte, has been well represented up here the past couple of months, what with H. R. Beers and R. G. Schuehle working in this vicinity, and R. W. Humphreys being stationed at

STREAMLINE SERVICE

Flashing streamlines ride the rails today a far cry from the chugging steam-power locomotives in use fifty years back. Yet railroad men need protection now as then. And needed a pioneer in Accident and Health Insurance, has kept pace with the railroad in offering at all times the greatest possible protection at the lowest possible cost.

"The Railroad Man's Company"

CONTINENTAL CASUALTY COMPANY

CHICAGO - TORONTO - SAN FRANCISCO

Railroad Supplies
Machinists' Tools
Precision Tools

Drills
Reamers
Cutters
Special Flue Sheet Tools

Factory Supplies
Special Tools
Helical Mills

STERLING PRODUCT CO., Inc.
121 No. Jefferson Street
Chicago, Illinois

Danvers, assisting contractors Morris & Dougherty.

E. J. Smith, warehouse foreman, Great Falls, is still on the sick list.

Mrs. John Quinn has returned from Rochester, somewhat improved.

Mrs. J. L. Lindbloom is improving slowly.

E. W. Nelson, section foreman, Straw, is improving but not able to return to work.

Fireman F. C. Tadawaldt, who broke his arm last month, is getting along nicely.

Conductor C. L. Saint has returned to work, having been off some time account sickness.

R. B. Pirie is still in the Veterans' Hospital, Sheridan, Wyo.

O. H. Lertz is warehouse foreman, Great Falls, during the absence of "Smithy."

Frank C. Abel is relief trucker.

H. E. Bertram is relieving Ann Reuther at the Freight House, Lewistown.

I&D Division—East

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

Trainmaster R. E. Sizer left the week of June 4th for a well earned vacation. He refused to tell us where he went, as he said he did not want to be disturbed while trying to get a rest.

Mrs. Chas. Reichardt and daughter Delores have left on a vacation trip to Othello, Wash., to visit the D. C. Boltons, who moved out there last year.

F. H. Dickhoff, yardmaster, has returned from a vacation in northern Wisconsin. He reports fine trout fishing this year—says he caught the limit every day. The trainmaster says F. H. D. gave him one day's

catch. (P. S.: The limit was one fish per day.)

Supt. W. F. Ingraham recently launched a fine new speed boat on Clear Lake. They had a little trouble at first, as the boat had never been on Clear Lake before and being of a bashful nature, tried to hide under the water a few times. Now Queen Mary steps over the waves with the best of them.

E. G. Taylor, I&D brakeman, has bid in the Calmar switch job.

Earl McGarvey went to the Iowa division to take the miles for June. Passenger conductor A. E. Johnson was too busy to go down there this month and had Mr. McGarvey go in his place.

Wm. Flynn, who has been on the Calmar job, has returned to Mason City and is now helping Mr. McGarvey learn how to handle the meat run on No. 62.

Grace Moran of the DF&PA Office, Mason City, has returned from a vacation spent visiting her sister, Mrs. F. G. Mace, in Ottawa, Ont.

Roy Lang, freight conductor, has been off duty for a few weeks on account of illness. We hope he will soon recover and be back on his run again.

We are sorry to report that A. J. "Duke" Moore was confined to his home for a week

THE BETTENDORF COMPANY

STEEL FOUNDERS

CAR BUILDERS

ORIGINATORS OF THE



ONE-PIECE SIDE FRAME



OFFICE AND WORKS

BETTENDORF, IOWA

'M-F'

Lock Nuts and Water-Tight Bolts

Used on Rolling Stock of Leading Railways

MacLean-Fogg Lock Nut Co.
Chicago, Ill.

BILTRITE

WILL NOT SLIP

HEELS and Cord-on-End SOLES

RUGGED
AS A
MOUNTAIN
MOGUL



and as dependable
on the job

For every job that calls for endurance and stamina... for ground-gripping tenacity and sure-footed safety, BILTRITE HEELS and BILTRITE Cord-On-End Soles make the stiffest grade! More economical, too, for BILTRITE'S extra wear means substantial savings for the entire family!



Have your shoes with BILTRITE heels or soles this season.

with a heart attack which was brought on by an investigation up to him that the bank off the best home here. Duke was hospitalized, but recovered, and at present is back to work, and something else turns up.

C. H. Metcalfe, chief clerk, Superintendent's Office, seems to be the strongest supporter, so far this season. C. H. M. reports 7 picks, 5 driver team and 3 northern side for the coming day this year, who have made some very fine catches since then.

I&D Division—Central

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

Agent E. L. Everett, Milwaukee, recently entered the veteran's hospital at Lincoln for a future operation, after which he intends to take a month's vacation through the West.

The Iowaburg Inn without being defeated in E. M. M. the going team in 2 weeks Sunday day. A case of beer was offered as a reward to those boys if they could find the last 1000 men.

H. J. Worthington, captain of police, Sioux City, suggests that a correction be published regarding the article in a recent issue stating that his Postcard car failed for gas and that he was pushed in by a heavy truck. Ray states that the Postcard was not stopped, and when Ray's postcard was found it was out of oil. Ray asked this apple knower what kind of oil to put in and was told any kind, even motor oil would do, and the going side to find any, but a large dose of motor oil into the crank case, but still it wouldn't work, so Ray always going to behind a team of mules, pulled by the engine engine-horse.

Home C. Snow, mail agent, Sioux City, recently returned from New York City, where he attended a meeting of the Freight Section of the Association of American Railroads.

Retired conductor W. B. Anderson, now resident of California, was a recent visitor in Sioux City.

Paul J. Hanson, T. L. Sioux City, who was until his retirement a few years ago cashier at Sioux City Stock Yards Office, died at Sioux City May 10th. Mr. Hanson entered the service of the company at Madison, Wis., coming to Sioux City in 1892.

THIS AND THAT, HERE AND THERE—

Engineer and Mrs. Gus Guakill vacationing at Buffalo and Niagara Falls... Tony Oberst of section four, Geddes, spends Sundays playing with Lake Andes ball team for the season. Mrs. W. H. Beck and son of Geddes moved to Chicago where Mr. Beck is now stationed.

Arthur Lane wants to know results of recent fishing trip made by Agent Paulsen of Delmont.

Woodrow Whitman of Engineers' Dept. at Aberdeen, went to Montana to visit parents and to get some of Mother's good meals.

School now closed, Martin Kuhn has moved his family from Charter Oak to Scotland.

Agent Olson, Marquette, called to Mrs. Iowa, account death of brother.

The wife of Chas. Plumb, agent at Luskville for many years, who suffered a stroke several months ago, now returned with daughter-in-law to make home in Ray, Minn.

Engineer Louis C. Sharver recently covered an extensive strip of lumber to the factory recently and at the same time was

negotiating about a contract to go abroad. It is believed that Louis is going to go out over and getting a ship to meet of the business in Europe.

H. L. Hadden, chief dispatcher at Sioux City, made a trip to Washington, D. C., in the interest of the Railroad Railway Service Corps recently.

The Sioux Valley Singers from Mount Pella, Calton and Sioux City traveled by special train to Rockford, Ill., to attend the National Singers' convention on June 14th.

Freight Car Dept.— Milwaukee

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

KNAP-SHOTS AT THE HIAWATHA BALL—MAY 29TH

Fifty Knap-Shots, waiting around with a lot of complete satisfaction.

Andrew Gory, Knap-Shots, to show with the last two and one of five.

Monday's Knap-Shots and Knap-Shots showing the possession of their husbands becoming great news stories.

The Knap-Shots described in a group the time to show with a team of five.

Fifty Knap-Shots were present to show the Knap-Shots with the "Feminine Beauty" to be introduced to the gathering. The Knap-Shots were up late last morning.

George Drexler and Ely Gandy were to get up tonight in Milwaukee.

Well, anyway, a good time was had by all.

G. A. Drexler's first year in the general business on June 1st, according to the 2 Knap-Shots, present to show the Knap-Shots with the Knap-Shots in Chicago. Walter M. Drexler was present to show the Knap-Shots.

Yarns Wackerworth is having a successful season of golf. He placed second in a Knap-Shots match at Curtis Park, which really places him on the Curtis Park team.

The sound of the Knap-Shots will be heard by Knap-Shots this month of July and wedding bells will ring. Knap-Shots and Knap-Shots will become Mr. and Mrs. on that date.

A wedding of interest to Freight Shop employees was that, on June 1st, of St. Louis, and Donald Trench.

It is a pleasure to report that Frank Drexler is making a speedy recovery at Soldiers' Home Hospital where he recently underwent an operation.

FREIGHT SHOP SPORT NEWS—

Lou Wernick of the On Wisconsin team picked himself into the baseball spotlight recently. He relieved a teammate after the opposing team had scored ten runs. Lou and such a good job of pitching that the final score was 11 to 10 in favor of the On Wisconsin. Herman Gaudin, team manager, contributed a single and two doubles to lead the attack.

Minotaur's team, the Chippewas, ran into the East Mall and before the Mall could be figured out, the Chippewas were snatched by a score of 11 to 1.

Manager Ted Drexler of the Varsity team finally has his boys in the "win" column, and why not? He should, with such pitchers as "throw them high bunker" and "lopp them in Art Grotke."

Much credit is due our Hiawatha team for its play in the Oxford and Shorewood League. Already the team has a large following due to the fact that each man is out there for the sake of the sport and not for glory. The Car Department contributes the following men to this team: Richard Bauch, Ray Fendryk, Roman Rozek, Ted Tamm, Al Roscoe, Gene Haskewski, Harry Petrosek, Billy Bell, Ray Baum, Sunny Pierce and Al Damske. Come out and watch them play. The schedule are posted on the bulletin boards.

La Crosse & River Division —Wisconsin Valley

Mrs. Lillian Atkinson, Correspondent,
Care Act. Dept., Wausau, Wis.

Hugo Von Guechten, Bremen, Wausau, Wis., underwent a major operation at the Veterans' hospital near Milwaukee, recently. At the present writing his condition is reported favorable.

Louis Reinhold, employed in the car department at Tomahawk for many years, passed away at his home on May 4th. The division employees extend sympathy to Mrs. Reinhold and family.

Don Tracy, retired engineer, passed away at his home in Merrill May 10th after an illness of several years. Sympathy is extended to Mrs. Tracy and family by division employees.

Mr. and Mrs. N. A. Obay and daughter, Betty, have returned from Annapolis, Md., where their son and brother, Roland, became a second classman early in June during the graduation exercises at the United States Naval Academy, where he is entering his third year. He will spend the summer as a member of a practice crew, each of which will be assigned to a destroyer during the annual practice cruise along the Atlantic coast. While at Annapolis Betty took part in the farewell ball as her brother's "drag." N. A. Obay is an engineer, residing at Wausau, Wis.

Frank Voeltke, warehouseman at Wausau, Wis., has returned to work after an illness of several months.

Frank Tates, son of Mr. and Mrs. Arthur Tates, has returned from Arlington, Texas, where he attended the NTAC the past year, specializing in petroleum engineering. He was recently awarded a medal for efficiency as a corporal. Arthur Tates is employed as night roundhouse foreman, Wausau, Wis.

Iowa Division—Middle and West

Ruby Eckman, Correspondent,
Clerk, Perry, Iowa

Conductor Carl Vodenick's wife was in the King's Daughters Hospital in Perry in June for a major operation.

Alfred Noack of Perry yard section foreman, appointed temporary section foreman at Coon Rapids, while George Ackerman is working as an extra gang foreman with Fred Mathus.

W. J. Stout, agent at Louden, was off duty in June account the death of his father.

Engineer Clyde Dusen has moved his family to Rockwell City. He is now assigned to the Storm Lake way freight run.

Lynn Doud, son of Mrs. W. R. Delaney, was married in Chicago June 1st to Clara Harris, a registered nurse from Peoria, Ill.

Robert Fullerton, young son of conductor George Fullerton, died in a Cedar Rapids hospital June 6th, following injuries sustained when the bicycle on which he was riding was struck by an auto.

Engineer Len Morgan, Ill, retired engineer, died at his home in Perry June 5th. He started railroading in 1877, retiring in 1927.

Frank Houston, night ticket clerk and baggageman at the Perry depot, was married May 18th to Miss Helen Edensburn of Perry.

F. E. Bentley, for many years agent at Rhodes, died recently and Rhodes station was drawn by C. R. Kassell of Keystone. J. N. Hester of DeBham drew Keystone and now DeBham and Cambridge are on bulletin. F. A. Warner, who was agent at Cambridge for many years, retired in May.

Engineer William Rogers is a grandpa again, a son having been born to Dr. and Mrs. Albert Kraus in New York. Mrs. Kraus was the former Isabelle Rogers.

Conductor C. V. Shannon, who held on to the Perry to Spirit Lake way freight runs for a long time, has moved to Des Moines and will hold the night passenger run while Andy O'Loughlin is off duty.

Ross Edwards, son of train dispatcher Earle Edwards, and Robert Shirley, son of engineer James Shirley, graduated from Buena Vista College in Storm Lake in May. Allen Edwards, brother of Ross, graduated from a missionary college in St. Louis in June.

Howard Lee, agent at Postoria, was in the Spencer hospital for an operation for appendicitis in June.

George Orbin, 58, retired Milwaukee carpenter, was found dead in his home May 26th. Death resulted from a heart attack while he was preparing to go to morning church service.

Engineer and Mrs. Ralph Shaw were in Tuscaloosa, Ala., in May to attend the commencement exercises of the University of Alabama. Their son, Vaughn, completed his course in industrial engineering.

Miss Dorothy Goodwin, daughter of conductor Ralph Goodwin, graduated from school of nursing in Chicago in June.

Harry Thomas, who worked in the Perry round house from 1912 until 1934, when ill health forced him to retire, died at his home in Perry in May.

Still Greater PROTECTION for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb horizontal shocks

CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical shocks

CARDWELL WESTINGHOUSE CO.
CHICAGO

CANADIAN CARDWELL CO., LTD.
MONTREAL

Pay Checks

when your pay stops because of Accident or Sickness—through our liberal Policy issued exclusively to Railroad Men.

Ask a Travelers Agent or write

Railroad

Department



HARTFORD, CONN.

LUMBER PILING—TIES

and

MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago

DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE CORPORATION

Subsidiary of General Motors

LA GRANGE, ILLINOIS

LOCOMOTIVE:

FEED WATER HEATERS

(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS

CENTRIFUGAL BLOW-OFF
MUFFLERS

STEEL TIRES

(Taylor Normalized)

GRID UNIT AIR-COM-
PRESSOR RADIATION

WILSON ENGINEERING
CORPORATION

122 So. Michigan Ave., Chicago

I&D Division—West

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

This community received a very nice rainfall the first of June with a total of two inches. Heavy rains at Canton and east caused several washouts.

AMONG OUR VACATIONISTS—

Engineer D. R. Dale and wife at Washington, D. C.

Storekeeper J. G. West and family at Mason City.

W. C. Hynes and Wm. Hennsler fishing in Minnesota.

Traveling engineer Wolf and family at Chicago.

OBITUARIES—

Former roundhouse employe Fred Sebastian passed away at a sanitarium in Hot Springs, Ark.

Retired coach cleaner Gottlieb Heindold died after a lingering illness at his home.

Retired engineer Irving passed away at Sanborn, Iowa.

We extend our sympathy to their bereaved ones.

Agent Burns of Sanborn has received position of agent at Ventura, where he has moved after many years of faithful duty as agent at Sanborn.

Conductor Foote and family attended graduation exercises at University of Iowa and also visited with Mrs. Foote at Sanborn.

Engineer Andres returned to duty after several weeks' illness.

Two enjoyable picnics were held the past few weeks at the local Hitchcock park when the maintenance of way and the local women's club and families gathered for their annual picnics.

P.F.I. Ray of Chicago has been working the past two weeks at Mitchell while regular P. F. I. McMahon has been on his vacation.

The weed burner has been in operation from Rapid City to Sanborn.

Shorty Cunningham of the local freight force has taken a short course in detective work and his first case was the apprehension of a slicker who picked up a suit case on the platform.

D&I Division—First District

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

MARRIAGES

Miss Mildred Eaton, chief dispatcher's clerk at Savanna for the past four years, was united in marriage with J. Herbert Logan, in Davenport, Ia., Sunday, June 9th. Mr. Logan is employed with the Universal Carloading Co., in Davenport, Ia., where they will reside.

Brakeman Kenneth Booth and Miss Juanita Shipley of Savanna, have announced their marriage, which took place in Muscatine, Ia., on Nov. 23rd, 1939.

Also, just recently announcing their marriage, are Donald Grant, son of Iowa Divn. engr. and Mrs. Earl Grant, Savanna, whose marriage to Miss Kay Flaherty, of Washington, D. C., occurred on Dec. 26th, 1939. The young couple have been visiting Mr. Grant's parents in Savanna.

Brakeman O. Koser and Miss Mildred Law, of Savanna, were united in marriage on Sunday, June 9th.

Switchman Gervase Smith and Miss Alice Swingley, of Savanna, were married on May 1st. Following a wedding trip spent in Chicago, the young couple returned to Savanna to reside.

Allan Eaton, son of frt. house foreman and Mrs. Russell Eaton, of Savanna, was

married to Miss Esther Hindley, of Clinton, Ia., on May 5th.

Miss Katherine Henry, daughter of superv. of tlg. and signals, at Savanna, received her State Teacher's Certificate on June 5th when graduated from St. Clare Junior College, Clinton, Ia.

Mr. and Mrs. Geo. Lakoff, of Port Huron, Mich., visited with Mr. Lakoff's parents, condr. and Mrs. J. Lakoff, of Savanna, during the fore part of May.

Supt. H. C. Munson enjoyed a vacation trip to Ignace, Canada, during the middle of May, sojourning there with a group of friends from Austin.

SYMPATHY EXTENDED

Mr. Wm. Nolan and family, in the death of Mrs. Nolan in Wilmar, Calif., on May 5th.

Mrs. Wm. H. Nettleton and family of Savanna in the death of Mr. Nettleton, age 77, a retired car employe, whose death occurred on June 10th.

Switchman E. J. Waterman and family in the death, May 5th, of Mr. Waterman's brother at their home near Wacker.

At a recent meeting of the freight agents in De Kalb, Ill., the De Kalb Local Frt. Agents' Association was officially organized, and among the officers for the ensuing year we find our Milwaukee Agent R. L. Shafer elected to the chairmanship.

Madison Division

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

The passenger station at Madison will have complete interior change and the work will start July 1st. The boys in the ticket office are looking forward to many new and improved things which will aid the handling of business.

The track Department is busy at Oscar Mayer Plant where change is being made in all lead tracks and an additional track parallel to main line, which will improve conditions.

You have been told about the softball team sponsored by Madison Service Club. Well—the boys needed more equipment and a PEP meeting was held with result that all departments got busy and opened a drive for funds and the answer was exactly \$122. By the first of July the team will be in full regalia, paid for, and funds on hand for running expenses. The team is appreciative of this support and wish to thank everyone for the excellent help.

It is with regret that we report the sudden death of John S. Lyne on May 17th. He was fireman on No. 18 and at Crawford had a heart attack and succumbed within a few minutes. Sympathy is extended to his widow and daughter. A week later his father, Frank, who retired from engine service, passed away at the age of 79. Surviving is his daughter, Mabel.

Thomas H. Taylor for many years the agent at Waukesha, died at the age of 94. He had retired several years ago.

Edwin (Trucky) Prideaux, retired conductor, died at his home in Platteville. You will remember him as an expert horseman, always having a good trotter and taking in all the races.

To advertise the air conditioned coach recently assigned on Mineral Point Line, C. H. Howard, Darlington, has been making arrangements with local schools to give the youngsters a train ride. On one occasion 63 youngsters, each one tendering his own change, bought a round trip ticket and boarded No. 21, detained at Calamine and returned on No. 6. The youngsters enjoyed the outing and are now train minded. Other trips have been made with smaller groups of various ages.

John Lawless is still missing from the ranks at Waukesha. He has a foot ailment and is resting up at his old home in Bridgeport.

Jim McShane is visiting friends in Madi-

son. He is making his home with his daughter in Roseburg, Oregon.

Matt O'Loughlin, agent, Prairie Du Sac, with his hounds, will evacuate July 1st. That part of the line will be abandoned and the station will join up with Sauk City a mile away. One station will service both villages.

Robert Hurlbut has a new girl and Leslie Fiscus has a new boy.

Send in some news.

H&D Division

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

HELP! The H&D Div. consists of approximately 950 miles and this, at least for the present, is to be covered by the column under the heading of H&D. It is frequently difficult to get enough suitable material to produce a representative column. If you hear of news around your stations about employes—deaths, marriages, births, vacations—you might drop me a line telling me about it. This is your column as well as mine and let's make it the best on the system with your support.

Our deepest sympathy is extended to the wife and family of William Herzog, who for several years was agent at Hopkins, and who passed away on May 29th.

Ole Sletten is in the hospital at Webster, S. D.

Roy Sablin, formerly at Virgil, S. D., has been appointed agent at Warner, S. D.

J. R. Nicholas, formerly at Hosmer, S. D., has been appointed agent at Langford, S. D.

M. E. Gillson has been appointed to the agency at Orient, S. D.; formerly of Monango, N. D.

Mrs. Martin Silvernail and children left June 6th for St. Maries, Idaho.

The Weed Killer No. 1 left Aberdeen May 29th for Rapid City to start work. It was composed of Ed Conley, Frank Meyers and Lloyd Mills. From the news we've heard around, shortly after their departure two women boarded a south passenger one afternoon and journeyed to Rapid City with the idea to keep their eye on the men.

We welcome signal maintainer M. E. Barton who was appointed, succeeding E. S. Reeves. Welcome to our midst, Mr. Barton.

We also welcome into our happy family R. W. Graves and family, who succeed Mr. and Mrs. Jim Shea.

L. D. Phelan and wife recently left to see their sons, Jack and Jim, graduate from their respective schools, Annapolis and Univ. of Minnesota. They also plan an extended vacation.

Jap Wik has been appointed 2nd trick dispatcher at Aberdeen. Glad to have you around, Jap; we enjoy your company.

H. F. Gibson has been appointed 1st trick dispatcher at Aberdeen. Now watch the insurance policies fly.

Charley Johnson, for several years conductor on the Edgeley line, for the past two months has been undergoing an illness. We sincerely wish him a speedy recovery and hope to see him back here soon.

R. E. Hamilton for many years agent at Orient, S. D., has taken the pension and should be enjoying life at this time. Many happy years are our wishes for you, Bob.

Fred Pedlar, engr. on the east end, and wife, have taken an extended vacation to the west coast.

Herb Walth has been appointed permanent agent at Virgil, S. D.

In the middle of June all the extra operators and agents were working. Looks good for the future.

P. V. Shier has been appointed agent at Monango, N. D.

A. E. Schultz has been appointed agent at Hosmer, S. D.

P. J. Walsh has returned to work following a three-week layoff. He is operator and leverman at E-39.

The W. J. Beck family are contemplating moving to Olivia, as Mrs. Beck is agent at Danube and that is the closest they could get.

MAGNUS METAL CORPORATION

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

•••

•••

CHICAGO



Protect Your Steel at One-Half the Cost

Thorough cleaning of steelwork, which comprises at least half the cost of bridge maintenance, can be eliminated by using NO-OX-ID "A" Special. One coat will loosen old rust scale and penetrate to the metal—chemically inhibiting all corrosion. NO-OX-ID protects even those areas below the decks where the steel is exposed to the corrosive action of cinders, live coal, brine drip, and moisture.

DEARBORN CHEMICAL COMPANY

310 S. Michigan Ave. Chicago
205 E. 42nd St. New York

NO-OX-ID
IRON- RUST
The Original Rust Preventive

A Time Proven Fact YEAR after YEAR *Dependable* RAIL ANTI-CREEPERS

have been vitally essential in track maintenance. They are the only devices which will absolutely prevent the creeping of rail.

THE P. & M. CO.

CHICAGO — ST. PAUL — NEW YORK

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

Youngstown Steel Door Co. & Camel Sales Co.

332 E. Michigan Ave.
Chicago

—OFFICES—
The Arcade
Cleveland

500 Fifth Ave.
New York

—PLANTS—
Hammond, Indiana • Youngstown, Ohio

on the job



Whatever the demand—America's
railroads are fully prepared to meet
the nation's transportation needs.

Association of **AMERICAN RAILROADS** Washington, D. C.