

The
Milwaukee

Magazine



December
1941



Season's Greetings

via the Milwaukee

IN a few days the rush will be on and The Milwaukee Road's mail trains will begin to grow in length and number, all loaded to the bulging point with Merry Christmas. That will be the case particularly between Chicago and the Twin Cities, and the reason for it takes us back to the year 1884.

In that year the then Postmaster General, mindful of the development of the West, made a proposal to The Milwaukee Road for the operation of a fast mail train from Chicago to St. Paul-Minneapolis for carrying mail destined for northwestern states and certain Canadian provinces. Upon inquiry as to when the service could be started, he was told "tomorrow morning."

The train was put into service at 2 o'clock the following morning, Mar. 13, 1884, its operation covered by written contract. In 1892 the Post Office decided that it would no longer make written contracts but would continue the movement of the mails without change as long as the service of the railroad continued to be satisfactory.

Apparently it has been satisfactory, for the road is now in its 58th year as the official line for carrying United States mail between Chicago, Milwaukee, and St. Paul-Minneapolis.

Although Dec. 20, 21 and 22 are expected to be the frenzied days on the Milwaukee this year, the rush is actually expected to extend from about Dec. 1 to 24, with peak days Dec. 17 to 24, during which time a number of mail trains will operate extra sections and practically all trains, wherever bound, will include one or more additional mail cars.

The pictures are used through the courtesy of the photographer, Ralph W. Marks, who is an employe of the Railway Mail Service of the Post Office Department at Chicago.



Motor Truck Service Simply Supplementary

The fact that the railroads thus far this year have performed a greater amount of freight service than in any corresponding period in their history should furnish complete proof for statements that the railroads furnish the country service that no other transportation agency is able to afford.

Further support for such statements was provided recently by Thomas H. McDonald of the U. S. Public Roads Administration. Commissioner McDonald stated that an extensive study now being made by the administration indicates that 70 per cent of all truck trips are within 50 mile zones. Most of the transportation on which the country's production industry is dependent, of course, is spread over much wider zones. Trucks no doubt furnish transportation into the wider zones, so far as some high-rated commodities are concerned, but the great bulk of the country's tonnage moving over longer distances depends on the railroads. The trucks simply pick the preferred tonnage, moving under conditions that make it attractive to them from a profit standpoint. The trucks, therefore, merely supplement the essential railroad service on which the country's whole commerce relies.

The situation is pointedly illustrated by the fact that the *increase* in rail tonnage due to defense activities alone amounts to *more than the total* freight tonnage the truck carriers are transporting.

Commissioner McDonald's statement concerning the large percentage of trucks moving within 50 mile zones also indicates another important fact. If only three out of 10 trucks on the highways move outside 50 mile zones, the claims over-the-road truckers, competing with the railroads, make as to the volume of essential service they are performing, and the claims they also make as to the amounts they pay toward building and maintaining the highways, all are greatly exaggerated.

Carloadings and Freight Service Volume

Comparison of current railroad carloadings with those for corresponding periods 10 years ago do not fully reflect the increase in the volume of freight service the railroads now are performing, for the reason that there has been great increase in the distance the average loaded car is transported. Carloadings thus far this year have not reached the levels reported for 1929, and years immediately preceding. But in the first seven months this year the amount of freight service performed by the railroads, measured in tons of freight transported one mile, was greater than in the first seven months of 1929, or in the first seven months of any preceding year.

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

VOL. XXIX DECEMBER, 1941 No. 9

Published monthly by the Chicago, Milwaukee, St. Paul & Pacific Railroad for free distribution among its employes.

MARC GREEN,
Editor

A. G. DUPUIS,
Manager

Single Copies, 10c Each—Outside Circulation, \$1 Per Year. U. S. Postage on This Magazine Is Three Cents.

Your Copies of Magazine May Now Be Bound

The bindery which each December binds the year's 12 issues of The Milwaukee Magazine in volume form for use in the Magazine office, has agreed to make a special rate for the binding of copies sent in by individuals on the railroad.

Your 12 copies, beginning with January, 1941, and ending with this issue, December, 1941, will be bound in waterproof black buckram, with the name of the magazine, the volume number and the year stamped on the backbone in gold lettering. The book will measure 1" x 8" x 11" and the price is \$2.75.

Those interested should send their copies to the editor immediately, because it is not possible to say how much longer the binding materials will be available in quantity. The check, made payable to the binder, Marcus R. Wilde, should be sent to the editor at the same time the copies are sent. In the office of the Magazine there are a few extra copies of most of the 1941 issues; these will be available to those who put in their requests first. If you lack one or more copies, and cannot find friends who are willing to supply the missing ones, do not send the ones you have until you have written the editor to determine whether those copies can be laid aside.

Overloaded Trucks on the Highways

"A few overloaded vehicles can do more damage to a highway than hundreds of units which are conveying the amounts designated for the route to support," declared T. H. McDonald, commissioner of the Public Roads Administration at Washington, before the recent convention of the American Trucking Association. The statement was made in a warning to truckers by the commissioner that neither men nor materials may be adequate for proper maintenance of the highways. The truckers were urged "not to send vehicles over roads which are built to carry less weight than these carriers will aggregate."

Commissioner McDonald's statement constitutes an official recognition of the extent to which additional construction and maintenance costs are involved in the use of public highways by heavy duty trucks. It likewise indicates that this is a poor time to listen to the pleas of trucking interests to break down the weight and size limitations established by the various states to protect their highways against use for truck loads greatly in excess of those the highways were designed to carry.

Railroads "Brawniest of American Defenders"

"Some confusion and 'bottle-necks' have appeared in defense production, but American railroads can pride themselves that not one minute of defense time has been lost because of any failure of railroad transportation," declares the Pilot's Log, published by the New England Mutual Life Insurance Company.

"To the last and greatest challenge," the Pilot adds, in commenting that no industry has written a bolder or more epochal chapter in American history than the railroads, "that of helping to build an impregnable America, our railroads are responding with the same fiery energy with which they tackled the job of linking the East and the West. For the part they are playing in the present emergency, we salute this brawniest of American defenders."

Illustration of Superiority of Rail Transport

A narrow gauge railroad, with heavy grades and curvature, runs 500 miles from the sea to the beginning of the Burma Road, so widely publicized as the supply route for the Chinese forces resisting the Japanese in Asia. Yet that narrow gauge railroad delivers more freight than all the thousands of trucks operating over the Burma Road are able to carry away from its terminal. To relieve the congestion the British and Chinese governments now are extending the narrow gauge rail line.



In a few days Milwaukee Railroad Women's Club chapters throughout the railroad system will be packing food baskets to make somebody's Christmas merrier. The women shown here are from the Union Station and Fullerton Avenue Chapters, Chicago.

Leave It To

IN ITS 91 years The Milwaukee Road has grown great, both in size and in those intangible attributes which have given meaning to the phrase "Friendliness Is a Milwaukee Road Tradition." Those of us who know that our railroad is unusual in the matter of the friendliness displayed among its people and toward the public, do not have to be told that The Milwaukee Railroad Women's Club has lent its warm-heartedness to the creation of that enviable reputation.

Working for the most part behind the scenes, and giving full play to the typical feminine realism which understands that we who are 30,000 strong are human beings first and employes of a vast railway system second, the Women's Club has grown in size and prestige and in the esteem of the thousands who have known its great heart.

Each day of the year finds the club doing what it can to help the sick, to meet the physical needs of the less fortunate employes' families, and to keep up the morale of the men. For them Christmas is not a time apart, but a time when their activity is greatest, for then the need of the spirit is greatest.

Our officers, recognizing the women as their superiors in the kind of work that needs to be done at Christmas time, lend all the support they can, but from there on out they leave it to the ladies.

Rapid Growth of Club

In order to prove that a magnificent job has been done by those to whom the important, but subtle, task has been left, let us review briefly the record of the organization.

On July 27, 1924, the office of the president of the railroad served as a meeting place for 27 women

who had an idea. The immediate outgrowth of that idea was the organization of the Chicago Chapter of The Milwaukee Railroad Women's Club. The following general officers were elected at that first get-together: Mrs. H. E. Byram, president general; Mrs. Grant Williams, first vice president general; Mrs. Robert N. Scott, second vice president general; Mrs. Carpenter Kendall, treasurer general; Mrs. Elizabeth M. Peterson, recording secretary general; Miss Etta N. Lindskog, corresponding secretary general. Mrs. Herman H. Field was made general chairman of Constitution and By-Laws, and Mrs. B. B. Greer became general chairman of Mutual Benefit.

Soon after the club's inception a chapter was organized in Milwaukee and Mrs. Byram, Mrs. Williams, and



The women of the Bensenville (Ill.) Chapter do their bit at Christmas, and all through the year, as the Red Cross banner indicates.

Mrs. Kendall, with the burning hope of a large, useful club foremost in their minds, began traveling around the railroad, bringing together groups of employes' wives and women employes at division points.

The idea spread rapidly, and clubs made their appearance at many other points. Membership grew by leaps and bounds. The group of 27 became 5,057 by the end of the first year; the number has gone up and up until it now stands at its all-time high of 16,885, and there are 60 chapters in place of the one. For the past several years Mrs. Carpenter Kendall, founder of the Magazine and its editor until her retirement in 1940, has been the president general of the club and has been chiefly responsible for its growth and its increasing importance in the Milwaukee's family circle.

The Work of the Club

Stated briefly, welfare work is the principal purpose of the club, but the word should not be confused with charity, for their endeavor takes them into a much wider field than that of mere charity as the word is usually understood.

Each chapter has a committee which is called simply, and aptly, Good Cheer.

If there is a death in an employe's family, or if he or one of his loved ones is injured or falls ill, a member of that committee can be depended on to make a call at the home in order to lift the morale of the family with a gift of flowers, a kind word, or whatever gesture befits the need.

During the depression years the club as a whole sometimes spent as much as \$24,000 a year on Good Cheer work and general welfare. In ordinary years an expenditure of not more than \$15,000 is sufficient to give material assistance to the average of 400 or 500 families on the road that need it. Each year about 9,000 individuals receive a basket of fruit, a bouquet of flowers, a Good Cheer card, or some other comforting reminder that the women of the railroad, and, consequently, the railroad itself, have a thought for them at a time when they need it most.

But the job doesn't end there. When committees doing social case work for the various chapters determine that particular needs are not being met here or there, the local chapter does the best it can to provide whatever is required—food, clothing, fuel, hospitalization, a physician's service, burial expenses, and many other needs.

Calls are made regularly at hospitals and also at homes for the aged and infirm to visit retired employes and widows of former employes. The women can tell of many cases in which men, lying helpless in a hospital, have discovered an unfamiliar moisture about their eyes when women they hardly knew called on them, bringing flowers and cigarettes.

Then Comes Christmas

At Christmas the chapters give parties for the children, to which all employes in the community are invited. Some chapters join with the Chambers of Commerce in community Christmas celebrations, and within recent years many of them have helped the Service Clubs with their various Holiday affairs.

One of the principal Yuletide activities of the club is the distribution of food baskets or food certificates to those families who are temporarily in need of a helping hand. Needless to say, a family does not have to be destitute to attract the beneficent attention of the women. Employes with large families and small or irregular incomes, as well as those whose families have suffered illness, are the ones who most frequently are aided. The intention is to make Christmas a little merrier than it otherwise might be.

Is friendliness a Milwaukee Road tradition? At Christmas and at all times of the year The Milwaukee Railroad Women's Club quietly attests to the fact that it is, it is indeed.

Just leave it to the ladies.

Food isn't the only thing the women give. These members of the two Chicago chapters are wrapping bundles of clothing, toys, and candy for distribution at Christmas time.

The Ladies



New Diesel-Electric Freight Locomotive Christened at Avery, Idaho

THE attention of the Pacific Northwest was focused on Avery, Ida., on Nov. 8, when Mrs. E. F. Husaboe, wife of the agent-yardmaster at Avery, broke a bottle of St. Joe River water to christen a shiny new streamlined Diesel electric freight locomotive, which was placed in service in the 227 mile gap in the electrified line between Othello, Wash., and Avery.

More than 150 persons from the surrounding countryside turned out for the ceremony, which was made a gala occasion by the ladies of The Milwaukee Railroad Women's Club of Avery. Guest of honor for the day was Granddaddy Shook, 91, a retired Car Department employe and father of Earl Shook, car foreman at Avery. Granddaddy Shook came west in an ox cart, and he was fair popping with excitement as he climbed up into the driver's seat of this newest miracle of transportation and examined the gleaming array of controls and dials.

The giant 5,400 horsepower Diesel is one of the most powerful locomotives ever built. With four articulated units, the Diesel is 193 feet long, weighs 428 tons, has 32 drive wheels, and is capable of a speed of 70 miles per hour. It is equipped with electric dynamic holding brakes, which work on the same principle as the regenerative brakes on the electric motors in the trolley zones to bring trains down heavy grades at predetermined speeds without excessive brake shoe wear or wheel heating.

Prior to putting the new Diesel in service, heavy duty mallet type steam



Engineer Lee Thorne watches the track ahead as the new 5400 h.p. Diesel-electric freight locomotive rounds a curve just east of Calder, Ida., on its maiden eastbound trip.

engines were used in freight service on the line between Othello and Avery. Eastbound, the electric power brings 5,000 tons into Othello, but the mallets can handle out only 4,000 tons on the fast schedule in effect. The Diesel will be able to take out of Othello eastbound what the electric power can bring in, and will be able to make the run to Avery, stopping at St. Maries, Ida., to pick up the traffic from the Spokane connection, in about five hours less time than the mallets.

In order to make the connection at

Marengo, Wash., with the westbound Portland business, it is frequently necessary to reduce the heavy trains brought into Avery by the electric power to 1,500 tons. The Diesel will be able to handle all that the electric power brings in, and make the necessary schedule.

With the installation of this powerful new locomotive, marking the first time that trolley electrification has been bridged by Diesel-electric power, The Milwaukee Road again makes railroad history.

H. E. Byram

We regret to record the death of Harry Elmer Byram, chairman of the board of directors of The Milwaukee Road, on Nov. 11, at Fairfield, Conn. He is survived by his widow and one daughter, Mrs. Helen Burdick.

In October, 1917, Mr. Byram, then vice president of the Burlington Route, came to The Milwaukee Road as president. This office was held until 1925 when he was appointed receiver. Since termination of the receivership in 1928 he has been chairman of the board.

Mr. Byram was born in Galesburg, Ill., on Nov. 28, 1865, and entered railroad service on the Burlington Route in 1881 as a call boy. Subsequently he served as a stenographer and chief clerk; from 1894 to 1902 he was with the Great Northern Railroad in various capacities; from 1902 to 1904 with the

Rock Island Lines. In 1904 he returned to the Burlington as general superintendent, and was elected vice president of that line in 1910.

Harry G. Fowler

Harry G. Fowler, who retired as superintendent of transportation of the road in 1934, died at Irma, Wis., on Nov. 30 at the age of 69.

At the time of his retirement Mr. Fowler had been in the service of The Milwaukee Road for 44 years.

He is survived by his widow, Johanna, and his son, Robert, of Milwaukee.

David Park Saunders

It is with regret that we announce the death of David Park Saunders, 75, in Seattle on Oct. 19.

An engineer with The Milwaukee Road for 47 years, Mr. Saunders retired in 1935. He was born in Rome, N. Y.,

on Nov 8, 1866. He married Dottie J. Anderson on June 22, 1898, in Manilla, Ia., where he also started his service with the road.

When the extension was built, he helped lay the rail west of Butte, Mont., and he located for a time at Deer Lodge. He operated the first passenger train on the new western extension, and also operated one of the first electric motors in 1918.

After his retirement he went to Seattle, where he resided the past seven years. He was a member of the Brotherhood of Locomotive Engineers.

Surviving are his widow in Seattle; three sons, Nile of Peshastin, Wash.; Frank M. of Olympia, Wash., and Var K. Saunders of Los Angeles, Calif.; a twin sister, Jennie P. Farver of Beaverton, Ore.; two brothers, Roscoe C. of Berwyn, Ill., and Herbert C. of Eugene, Ore.

What's Your Hobby?

N FLORUS, daughter of How-
l Florus, secretary to H. A.
ett, trustee, is a four-leaf clover
ty. Her collection, pressed and
d in a large book, should provide
h enough good luck for an entire

1935 Miss Florus, who is now a
n high school, went to New Jer-
a vacation and while there found
7 clovers with an additional leaf
e started collecting them. The
has held her interest and she
s 295 clover leaves which she
hered in New Jersey, Illinois,
braska. She also has 30 five-
cimens, but she has never been
search for them with a will be-
they are regarded as being
of bad luck.

Florus regards her collection as
There is a man named Daniels,
a, Canal Zone, who raises them
some 3,000,000, but he doesn't
cause he isn't playing accord-
ie rules.

Leaf clover collecting isn't this
dy's only hobby, by the way.
quite a company of dolls—10
n and 26 alien ones, represent-
foreign countries—but therein
her story.

y Anton Hudy is a carman
er in the shops in Milwaukee,
time for leisure comes around
ghosis takes place and he
as a maker of both standard
thodox string instruments.
a boy of eight he began to
ument making from an older
nd for 42 years he has been
nd repairing standard violins
are time. That work, which

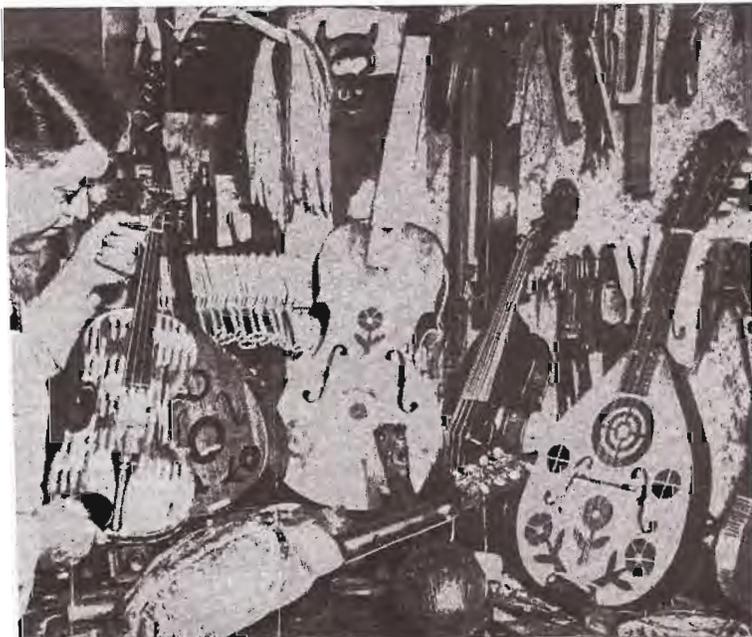


Jean Florus with her collection of four-leaf clovers.

was actually a hobby, soon gave rise to
a secondary hobby of making unusual
string instruments, which has now be-
come his most important diversion.

The violin Mr. Hudy is holding in
the picture is made of 600 pieces of 21
different woods; it took him 700 hours
to construct it. In the left foreground
is his turtle shell back mandolin, and,
at the right, his eight string turtle back
ukulele. He also makes five string
violinolas and patchwork fiddles, as
well as other creations that no one else
ever dreamed of, but which make very
dreamy music—if you know how to
play them.

Anton Hudy is pictured in his workshop with some of his unorthodox pieces of handiwork.



A. J. Laughon Retires

A. J. LAUGHON, solicitor for the
states of Washington and Idaho
for The Milwaukee Road, retired on
Nov. 1, after serving in our railroad's
Law Department at Seattle for the
past 21 years.

Born in Gainesville, Tex., in 1873,
Mr. Laughon came with his parents to
the Palouse country of Washington in
1880. The family traveled over the
old Oregon trail in covered wagons,
and his experiences in Washington
during the pioneer days furnished the
material for his book, "The Spirit of
the Wild Rose Bush," which was pub-
lished in 1924.

Educated in the public schools of
Spokane, Mr. Laughon read law in the
offices of Graves and Turner in that
city, and passed the Washington state
bar examinations in 1891. He began
his law practice with Graves and
Turner, later establishing his own firm
in partnership with Del Cary Smith.
He was appointed assistant prosecutor
of Spokane County in 1910, and a year
later joined the law staff of the Great
Northern Railroad, resigning in 1915
to look after mining interests at Re-
public, Wash. He came to Seattle in
1918 as a solicitor for the Great
Northern, resigning in 1920 to join
the law staff of The Milwaukee Road.

Mr. Laughon has recently organized
the Santa Rita Mining Corp. to develop
mining properties near Tucson, Ariz.
After Nov. 1 he went to Tucson to
take the position of president and
general counsel of that corporation.

Public Investment in Mississippi Waterway System

In connection with the recent annual
meeting of the Mississippi Valley As-
sociation, it was stated that, since 1919,
500 million dollars in federal funds
have been spent for new work on chan-
nels of the Mississippi inland waterway
system, with an additional 75 millions,
by municipal and private interests, for
river terminals and floating equipment.
The Interstate Commerce Commission
reports that the gross earnings of all
the waterway carriers on the Missis-
sippi and its tributaries last year were
only \$12,749,290.

A railroad representing more than
600 million dollars investment, which
did not perform transportation service
producing revenues amounting to great-
ly more than 12 or 13 million dollars
a year of course could not support
itself. Such an investment by a rail-
road, to take care of traffic of so lim-
ited a volume certainly would not be
classified as "prudent" by critics of
the railroads.

Women constitute about three per
cent of the total number of railroad
employees.

Live Stock Loss Prevention . . .

DOMESTIC animals always have been essential in supplying the needs of the human family. Transportation, food and clothing, so vital to the welfare of the early settlers, are only a part of the important services which the live stock industry has supplied in furnishing the immediate needs and cash returns to the pioneers. As science developed new uses for animal products, they became increasingly valuable. Many products that formerly went to waste are today extremely important. There are more than 75 different items in daily use that are produced wholly or in part from the by-products of meat animals. Some of the common ones are soap, glue, buttons, fertilizers, and tankage. More than 100,000 cattle hides are used annually in making footballs, golf bags and other leather accessories. Sheep pelts and hog hides are used extensively in manufacturing gloves and athletic goods. Wool and hair have a wide usage in the manufacturing of clothing, bedding, upholstering, brushes and insulation material. Pepsin, adrenalin, and insulin are three of more than 100 medical products derived from animal glands which are used extensively in treating human ailments. Many of the edible trimmings and glands are used in the manufacturing of dog food. It is estimated that more than one-half billion pounds are produced annually with a valuation of 25 million dollars.

Mr. Thomas E. Wilson, chairman of the Board of Wilson & Company, made the following statement at the annual meeting of the meat dealers in New York relative to the importance of the live stock and meat industry:

"The live stock and meat industry has grown until today it is the largest industry in the nation. Live stock accounts for one-fourth of the income from agriculture. The meat packing industry over the last 20 years has ranked first among all manufacturing industries of the country. The meat sold at retail by nearly 200,000 retail meat dealers of the nation constitutes one-third of all retail food sales. Despite this tremendous growth and the degree of specialization which has developed between the producer, the packer and retailer, we are still bound together by the singleness of purpose which justifies the activities of all of us—that of serving 300 million meat consumers. With this common purpose, the problems of production or of meat packing, or of meat retailing are just as important to the welfare of any one of us as they were to the early pioneer packers who performed all three of these services."

With live stock playing such an important part in the welfare of man, it is entirely logical that every effort

This article, by Dr. W. T. Spencer, regional manager of the National Live Stock Loss Prevention Board, Omaha, Neb., appeared in the October issue of Railroader magazine.

be made on the part of governments to conserve and protect this great industry from all hazards—and they are many. The greatest is that of disease. Losses incident to disease are enormous—many times the determining profit or loss factor. With increased facilities for rapid movement and with far greater traffic in live stock than there was in the early days, the danger of contracting and spreading communicable disease has increased proportionately. Most of the diseases causing heavy losses are infectious or contagious, but with proper care and treatment are preventable and veterinary science has made great progress in preventive medicine during the past half century.

The relationship of animal diseases to diseases of man is recognized by all public health officials. Federal, state and local governments have restrictive regulations governing the sale of meat and dairy products that are to be used for human food. Likewise, live stock sanitary officials have placed restrictions upon the movement and the importation of diseased animals into their respective states.

Sanitation is necessarily a very important factor in preventing the spread of disease—especially the filth-born parasitic diseases that thrive and continue to exist in unsanitary pens and feed grounds. The United States Bureau of Animal Industry, cooperating with the various state live stock sanitary departments, has for many years recognized the importance and the need for adequate regulations governing the movement of live stock through public markets. The central public live stock markets, likewise, for many years have been cooperating with federal and state live stock sanitary officials to prevent the spread of infectious live stock diseases.

Another factor of great importance in the suppression and prevention of infectious diseases is the supervision of transportation facilities. Here the railroads are to be given full credit for the fine spirit of cooperation they have given to governmental agencies in compliance with official regulations. I have made it a point to talk with

many sanitary officials about this particular thing, and without exception the railroad carriers have been highly commended for their efforts and willingness to go along on any reasonable regulation.

In recent years, this problem of transportation as it affects disease control has been greatly complicated by the extensive use of trucks. Sanitary officials advise that they find it very difficult to get cooperation from many of the truckers in carrying out necessary regulations. Reports received from several officials stated that the unregulated and unsupervised movement of live stock by trucks from public auction markets, where proper inspection was not provided was the most potent factor in the spread of animal diseases. Some of them reported that it was not an unusual thing for a load of sick hogs to move through three or four of these auction markets before they were finally sold to some uninformed farmer. And what about the trucks that haul these diseased hogs? Many of them were not cleaned and disinfected before loading other hogs or other live stock going back to farms. It is not an uncommon procedure for truckmen to kick straw and bedding from their trucks out on farms or even along the highway or some other farm, setting up new centers of infection.

With these facts so well known it is obvious that a determined effort should be made to provide for rigid supervision of trucks hauling live stock. This inspection and supervision should be comparable to that required of railroad transportation facilities. Adequate inspection of all live stock sold at auction markets is also important and should be as thorough as that required at public central markets. Unless this is done much of the gains made in animal disease control will be lost.

There are other live stock problems of greater direct concern to men connected with the railroads of the Middle West than are the losses resulting from disease. I refer to the very heavy losses in transit of dead, crippled and injured animals. During the period of movement from farms to packing houses alone the annual loss of all classes is approximately 100,000. Two hundred thousand are visibly crippled and 10 million are bruised to an extent which reduces the sale value of the finished product. The monetary loss on these animals ranges from 10 million to 13 million dollars annually based on current market values. With prices of live stock high, as at the present time, this estimate is probably understated.

Since 1934 the National Live Stock Loss Prevention Board has been diligently working to keep all handlers of live stock conscious of the fact that

(Continued on Page 13)



Sgt. R. J. Dunn

MEET Sgt. R. J. Dunn, Jr., of the 216th Coast Artillery. He is the son of R. J. Dunn, signal maintainer, St. Paul, and grandson of Owen Dunn, retired signal foreman, St. Paul. The sergeant was himself employed in the Signal Department before Uncle Sam called him.

On Nov. 15 Sgt. Dunn left Camp Meade at Riverside, Calif., for Fortress Monroe, Va., for radio and electrical training.



Pvt. Floyd Allan Staples

PV. FLOYD ALLAN STAPLES, before his enlistment, was a coach cleaner at Western Avenue, Chicago. He is now at Camp Forrest, Tenn., a member of the anti-tank company of the 129th infantry, 33rd division.

Floyd's father is the road's equipment maintainer at Rondout, Ill. He and his family have been identified with the Milwaukee for many years. His grandfather, John Christ, was a carman at Savanna, and he is the nephew of

Front and Center!

H. S. Christ of Savanna, an Iowa Division conductor. In addition, his grandfather, J. T. Staples, was chief carpenter in the Bridge and Building Department at Savanna.

Pvt. Staples' company just recently returned from maneuvers in Arkansas, Louisiana, and Texas, and he reports that one of the risks encountered by the men was snakes and lots of them. A number of the men in his outfit were bitten, but he didn't say whether or not they took advantage of the traditional cure for snakebite. He did say, however, that many of them had to resort to quick surgery and cut out the poisoned area with a safety razor blade.

LITTLE did Mrs. Marion Cashill, operator, local freight office, St. Paul, ever dream that her only son, John William, would some day be wearing the uniform of the U. S. Navy, when in 1922, at the age of four, he posed for the picture (below) in his little sailor suit, and succeeded in winning a beauty contest conducted at that time by the former St. Paul Daily News. Now, 23 years old, John really is in the navy, serving Uncle Sam in the Aeronautical Trade School at the U. S. Naval air station, Jacksonville, Fla., which he entered last July. He attended the St. Thomas Military College, St. Paul, before entering the Great Lakes Naval Training Station, Chicago, last April, and left for Florida in July.

To complete the military family, Mrs. Cashill's daughter, Kathleen, was married the early part of September at the Post Chapel, Ft. Douglas, in Salt Lake City, to Lt. Howard K. Petschel, son of Mr. and Mrs. Adolph Petschel of St. Paul.



John W. Cashill, now and in 1922.



1st Lt. Theo. Jakim

THEO. JAKIM, recently employed as instrumentman in the Engineering Department at Western Avenue, Chicago, now proudly carries the title of 1st lieutenant in the 108th Engineers (Combat), located at Camp Forrest, Tenn. The background of the picture speaks for itself.



Aubrey Clayton

AUBREY CLAYTON, son of Clarence Clayton, truck driver in the Car Department, Tacoma, is a radio operator aboard the airplane carrier U. S. S. Lexington, now stationed at Honolulu.

(Continued on page 12)

"I understand," said a young woman to another, "that at your church you are having such small congregations. Is that so?"

"Yes," answered the other girl, "so small that every time the rector says 'Dearly Beloved,' you feel as if you had received a proposal."

Service Clubs

What Have the

**Service Clubs Done
for the Railroad**

and What Benefits

Have the Members

Received?

TO EMPHASIZE the importance of the Service Clubs to our railroad it is well to note the help they have given the Traffic Department in obtaining new and additional business.

We all know that our road has freight and passenger agents' offices in every large city along our entire system, together with similar offices in some of the largest cities throughout the United States. These offices employ representatives whose duty it is to obtain additional business by contacting the shipping and traveling public.

Although these men obtain new business every day, in addition to regular business, it is difficult for them to reach all the business that really can be had.

All railroad employes are not in a position to give the public the information necessary to get their business; it has therefore been decided to have each employe carry both freight and passenger traffic tip cards, whereby, when the opportunity presents itself, he can get the preliminary information for our Traffic Department representatives.

For example, in September, 1941, there were 1,588 passenger and 659 freight traffic tip cards submitted to the Traffic Department. Although the tips turned in that month did not all come from members of the Service Clubs, the greater percentage did, and it is to be noted that without the help of the members of the Service Clubs, our Traffic Department probably would never have been able to get this additional revenue for the company, which

is so essential in maintaining our younger employes on the payroll.

Often the question has been asked: "What have the Service Clubs done for our railroad?" But no mention is ever made of what the clubs have done for the members.

The outstanding part the Service Clubs play in benefiting their members is that they have given some of them who hold ordinary positions an opportunity to uncover their qualifications.

It would not be exaggerating a bit to say that during the three years of the Service Clubs' existence many of their members received promotions just because they were able to bring forth their qualifications by taking active part in Service Club work. It is also worth mentioning that a number of members who were unable to speak before an audience have established themselves as able speakers.

Furthermore, the Service Clubs have instilled The Milwaukee Road's tradition of friendliness in their members in all departments. A feeling of friendship exists today between employes who, only a few years ago, knew each other only as a voice on the telephone, if at all.

The wide acquaintance the average Service Club member now has among his fellow employes tends to bring about smoother and more efficient operation, which is so essential, especially at this time when all railroads have to keep material moving rapidly for defense.

—ERWIN WEBER, GENERAL CHAIRMAN,
HIAWATHA SERVICE CLUB, MILWAUKEE,
WIS.

Number of Traffic Tips Reported by Traffic Tip Supervisors on the Divisions Shown Below During the Month of October, 1941

| Division | No. of Tips | | | Division | No. of Tips | | |
|---------------------|-------------------|-----------------|----------------------|---------------------|-------------------|-----------------|----------------------|
| | Passenger Tips | Freight Tips | Per 100 Employees | | Passenger Tips | Freight Tips | Per 100 Employees |
| Madison Division | 379 | 3 | 53.8 | Terre Haute | 1 | 39 | 4.3 |
| Seattle Gen. Off. | 26 | 10 | 20.9 | Iowa Division | 40 | 14 | 3.9 |
| Ia. and S. Minn. | 37 | 123 | 19.3 | Milwaukee Div. | 27 | 21 | 3.6 |
| Dubuque & Ill. | 124 | 86 | 14.9 | La Crosse and River | 67 | 6 | 3.4 |
| Hastings and Dakota | 82 | 22 | 8.6 | Superior Division | 14 | 7 | 3.3 |
| Rocky Mountain | 47 | 15 | 6.9 | Twin City Terms | 41 | 16 | 3.1 |
| Iowa and Dakota | 67 | 31 | 6.5 | Coast Division | 42 | 7 | 3.0 |
| Kansas City Div. | 13 | 31 | 5.6 | Milwaukee Terms | 93 | 23 | 2.8 |
| Trans-Missouri | 32 | 17 | 5.3 | Chicago Terminals | 25 | 32 | 1.7 |
| Chicago General | 58 | 39 | 4.8 | Miscellaneous | 3 | 4 | 1.2 |
| TOTALS | | | | | 1,218 | 546 | 6.3 |

Lines East

ACTIVITIES IN GENERAL

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

Elder-Dubuque Club

The Elder-Dubuque Club, at its meeting of Oct. 22, elected new officers for the coming year with the following results: Earl Thompson, chairman; L. A. Schuster, vice-chairman; C. E. Doran, treasurer; F. J. Galvin, secretary.

This club has an experienced auctioneer in Charles E. Keating, better known as "15 Ball Keating." He is able to make the boys pay high for an article whether they want it or not. Mr. Truland, a member of the advisory board of the Dubuque Community Chest, was a guest of the club; in his talk he explained the purpose of the Community Chest and how the advisory board operates. Concluding the meeting and the auction, refreshments were served and card games were enjoyed by the members.

Quad-Cities Club

The Quad-Cities Club, with 45 members present at its meeting on Nov. 17, enjoyed two comic talking films and also a film furnished by L. J. Benson, assistant to chief operating officer. The operator, L. V. Schwartz, division storekeeper at Savanna, not only proved his ability as a movie projector operator but also as a good story teller. After the meeting a Dutch lunch and refreshments were served and everyone so thoroughly enjoyed himself that the next meeting should bring out a full attendance.

Mason City Club

The Mason City Club met Nov. 11. They had as their guest Emerson Decker, a local authority on guns. He presented a timely talk on the proper use of fire arms. The members received some good pointers for the hunting season, which opened the following day. This club has a system for building up its treasury. Each member donates a certain amount and after the meeting a drawing is made and the lucky member receives half of the proceeds and the other half goes to the treasury. Mr. Meuisen was the lucky member at this meeting.

Land o' Lakes Club

Chairman Usher presided over the club's short business meeting on Oct. 18, which included a lively discussion of traffic tips and other subjects of special interest and then adjourned the meeting so that all would have time to enjoy the grand party which had been planned. A four-piece all-girl orchestra presented such good dance music that all were soon dancing, and it didn't take long for the men to start shedding their coats so that they could stay cool and enjoy every dance.

An excellent lunch, consisting of sandwiches, soda pop, and beer was served during the intermission and it, too, was well received. Mrs. W. Schuenke, who acted as chairman of the refreshment committee, was ably assisted by others, including J. C. Stein, who learned that there are tricks to all trades, even tapping the keg. Members who attended this business meeting and party were looking forward to the one that was planned for November, 1941.

Iowa Great Lakes Club

On Oct. 10 the Iowa Great Lakes Club was entertained by the Safety Department of the Iowa State Police. L. W. Dawson,

sergeant of police, presented films showing the right and the wrong way of driving an automobile, and followed with a talk on the auto laws of the state.

Lee Holt, patrolman, gave a very forceful talk entitled, "The Most Important Part of an Automobile Is the Nut that Holds the Steering Wheel."

A. G. Dupuis, assistant public relations officer, Chicago, was a guest for the evening and gave an informative talk in which he pointed out ways in which railroad people have an opportunity of taking an active part in the community in which they live.

The Spencer, Ia., Chapter of the Women's Club were also guests and after the meeting the two clubs joined together in the basement of the Merchants Bank Building for a social hour. There was pie a la mode and coffee to help things along.

A farmer visited his son's college. Watching the students in a chemistry class, he was told that they were looking for a universal solvent.

"What's that?" asked the farmer. "A liquid that will dissolve anything."

"That's a great idea," agreed the farmer. "When you find it, what are you going to keep it in?"



C. J. Cawley, retiring agent at Pipestone, Minn., is shown entering the 1910 Ford to head the parade held in his honor on Nov. 14.

SERVICE CLUB SIDELIGHTS

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

C. J. Cawley Honored by Service Clubs

On Nov. 14 about 200 co-workers, members of three Service Clubs, joined in honoring C. J. Cawley, Pipestone, Minn., station agent since 1879 and the only agent the company has ever had there. Ninety railroad employees were on the special train that left Madison, S. D., for the occasion; stops were made at Wentworth, Colman, and Flandreau, and when the train arrived in Pipestone, there were 125 well-wishers on board; about 75 business and professional men awaited the group at the city hall.

Led by the Pipestone Elks Band, with the Milwaukee shoulder insignia on their uniforms, the railroad men paraded from the station to the city hall in a body, with Mr. Cawley, who was to retire from service on Dec. 1, occupying a place of honor in a 1910 touring car (which, incidentally, came into being when Mr. Cawley had been agent for 31 years).

Francis Dunn presided over the testimonial program which included talks by W. J. Hotchkiss, superintendent; F. J. Newell, head of the News Bureau, Chicago; R. A. Burns, DF&PA, Aberdeen; W. J. Wenzel, traveling freight agent, Minne-

apolis; and Lisle Young, public relations representative, Aberdeen.

J. J. O'Brien, Dan Lawler, and A. D. Smith, retired Madison conductors who ran through Pipestone for many years, and A. A. Horton, agent at Fairmont, Minn., who has served on the division for 58 years, were also on hand.

Mr. Cawley addressed the group briefly, reminiscing on some of his early-day railroad experiences and expressing his thanks for the tributes. He recalled how, when the road was first being built, the people of Flandreau voted a bonus of \$10,000 if rails were laid into the village by Jan. 1, 1880. The materials didn't arrive fast enough, so the builders tore up a mile of track, ties and all, and went into Flandreau with flying colors, closing the gap when supplies were received later.

The Madison Service Club, Calumet Service Club and the Junius Springs Service Club joined in planning this very fine party. Lunch was served by a committee from the Madison Club, and a social hour filled the remainder of the evening until the special train left Pipestone a few minutes after midnight.

J. T. Kaiseratt, general chairman of arrangements, was the moving force behind the party. H. G. Gregerson, agent at Madison, was in charge of the program.

The party was a very fitting culmination to a long and eventful career of loyal and efficient service to his community and to The Milwaukee Road.

Gillick Club Has Good Attendance

The Gillick Service Club met on Oct. 14 with a large percentage of their membership present. The election of officers resulted in the same line up as of last year. This was agreeable to all present and we know that this club will move along in their same good stride during the coming year.

Mid-Southern Club Holds Election

Oct. 12 was the date of the first fall meeting of the Mid-Southern Club held at Jackson, Minn. Election of officers was held with the following results: Chairman—John Clayton, agent at Alpha; vice chairman—Jos Skarda, section foreman at Jackson; secretary—Helen Holden; and treasurer—Edgar Scheid. It seems that Helen is a much better secretary than she would be as a lawyer, as she was unable to convince those present that there were others who could and should take the office of secretary for the coming year. However, we are all pleased, and wish to congratulate these new officers.

To Secretary Holden the word TIP suggests "To Insure Promptness." To insure promptness in solicitation of more business for the Milwaukee make out that T-I-P card and be sure you insure promptness by sending it to your TIP supervisor so that he may act promptly—thus insuring prompt handling with the solicitor who will also act immediately to secure the business before it moves, thus forming a complete cycle—TO INSURE PROMPTNESS—which is spelled T-I-P. Mid-Southern Club has decided to hold their meetings on a week night instead of their usual Sunday meetings, and the next meeting will be Nov. 13 at Fairmont.

A GLANCE AT SOME OF THE CLUB MEETINGS

By W. C. Wallis
Public Relations Representative
Milwaukee, Wis.

Milwaukee Hiawatha Service Club

FREIGHT SHOP UNIT NO. 3

The meeting of this club on Oct. 17 was held at Stanton's Green Mill Gardens in Milwaukee. General Chairman Weber spoke on the functions of the Service Clubs in Milwaukee, including the May Ball, the annual picnic, and the coming party on Dec. 13. Remember that date!

Beer, popcorn, baked ham, cheese and beef sandwiches were served after the adjournment of the meeting.

ROUNDHOUSE UNIT

The Roundhouse Unit staged another of the parties for which they are now famous; this time at Stanton's Green Mill Gardens, in Milwaukee, on the night of Oct. 18. Their meeting was in the form of an amateur show and consisted of talent taken from the shops, sons, daughters, and employes themselves.

Chairman Joe Lofy opened the show promptly at 7:45 (the time advertised in his circulars), with music by the Hiawatha Swing Band as the opening act. This band is composed of eight members of the Hiawatha Service Club Band, a really versatile organization.

The program that followed consisted of three selections on the piano accordion by Miss Marie Biller, daughter of Marty Biller, general secretary-treasurer of the Hiawatha Service Club; various vocal selections; impersonations adeptly performed by Ralph Haslem; comedy routines; a clown act staged by Joe Murovsky, the Hiawatha clown, who held the attention of everyone by balancing an assortment of articles on the tip of his nose.

The speaking program started with a talk by C. A. Kennedy, car foreman at Davies Yard, who discussed the purpose of the Service Club movement.

H. A. Abraham, shop superintendent, spoke next on the subject of what the club can accomplish; and Fay King, general roundhouse foreman, discussed the good fellowship which prevails among the employes taking part in such meetings.

The amateur program then continued with various dancing numbers, including an exhibition of jitterbugging, and a dance routine by the two daughters of Felix Lewis, roundhouse labor foreman. The finale of the musical program was presented by young Donald LeMay, a talented lad with the piano accordion, who has a remarkable singing voice as well.

Judging from the applause, every number of the program, which lasted for two hours, was greatly enjoyed by the crowd of over 200.

Following this program, the colored movies taken at the General Picnic on Aug. 17 were shown.

Dancing to the music of Raymond Brown and his six-piece colored orchestra furnished the entertainment for the rest of the evening, and beer, popcorn, and potato chips were served during the dance.

UNION DEPOT UNIT

The meeting of this unit was held on the night of Oct. 2. Before starting the business meeting proper, Chairman Bruno Heinrich showed colored movies taken at the picnic in August. Another short reel,

THE following bit of inspiration appeared on the Rockford Area Club's announcement of its Nov. 6 meeting:

*The loco' toots the supper hour,
The Hoghead's gone to eat.
The Tallow Pot to his home doth go;
The Con he tries to beat.
But the poor old agent never quits
'Till the curfew calls retreat.*

*His legs are bent, his brow is low,
His hair is turning white.
Though weary, yet he wears a smile,
His eye a kindly light.
'Tis the even' when he meets his pals
At his Service Club tonight.*

showing the Hiawatha Band at its appearance in La Crosse, Wis., and Perry, Ia., was also shown.

Very acceptable door prizes were won by Mrs. Clarence Steed and Herb Wood. Decks of Hiawatha playing cards for the largest numbers of traffic tips were given to E. Hanson and Miss Frances McDonald. After the meeting, a card party, arranged by Miss Irma Knoll and Miss Elenore Francey, was soon in session. Frankfurters and rolls, doughnuts and coffee were served later in the evening.

OFFICE UNIT NO. 1

At the meeting of Sept. 26 John A. Macht was appointed secretary to fill the vacancy caused by the transfer of E. Cary to Chicago. The club elected George Jung vice chairman to serve the balance of the year, replacing E. F. Reinke. The showing of the colored movies taken at the general picnic followed the regular business meeting, and then lunch was served.

Menominee River Club

The Menominee River Club held its October meeting at Crivitz, Wis., on the night of the 14th. After a short but interesting business meeting in the waiting room of the Crivitz station, the club adjourned to the St. Paul Hotel for lunch and refreshments. The Green Bay Club was well represented at this meeting, and took an active part in the general discussion.

Albert Lea Club

The Oct. 15 meeting was held in Albert Lea and included short talks on trucking, traffic, freight car movements and traffic tips by Messrs. Wm. Poeschel, A. S. Kelley, T. W. Burke, Roy Wenzel and Chairman Hanson. After the adjournment of the meeting, a real bingo session was enjoyed by all and prizes were awarded the lucky winners. The members then proceeded up town to the Canton Cafe for a lunch and further discussion before leaving for home.

The Milwaukee Way

(Tune: Highways Are Happy Ways)

*Railways are the safety ways
When you're starting out to roam.
Railways on vacation days
Ride with comforts of your home;
And when your long-earned vacation is o'er
And you are planning on returning once more,
Then travel "The Milwaukee Way"—
We will take you safely home.*

*We have many trains with Indian names
And they sport the beaver tails.
They offer safety and comfort too,
And are the fastest things on rails;*

*And when it happens that you are going
away
On a long trip or just for a day,
Just remember you can't go wrong
On the "Milwaukee" any day.*

*Our rails you'll find on mountain trails
If you plan on going west.
Our motto that never fails
Is "serve you nothing but the best";
And when the time comes that you are taking that trip
Give The Milwaukee Road that traffic tip;
And you will always say
The "Milwaukee Way" was the road that served you best.
(Words by Bob Roberts, locomotive engineer, Madison, Wis. Featured by Jeanette and Charlotte Roberts.)*

Northwoods Hiawatha Club

By Mrs. Lillian Atkinson
Correspondent
Wausau, Wis.

G. W. Hams, agent at Gleason, was elected 1942 chairman of the Northwoods Hiawatha Club at the Nov. 6 meeting, which was held in the recreation room of the Golden Arrow Bowling Alleys at Merrill, Wis. W. C. Wallis, public relations representative, gave an interesting talk on the object of the Service Club and many instructive points were presented. G. F. Hancer, assistant superintendent, spoke on the subject of handling complaints and gave assurance that every effort would be made to adjust them. Agent F. C. West was also among the speakers.

It was decided that the regular meetings would be held on the second Thursday of each month and that the Wausau District and the Northwoods District should be combined, as the membership is comparatively small in each group. After the business meeting the old rivalry between the Merrill-Wausau Professionals and the Northwoods High Fliers was again aired on the bowling alleys. Mr. Hancers' 212, which was the high score for the evening, went for naught, as the Professionals went down to defeat and were 63 pins short when the gun went off.

Ottumwa Club

By K. M. Gohmann
Division Editor,
Ottumwa, Ia.

The 28 members of the Ottumwa Service Club who participated in the American Legion Armistice Day parade in Ottumwa formed one of the outstanding units, each man wearing a white hat with the Milwaukee emblem and each one carrying a large American flag. The commander of the American Legion commented very favorably and expressed his appreciation for the fine representation from the Service Club. All industries and organizations of the city had been requested to participate in the parade.

The Milwaukee employes have given an excellent demonstration of their willingness to cooperate in the national defense program by saving old lead and tin foil, and placing it in the receptacles provided for that purpose by the Service Club. Several large boxes of the old foil have been turned over to the Girl Scouts of the city, who prepare it for delivery to the government; also, a nice contribution was received from Mystic and Rathbun, contributed by employes at those points. The East Division Service Club at Washington is also understood to be making a collection of the old foil. It requires only a little time and effort and is a very inexpensive way of doing one's bit to help our country in its defense program. Old razor blades are also useful items to our Uncle Sam and are just as acceptable as the old foil.

It is hoped that at more points along the division the saving habit will be adopted by employes and we shall gladly accept any contributions or donations of the old lead and tin foil and the old razor blades—just send to the Service Club, in care of superintendent's office, Sherman Street, Ottumwa, Ia.

Lines West

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

Inland Empire Club

W. W. Cutler, who retired on Nov. 30 as agent at Spokane, after 58 years of service with the Milwaukee, was honored at a card party and buffet supper by the Inland Empire Club on Nov. 17.

Bill Cutler began his career with the road in 1883 as a call boy at Perry, Ia. In 1885 he was made a yard clerk, and in 1886 a station clerk. In 1892 he transferred to the Store Department at Marion, Ia., and two years later went to Dubuque, where he remained until 1898, when he went to Chicago as a clerk in the freight station. In 1909 he was sent to Spokane to serve as F.F.&P.A. on the new western extension. He was appointed agent at Spokane in 1918, the position he held at the time of his retirement.

Guests of the club from Seattle were J. N. Davis, assistant to the trustee; B. E. Lutterman, attorney, and A. W. Bigham, assistant general adjuster.

In the short business session that preceded the party, J. N. Davis spoke briefly, complimenting the club on the fine spirit shown.

An election of officers will be held by the Inland Empire Club at the next meeting.

Mount Tacoma Club

New officers elected by the Mt. Tacoma Club at a meeting on Nov. 19 were: Chairman, W. E. Roberts, chief clerk in Store Department; vice-chairman, Lester Prescott, boardman; secretary, W. J. Kohl, city ticket agent.

Retiring officers: C. M. Owen, chairman; W. E. Roberts, vice-chairman; and Hazel Roberts, secretary, were given a vote of thanks for their splendid services to the club during the past year.

Entertainment features of the evening were: Readings by Irene Fearn, daughter of Secretary Hazel Fearn; and a color-sound movie, "Trees and Homes," presented by the Weyerhaeuser Timber Co., depicting the work being done by private logging companies in preserving the Northwest's great timber resources as a perpetually renewed crop, skillfully harvested.

Through Chairman Owen, Mrs. J. N. Spencer, president of the Tacoma Chapter of the Milwaukee Women's Club, thanked the Mt. Tacoma Service Club for the fine cooperation received on the recent People's Store ladies' day. Acting as saleswomen for the store, the Milwaukee Women of Tacoma won \$30 as first prize for developing the most sales during the day.

Plans for a Christmas party, to be held by the Milwaukee Women's Club of Tacoma at the Odd Fellows' Hall on Dec. 18, with the Mt. Tacoma Service Club cooperating, were laid with the appointment of Elmer Cassidy to work with the officers of the Service Club on a committee to assist the ladies.

Prizes in the traffic tip lottery went to H. B. Prengle, brakeman, and a Store Department employe, who shall be nameless (lest he gnaw his nails up to the elbow from disappointment) since he failed to qualify for the prize by being present at the meeting. But something like a wicked gleam in W. E. Roberts' eye told us that said Store Department employe was due to be informed of his bad luck. All that it takes to turn the amiable Mr. Roberts into a not-so-amiable Mr. Hyde is for the Store Department to fail to win one of the prizes given at the club meetings, which, praises be, doesn't often happen.

Frank Wilson, who won the evening jackpot, got in his Christmas giving early by

contributing the prize to the Women's Club, to be used for their Christmas party. Following the meeting, delicious homemade cake and coffee were served by a committee representing the Milwaukee Women's Club.

Northern Montana Club

To aid in financing a Milwaukee Road bowling team in the City League at Great Falls, the Northern Montana Club held a card party on Oct. 9, and cleared \$12.35, according to the report of Club Chairman Bob Ray at a meeting held on Nov. 12.

With this report Bob wound up a highly successful year as chairman of the Northern Montana Club. An election of officers is to be held at the next meeting, set for Dec. 10.

Appointed on the civic affairs committee to represent the Northern Montana Club on civic projects benefiting Great Falls were D. V. Phair, Roy Amick, Mrs. H. A. Heath, and Mrs. C. M. Brown.

Following the business session, a light lunch was served by Anne Hawkins and her always helpful group of ladies of the Milwaukee Women's Club.

Electric Club

"Our Service Clubs are the links in a strong chain, extending from Lake Michigan to Puget Sound, that will hold the business we will need to keep the cars rolling over our line when the present emergency is over," said E. Sears, division master mechanic, at the meeting of the Electric Club at Deer Lodge on Nov. 11.

"The Service Clubs deserve the support of every person who feels that he has a stake in the Milwaukee Road," Mr. Sears added.

Mr. Sears paid tribute to R. W. Owen, shopman at Deer Lodge, who joined the Milwaukee two years ago, and is proving himself to be, in the words of Mr. Sears, "a live wire, and a consistent traffic tipper."

Chairman H. W. Mellon reported that Art Woolman had done a fine job of representing the Electric Club at a dinner given by the Powell County Service Board to departing selectees on Nov. 4, when more than 200 citizens turned out to bid the boys godspeed.

Puget Sound Club

More than 100 members of the Puget Sound Club turned out on Oct. 17 to welcome J. T. Gillick and W. H. Penfield, who were in Seattle to get a first-hand look at the efficient and expeditious manner in which the tremendous flood of business currently originating in this area is being handled.

Greeted with a wholehearted ovation, Mr. Gillick responded with an informal talk in which he paid tribute to the Milwaukee spirit.

"The fine loyalty and intense personal interest in the welfare of our railroad being shown by our Service Clubs will prove most valuable when things return to normal," said Mr. Gillick. "The good service that everyone is helping to give our patrons now will be remembered, and will make customers for us later."

W. H. Penfield complimented the club on the worthwhile things which it is accomplishing.

Other distinguished visitors were Messrs. J. N. Davis, N. A. Ryan, and M. H. McEwen.

Committees appointed by Chairman Jorgensen were: Membership—Laura Babcock, Frank Walker and Warren Dulin; Ways and Means—H. R. Kelley, Leo Kord, A. H. Barkley; and Publicity and Civic Affairs—E. H. Bowers.

The entertainment feature of the evening was a movie shown by the U. S. Coast Guard, a gripping portrayal of the routine heroism of the guardians of our far-flung shores.

Stray Bits

We're Branching Out

Quoted below is a letter which, coming via Superintendent Bannon's office, Milwaukee, arrived in the office of *The Milwaukee Magazine* on Oct. 24. It is from Gonzalo A. Moreno, of Quito, Ecuador, South America:

—
"Quito,
September 30, 1941.

"The Milwaukee Road,
Milwaukee, Wisconsin,
U. S. A.

Dear Sirs:

"Being very interested to know your interesting and informative magazine, THE MILWAUKEE ROAD, I let to addressing you today, for request that you please send me, by return mail and without cost on my part, a sample copy of your magazine, for my prompt perusal and consideration.

"If after reading your publication, I see that I can obtain some information, there shall be no delay in sending my subscription order, as well for my colleagues and friends.

"Thanking you in anticipation for the service, and hoping your est. reply, I am cordially yours,

"G. A. Moreno."

To the Hiawathas

Twin speedster trains of luxury delights!

From streamlined pilot points to beaver tails

A new, distinctive comfort of the rails, Smooth, charming, swift, appealingly invites

Your traveling. Like lofty fleet-winged flights,

Feet moccasined with air, or mystic sails

That float in silent majesty, and trails At eventide in restful, subdued lights.

No smarter trains, no finer can be found

That ride the rails! These Speedtrain Pioneers:

A new car elegance and dignified, Spacious, and rich in colors that abound, A freshness of refinement that endears! The thrill of a rare Hiawatha ride!

—By George Clarence Hoskin,
105 W. Adams St.,
Chicago, Ill.
(a passenger).

Two spinsters were discussing men.

"Which would you desire most in your husband," asked one, "brains, wealth or appearance?"

"Appearance," snapped the other, "and the sooner the better."

A Note of Appreciation to the Choral Club

NOW that people in Chicago and other cities not too far distant are beginning to look forward to the Yuletide appearances of The Milwaukee Road Choral Club, it seems fitting to quote a letter which George M. Dempsey, president of the Choral Club, received late in November from Martha Van Brussel, grade supervisor in the public schools of St. Cloud, Minn.:

"Dear Sir:

"Last year on my way home to Iowa for Christmas I was stranded in the Milwaukee depot at Minneapolis for a number of hours. Those hours could have been very drab ones, for I had missed my train connections and had to make new plans. In place of the time hanging heavily on my hands, the hours were delightfully spent listening to your Milwaukee Road Choral Club. I have thought of the lovely music many times during the past year and

have kept the red, green, and white folder they gave us at that time. I just wanted to write you this note of appreciation and to add that only in America could one find a railroad with a heart big enough to furnish lovely music for travelers at Christmas time. Everyone enjoyed the music so much. I don't know just who was responsible for sending your Choral Club out on the road but perhaps you can see that this person is reached with my thanks as well as that of the other travelers who heard them that day. It won't be long before we will again be going home for Christmas. I'm wondering if we will hear your splendid Chorus again this year.

With best wishes to you for a happy Christmas season, I am

"Sincerely,

"(Signed) Martha Van Brussel."

Front and Center

(Continued from Page 7)



Pvt. William H. Roberts

WILLIAM H. ROBERTS, son of W. E. Roberts, a clerk in the Store Department at Tacoma, is a private, first class, at present serving in the 3rd Division Boat Detachment at Henderson Bay, Wash. He is 20 years old and has two years of regular army service to his credit.

"I never felt so punk in all my life."

"Do any drinking last night?"

"Yes, and when I went to bed I felt fine. But when I woke up I felt terrible. It was the sleep that did it."

A stranger, visiting the Chicago Art Institute, asked a guide to tell him about the pictures. The guide, anxious to oblige, went into some detail, explaining about first one masterpiece and then another, until they came before a frame which brought no comment at all from him. He just stood there, saying nothing.

The visitor eyed it askance, with obvious disapproval, and said to his guide, "This, I suppose, is one of those miserable caricatures which you fellows call modern art."

"Oh, no, sir," replied the guard. "This is only a mirror."

Railroad Tax Increase Almost Half Million a Day

Railroad tax accruals in the first nine months of 1941 averaged approximately \$465,000 a day more than in the first three-quarters of the preceding year. Total tax accruals in the first nine months were more than \$25,000,000 greater than for the full year of 1940, when they reached a level higher than in any year in preceding history. Railroad tax accruals in the first nine months this year were \$126,645,606 greater than in the corresponding months of 1940.

'T WAS EVER THUS

— This record of what transpired in one Aberdeen, S. D., home is typical of what was going on all over the country on Thanksgiving; and the scene will likely be repeated at Christmas. The young man demonstrating his gastronomic prowess is Tommy Faeth, 3, son of J. L. Faeth, clerk in Superintendent R. C. Dodd's office. The woman in the first picture is Tommy's mother.



Anticipation



Action



Inflation

Live Stock Loss Prevention

(Continued from Page 6)

bruises are easily inflicted and that they are costly. Most of them do not show up until the carcasses are on the rail in the packing plants. Recently the board has been emphasizing the need for partitions in trucks handling more than one class of live stock. Mixed shipments in trucks without the use of partitions is responsible for a great deal of loss in both dead and injured animals. Rough treatment by kicking, blows from clubs, canes, whips, etc., while loading and unloading and slamming of gates against animals when sorting are frequently responsible for bruising.

In all classes of live stock shipments, with the exception of calves, the available information shows a much heavier loss from shipments by truck than from shipments by rail. The losses from truck shipments of sheep have been very much greater than those by rail even though the hauls by trucks were considerable shorter than the rail hauls.

A continuous educational program is being carried on by the National Live Stock Loss Prevention Board to reduce these losses. Demonstrations prepared and given by 4-H club members have been most effective in carrying the message of loss prevention.

The following suggestions are offered in the interest of safe handling and shipment of live stock:

1. Don't forget that disease, which may be anything from malnutrition to the most contagious malady, is the great handicap of livestock production.

That Disease, which may be anything from malnutrition to the most contagious malady, is the great handicap of livestock production.

That while science has made great advancement in the recognition and treatment of disease, and although there is much to be had from curative medicine, yet prevention of disease is by far the most profitable method of preserving the health of animals.

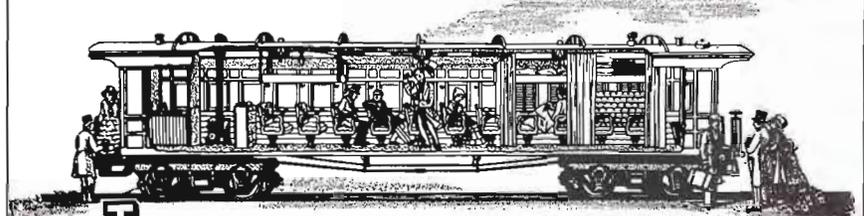
That the best preventive measures are sanitation and scientific vaccination at the proper time.



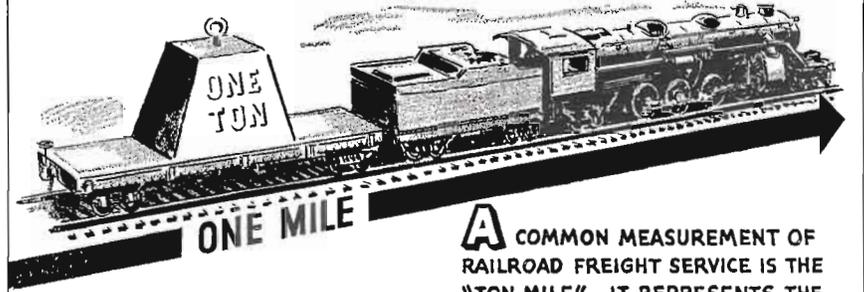
Oblivion

December, 1941

Rail oddities



THE FIRST PULLMAN SLEEPING CAR WAS A DAY-COACH REBUILT BY GEORGE M. PULLMAN AND OPERATED FROM BLOOMINGTON, ILLINOIS TO CHICAGO ON SEPTEMBER 1, 1859.



A COMMON MEASUREMENT OF RAILROAD FREIGHT SERVICE IS THE "TON MILE". IT REPRESENTS THE TRANSPORTATION OF ONE TON OF FREIGHT A DISTANCE OF ONE MILE.

IN 1941 THE AVERAGE RAILROAD FREIGHT CAR TURNED OUT NEARLY THREE-FIFTHS MORE TON-MILES PER DAY THAN IN 1918, AND ALMOST TWO-FIFTHS MORE THAN IN 1929, THE YEAR OF HEAVIEST TRAFFIC.



ASSOCIATION OF AMERICAN RAILROADS (18)

That consulting your veterinarian before your stock is sick may save much trouble and economic loss at a later date.

2. Demand good transportation facilities and proper bedding. Improperly constructed truck bodies and homemade trailers are responsible for much crippling and bruising.

3. Avoid rough handling, exposure to extreme weather conditions enroute and over-crowding and shipping mixed classes of live stock without partitions.

4. Remember that live stock is a perishable product and should be handled with great care. Animals should not be rushed and jammed into pens, chutes and gateways. Do not lift sheep by wool, and do not kick hogs. Abuses Are Costly.

"How did you learn to use both hands equally well, Pat?"

"Shure now and me father, he always said to me: 'Pat, learn to cut your fingernails with yure left hand, fer some day ye might be afther losing yer right hand.'"

Facts

The tax bill of the railroads in 1940 was approximately 400 million dollars, the greatest amount for any year on record.

Railroads in 1940 paid in taxes 36.8 cents out of each dollar of net earnings.

The first patent for a refrigerator car was issued in 1867.

Loss from fires on railroads of the United States totaled \$3,577,764 in 1940, which was less than in any year since the compilation of the records began in 1919 with the exception of one year—1935.

Freight carloadings are expected to be 11.8 per cent greater in the fourth quarter of 1941 than in the same period in 1940.

Train operations on two-thirds of the total railway mileage of the United States are now directed by telephone, compared with nearly one-half in 1920.

THERE was information, and lots of it, to be had for the asking on the night of Nov. 26 when members of the road's large Booster Club in Chicago packed the WGN broadcasting studio to represent their railroad on the Hirsch Clothing Company's "Shoot the Works" program. It was Milwaukee Road Night, and there were 500 employees there to prove it.

The questions asked of those individuals chosen at random in the audience were graduated in difficulty, offering the individual a \$1.00, \$2.00, \$4.00, \$8.00, \$16.00 and \$32.00 question—provided, of course, that he cared to risk what he had won and try for a larger prize.

Three people who faced the microphone succeeded in getting to and

Booster Club "Shoots the Works"

through the \$32.00 query. Of the questions asked these three, those put to Lawrence Riley of the Telegraph Department, Union Station, Chicago, were typical.

Q—By what term do we recognize a first appearance, as in society or on the stage?

A—Debut.

(Mr. Riley decided to try the next one.)

Q—By what term do we recognize the first showing or presentation of a play or movie?

A—Premier.

(Mr. Riley was feeling his oats.)

Q—By what term do we recognize the first admission into a society, club,

lodge, or fraternity?

A—Initiation.

(Asked if he wanted to go on to the next question, Mr. Riley cried out, "Shoot the works.")

Q—What is the first or introductory musical composition of an opera called?

A—Overture.

("Shoot the works again," said Mr. Riley, undaunted by the increasing difficulty of the questions.)

Q—What do we call the first speech of a politician?

A—Maiden speech.

(He had won \$16.00, but the next one would give him a try at twice that amount, so, very soberly, he announced that he would tackle the Big Boy.)

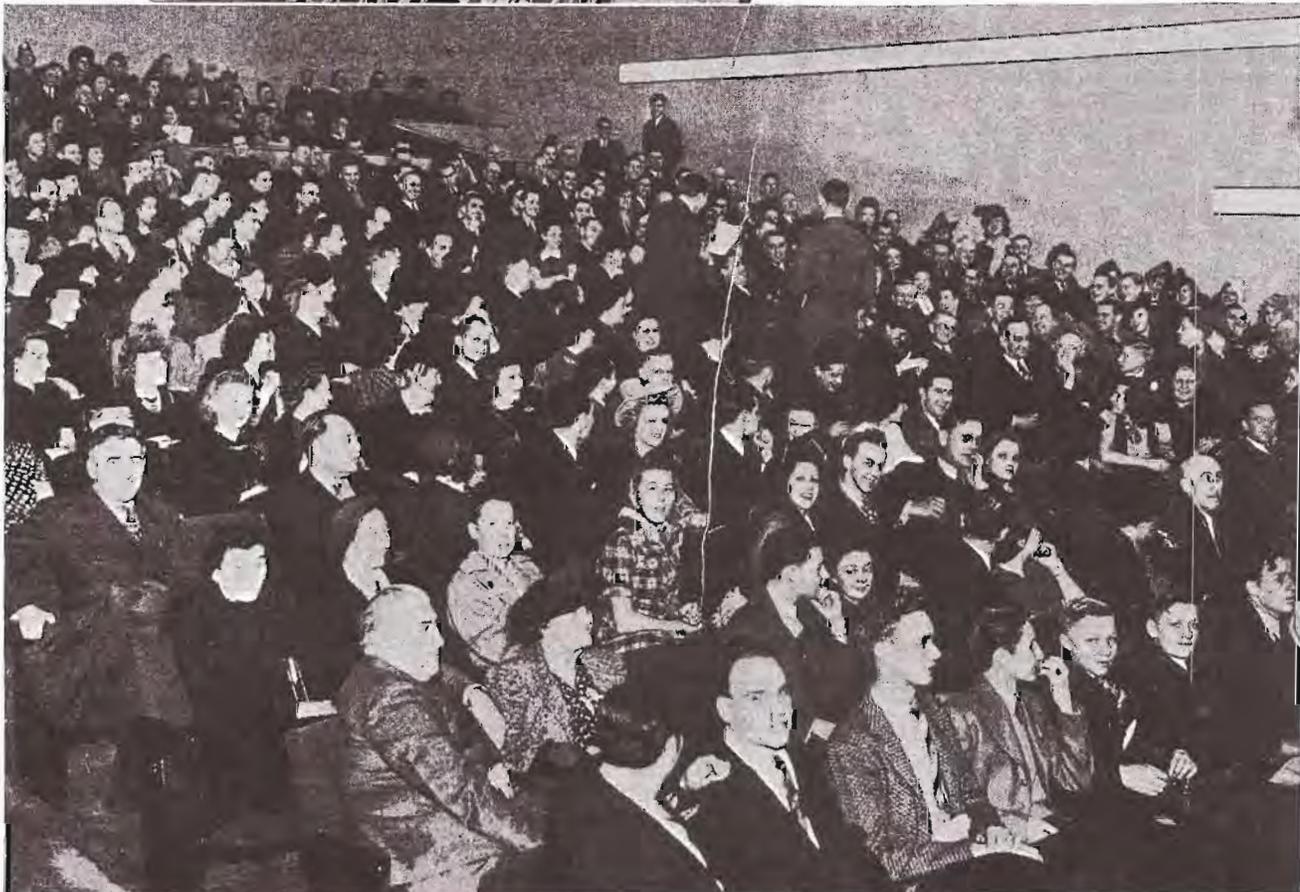
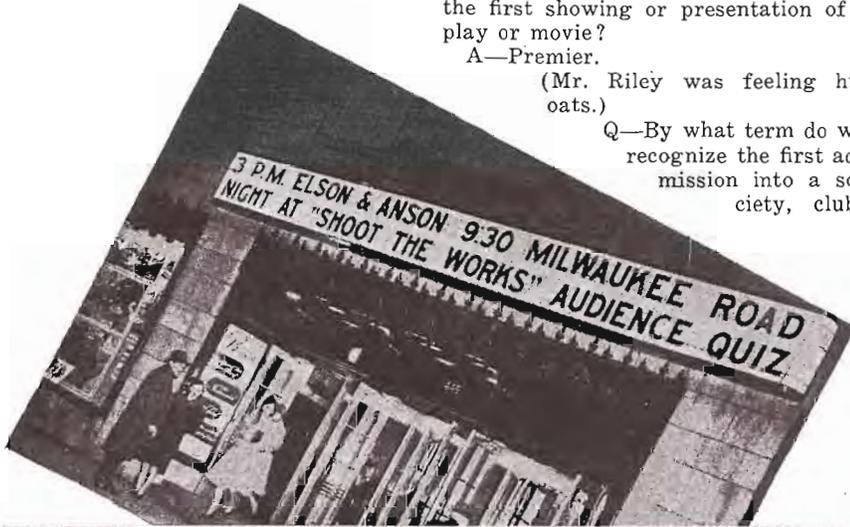
Q—By what term do we know a prefatory statement to a poem, discourse, or performance?

A—Prologue.

And that turned the trick.

It was great sport, and the Booster Club deserves a pat on the back for giving their railroad such favorable representation.

Inside and outside radio station WGN, Chicago, on Nov. 26 when The Milwaukee Road "shot the works". In the lower picture Lawrence Riley, one of the winners on the quiz program, can be seen (enjoying the show immensely) just beneath the script which the announcer is holding.



S P O R T S

John E. Shemroske, Sports Editor
Room 749, Union Station
Chicago

WE HAVE heretofore devoted space only to bowlers representing the road in leagues of their own. At this time we will devote attention to some of our employes who are bowling in other commercial leagues.

Green Bay, Wis.—We have Ray Margraf from the Car Department bowling in the Cosmopolitan League and averaging around 205. Not bad, eh, boys?

Mason City, Ia.—L. J. DeSomery of the Engineering Department, Frank Smith of the Store Department, and George Walsh of the roundhouse are all averaging around 190 or better.

Spokane, Wash.—We hear that five good bowlers represent The Milwaukee Road in a railroad league in that city and are doing quite well. Fred Kratschmer did not mention the names or averages in his letter, so we cannot identify them for you.

Dubuque, Ia.—We have another group of men representing the road in the Trinity Hawkeye League. Its members are Capt. Clarence Horsfall, John Ames, J. Sprengelmeyer, F. Galvin, M. Hobde, C. Johnson and E. Georgen. Last season Capt. Horsfall rolled a 298 game, and this season he has decided to carry a rabbit's foot with him to get those extra two pins for that 300 game. Keep plugging, Capt.

St. Paul, Minn.—John Guzy, our traveling passenger agent, is quite a lad, I understand, when it comes to winning medals and collecting cash from ABC competition. Carl Sorlien, Henry Monge, Stu Olsen, Ray Pfeiffer, Doug Tybering and Glen Nicolin all do their part in representing the road.

Kansas City, Mo.—Proctor Wyman, a yard clerk, and C. J. Sellens, storekeeper, are doing their share and have averages of 190.

Terre Haute, Ind.—We have a group of men representing the Milwaukee but we can't publish their names and averages because Christine forgot to mention who and what they are, but I understand they are doing quite well.

Chicago, Ill.—Herb Gumz of the ticket auditor's office bowls in Chicago's tough Windy City League, plus a few others, and is averaging around 200. The other night Herb rolled a 700 series and was instrumental in helping his team stay on top in that league. Another top-notch is Harry Kumrei. For the past several years he has averaged around 190.

I wonder how many of you old timers here in Chicago remember the old

Crystal Alley days. Boy, there was a league! Going back many years ago brings to memory Herman Treskett of the car accountant's office, who rolled a 300 game on Mar. 18, 1924. In fact, it was the first of its kind ever witnessed by your sports editor, and Herman didn't even bat an eye when throwing his last ball for that perfect game. Yes, folks, a smooth bowler was Herman and a swell lad. Instrumental in helping the boys round out their league were our officers. Among them were J. W. Severs, W. Kruckstein, W. F. Miller, F. H. Jeffrey, E. J. Knoll, W. P. Heuel and the late O. P. Barry. Many tough matches were held amongst them, and the best of these men was our car accountant, E. J. Knoll. W. F. Miller, our freight auditor, still continues along with the boys and does very well. Among the other old timers were Joe Gleason, Tommy Gavin, the back-up artist, Harry Kumrei, the late Ed Heyn, Felix Specht, Old Man Stowell, who is general manager of his team now, Wm. Faus, John Gannon, Bill Hettinger, W. Dietze, D. Ramsey, and many others, too numerous to mention.

League Activities

CHICAGO—Had a Turkey Night on Nov. 18. The winners were Geo. Weigraf with 654, followed by Geo. Larson with 637 and Harry J. Feller with 630. Needless to say, all three boys ranked ace high with their family relatives. Harry J. Feller, while winning a turkey, was also instrumental in helping the Milwaukee Specials sweep three games, and Aub Sundet, the up and coming classic leaguer, won high game, enabling his team for the first time to win four ways. The match between the DeKalb Quality Hybrid team and the road's Fisherman team ended in a victory for the Hybrid team by 17 pins. It was a walk-away for the Milwaukee boys until the last game, when they were swamped by 107 pins, which tells the story. The Milwaukee boys will engage in a return match to be held in Elgin, Ill., on Dec. 28 at 2:30 P.M.

MILWAUKEE, Wis.—Johnny Pluck has more fun while bowling than anyone else in the league, which may account for the fact that he is always up there. Harvey Zunker out of the league most of last season due to being transferred to Chicago, returned to Milwaukee and started bowling Oct. 27 and took over the individual lead.

Have a Look

THE next Annual Hiawatha Bowling Tournament will be held in Minneapolis on Apr. 11 and 12, 18 and 19, 1942, so get your teams lined up. More will be said in the next issue of the Magazine and you may address Chris Behr for reservations and information at 2633 29th Ave., South, Minneapolis, Minn. Only Milwaukee Road employes are eligible.

Another great tournament you are invited to attend is the American Railway Bowling Association's 21st Annual Tournament on Mar. 14 and 15, 21 and 22, 28 and 29, 1942, here in Chicago. This is a handicap tournament and will be 70% of your average to 180. Entry fee is \$1.00 for each event and all railroad, Pullman, Railway Express, and steamship employes of the United States and Canada are eligible. This is quite a tournament and the prizes run into big money as the affair is nation-wide. All bowlers interested should get in touch with E. W. Hampton, secretary, American Railway Bowling Association, Box 67, West Springs, Ill. More will be said about this tournament in the next issue of the Magazine.

Bowls in several big leagues in Milwaukee, looks like a big leaguer, and ought to be right up near the top at the finish. Marty Makoutz, a smooth performer, throws easy and with a bit of a prayer. Felix Coerper, an old timer, puts a lot of stuff on his first ball, which usually is enough. Johnny Sultz, a newcomer in the league last year, was a little slow getting started but is now a big help in keeping his team up there in the first division. George Jung starts his hook off his heels, but probably gets more smear with it than anyone else in the league.

MITCHELL, S. D.—C. D. Wangness reports that the league is going right along, with the Tomahawks in first place with 11 and 1 and tied for second place are the Chippewas and Marquettes with 7 and 5. Erdman leads in averages with 183, followed by Schirmer with 163 and Wermer 162.

SEATTLE, Wash.—L. M. Weigand sends one of those tissue copies of his, and I note that W. McFadden is finally getting some competition from Morgan and Webster. Either that, or else he is beginning to shoot his regular average.

In conclusion, may we please remind all of you to get your items of sports interest into this page before the 18th of each month.

The Milwaukee Railroad Women's Club



The group that attended the Miles City Chapter's dinner in honor of the retired veterans on Nov. 3. It is an annual affair.

Miles City Chapter

PEARL FARR, HISTORIAN

We have been busy with fall social activities. First affair of the season was a card party given by Mrs. W. H. Fellows and an active committee, using appropriate Hallowe'en tallies and decorations. There were 18 tables in play and all enjoyed a nice social evening, concluding with seasonable refreshments.

The second affair was the annual dinner given Nov. 3 in honor of our retired veterans between the hours of five and seven o'clock. About 175 people were present. Mrs. A. W. Hervin, president, welcomed the guests in a charming manner.

The following retired employees registered as present: Sievert Hale, Fred Walpole, F. D. Campbell, Pete Cunningham, W. R. Lefford, Charles Laing, C. E. Cook, W. H. Timberman, C. C. Vanderpool, W. F. Biddison, W. H. Kelly, Chris Madsen, Ed Manaig, W. A. Martin, Joe Kern, F. L. Reynolds, E. J. Flesher, Tom Brown, Alfred Laguerquist, Guy Hotaling, George Bennett, Ed Haughawout, A. J. Hines and Mike Ott.

Mrs. George A. J. Carr was chairman of the program which was enjoyed after the dinner and which opened with community singing led by Mrs. Carr. Mrs. Ira Caine was accompanist. Donald Cremer sang "Moonlight and Roses" and "My Little Colleen," his mother accompanying him. Lisle Young of Aberdeen, S. D., public relations representative, gave an interesting talk on accomplishments of the Milwaukee Women's clubs and service clubs and complimented the local women on their achievements. The program was concluded with the audience joining in the singing of "America." Bingo was enjoyed later in the evening under the direction of Mrs. Claude O'Brien.

Committees in charge of the dinner included the kitchen group composed of Mesdames W. L. Cain, Adolph Carufel, Arnold Ronning and O'Brien and the dining room, Mesdames Alex Caudel, Custer Greer, Dave Hagerty, Dan Brady and Frank Spear.

Marquette Chapter

MRS. A. R. FERRIS, HISTORIAN

Our October meeting was called to order by President Mrs. Stuckey and after the business meeting was completed we were pleased to hear a very interesting talk on relief and the affairs of this organization by our guest of honor, Miss Etta Lindskog, Secretary-General of this Club.

Cards followed and prizes were won by Mesdames Ernest Donahue, Nels Cardin and Fred Kleinow. Mrs. Albert Tesar won the door prize. A very dainty luncheon was served our guest and members by Mrs. Nels Cardin and Mrs. Roy Campbell.

Avery Chapter

MRS. E. H. SHOOK, HISTORIAN

Our chapter met on Sept. 3 with Mrs. Jack Hillsdon, first vice president, presiding. Mrs. Murray, our president, was ill. The matter of purchasing a piano for our club rooms without taking money from our treasury was discussed, and members voted to put in one dollar each towards same. Meeting closed and cards were played and luncheon served. Mrs. Wallis Decker won high score and Mrs. Killip low score. Our chapter received a \$20.00 membership prize for going over the top in membership, which brings our Ways and Means earnings to \$97.30 to Sept. 1.

Our October meeting was held on the first, our president, Mrs. Geo. Murray, presiding. Reports were read. Ways and Means expects to put on a box social card party in October and a play in November. Plans were also made for a winter recreation club to meet each week at the school house. Our Membership chairman, Mrs. Bob Brown, has certainly done a fine piece of work this year. Mrs. Earl Killipp, our Good Cheer chairman, has also done a great deal, with sick calls and flowers and all sorts of good cheer. Just seeing her help, she is always so cheerful. Upon adjournment Mrs. Koehler and daughter entertained and Mrs. Earl Law won high and Mrs. James low score.

La Crosse Chapter

MRS. C. J. WETHE, HISTORIAN PRO TEM

Our November 5th meeting was preceded by a dessert luncheon served by a committee of four members. Treasurer reported \$112.19 on hand. Mrs. Hanson, president, gave a talk on saving for Defense Bonds. A motion was made that all ladies holding office for one year should continue in office the coming year. Secretary was instructed to cast the ballot for all. New officers nominated were: Mrs. Frank Rickard for secretary, and Mrs. C. J. Wethe, historian. Our Dec. 3, meeting will be a Christmas party with a co-operative dinner at 12:30 and an exchange of gifts.

An invitation was read inviting the Club to Golden Wedding Anniversary of Mr. and Mrs. Wayne Betts Nov. 11th. Mr. Betts is a retired veteran of the Milwaukee Road and Mrs. Betts is a charter member of the club, so Armistice Day this year was celebrated in a very different way from 50 years ago. This day there was a family dinner at the Betts home with 25 in attendance, three daughters, nine grandchildren, besides other relatives. Mr. Betts' brother and wife, who had been married 55 years, were present and both couples looked as though they might have been "sweet sixteen." Rooms and tables were

resplendent with bouquets of golden flowers. About two hundred friends called between 3 and 6 p. m. to congratulate Mr. and Mrs. Betts.

Sanborn Chapter

MRS. LLOYD McDONALD, HISTORIAN

On Oct. 31 our president called a special meeting to welcome Miss Etta Lindskog, Secretary-General, of Chicago. A large crowd was out to hear the very fine reports Miss Lindskog gave of our sister chapters. At 12:30 luncheon was served in the dining room of the Omer Hotel. Our president, acting as toastmistress, introduced her officers and committee chairmen in a very clever way, comparing them to the train crew who were to help carry on.

The tables were decorated with garden flowers and small packages tied in the club colors were found at each place. These were donated by our business men. We were also very pleased to have Mrs. Mayme Parker, an old member, with us. A lovely time was enjoyed by all and we were very happy to have had Miss Lindskog with us again. Seven members and our president accompanied her to Spencer.

Madison, Wis., Chapter

MRS. J. A. TOMLINSON, HISTORIAN

Our regular meetings were resumed Oct. 2 at 2 p. m., Mrs. J. J. Lietz presiding. We were very happy to find our club rooms completely renovated with a new paint job and new kitchen curtains. It was voted to give \$5 to the Community Union.

A one o'clock luncheon preceded our Nov. 6 meeting, served by the following committee: Mmes. Welke, Klebesadel, Brey, Burke, Shepley, Hatter, Lietz, Peck, Wilke and Allemang. The tables were lovely with autumn flowers and gay napkins. New officers elected at business meeting were: President, Mrs. William Warren; first vice-president, Mrs. I. Brey; second vice-president, Mrs. Jos. Creegan; recording secretary, Mrs. R. Hurlbut; treasurer, Mrs. A. Fishneck; corresponding secretary, Mrs. C. Stephens; historian, Mrs. K. Kunz.

It was voted to have a pot-luck supper for our December meeting. All members and their families were urged to attend. Mrs. W. Murphy was appointed chairman with the following committee: Mmes. Hodgson, O. Klein, Fishneck, Smith, Knope, Conway, Kinney, Rogers, Hurlbut, Fitzpatrick and W. Klein. A letter of thanks was voted for Messrs. MacDonald and Cameron for redecorating our club rooms. Our Sunshine committee reports sending 16 cards to the sick. Welfare committee reported no need for welfare during past two months.

The following poem is submitted by our chapter:

WHICH ARE YOU?

Are you an active member, the kind that would be missed,
Or are you just contented that your name is on the list?
Do you attend the meetings, and mingle with the flock,
Or do you stay at home and criticize and knock?
Do you take an active part to help the work along,
Or are you satisfied to be the kind that "just belong"?
Do you ever go to visit a member who is sick?
Or leave the work to just a few and talk about the clique?
There's quite a program scheduled that I'm sure you'll hear about,
And we'll appreciate it if you, too, will come and help us out.
So come to meetings often and help with hand and heart;

*Don't be just a member, but take an active part.
Think this over, member; you know the right from wrong;
Are you an active member, or do you "just belong"?*

Ottumwa Chapter

K. M. GOHMANN, HISTORIAN

At the benefit bridge party on Oct. 11 at the club house we had 15 tables in play. Mrs. C. F. Ebberts, president, was chairman of the committee, assisted by the other members of the board. The November meeting on the seventh was preceded by a cooperative luncheon at one o'clock. During the meeting plans were discussed for having groups of Milwaukee ladies assemble in various homes and sew for the Red Cross. Reports were given by chairmen of the different committees.

Iron Mountain Chapter

MRS. WALTER L. HELSING, HISTORIAN

Our first fall meeting was held Sept. 16, President Mrs. Henry Larson, presiding. Report was given on card party held by ways and means committee; also on flowers sent to members who were ill. Social committee: Mrs. Larson and Mrs. Wm. Canary; cards and prizes, Mrs. Flom.

On Oct. 21st a group of 30 met at our club rooms for our annual banquet. Mrs. F. Brabant, chairman, was assisted by Mrs. A. Ambrosia, Mrs. Marelli and Mrs. Larson. The delicious dinner and splendid time were enjoyed by all. Business meeting followed the dinner. Members will sell Christmas cards to aid club funds. Cards were played and refreshments were served at midnight.

Dubuque Chapter

MRS. P. H. MCGOUGH, HISTORIAN

Meetings were resumed Oct. 7 after the summer months; 25 members present. Regular order of business, reading of bills and appointment of a nominating committee took place; \$21.77 was spent for good cheer from June to October. Following the meeting cards were enjoyed, with prizes, after which lunch was served and a social hour enjoyed.

Savanna Chapter

MRS. L. I. EVANS, HISTORIAN

Following regular meeting of our chapter October 6th, cards and a social time were enjoyed. High score honors in Auction Bridge went to Mrs. Max Cottrall, in Five Hundred to Mrs. Hans Sorenson, Bunco to Mrs. W. J. Whalen, attendance prize was won by Mrs. C. E. Kinney. Refreshments were served by the following hostesses: Mrs. Alonzo Brown, Mrs. Daniel Kelly, Mrs. Albert Haberbush, Mrs. Jacob Lakoff. Committee reports were as follows: Ways and Means, 60c; Good Cheer, \$2; Rental, \$29.

Tacoma Chapter

MRS. R. W. BEAL, HISTORIAN

The first fall meeting was held on Sept. 29th in our new club rooms over the passenger station. Reports showed that the membership and good cheer committees have been very busy during the summer. Much of the afternoon was spent in deciding how we could make things fit in new rooms. A donation of \$25 was received from a member who was helped by the club several years ago. Thanks to the donor.

October meeting was preceded by a 12:15 luncheon. There was a large attendance. Plans for Bridge luncheon were completed. The club decided to enter contest at People's Store. We are hoping we may again get first prize.

Davenport Chapter

MRS. F. L. BRENTON, HISTORIAN

Meeting held Oct. 13 was our first fall meeting. Plans were made for a card party to be held at the Wonder Bakery with Mrs. Geo. Zell in charge. Mrs. Ann Murphy was appointed chairman of the Nominating Committee. Mrs. Wm. S. Ervin received the attendance prize.

The annual membership dinner was held Nov. 10 with Mrs. Nancy Graham and her committee in charge. A turkey dinner was served by the club, the balance of the menu being brought by the members. A good attendance enjoyed the fine food, fellowship and program which followed. Decorations in keeping with Thanksgiving were on the tables and about the room. A short business meeting followed, at which time new officers were elected:

President, Mrs. C. E. Barrett; first vice-president, Mrs. Wm. S. Ervin; second vice-president, Mrs. E. A. Johnson; secretary, Mrs. J. W. Bowman; treasurer, Mrs. Paul Salzer; historian, Mrs. Geo. Volrath.

Good cheer reported three reached with flowers. A program was presented by the Accordion Seranaders, and Mr. Tom Griberg and Mr. Tom Severs showed several reels of pictures they had taken, with a Mickey Mouse film for the children.

Kansas City Chapter

MRS. GEO. FERRIS, HISTORIAN

Kansas City Chapter held its first regular fall meeting on Sept. 2. Nine members were present. Tea and cookies were served after the meeting.

Our October meeting was in the form of a noon day luncheon and party given by Mrs. E. R. Morrison at her home. A short business meeting followed the luncheon and then a bridge game with prizes, given by Mrs. Morrison. Everyone present enjoyed the day. At a benefit card party held Oct. 23 we had 23 tables of pinochle and bridge. A number of nice door prizes were donated. Everyone seems to enjoy our pot-luck luncheons so we had another on our regular November meeting at the Northeast Y. M. C. A. At the business meeting which followed, officers were elected for 1942.

President, Mrs. W. C. Bennett; first vice president, Mrs. H. V. Banta; second vice president, Mrs. J. L. Tarbett; secretary, Mrs. Clyde Hatchitt; corresponding secretary, Mrs. Guy Rhodus; treasurer, Mrs. C. H. McCrum; historian, Mrs. Pat Savage.

One of our old members, Mrs. A. J. Schutte, passed away recently.

New Lisbon Chapter

MRS. GEORGE OAKES, HISTORIAN

On Oct. 14, regular meeting was called to order by Acting President Mrs. K. Andrews at the lakeside cottage of Mrs. R. Oakes at Pleasant Lake, Wisconsin. Treasurer reported a balance of \$106.65. Good cheer report was five messages sent and five persons reached. Sunshine fund netted 43 cents. A pot luck luncheon and supper were enjoyed by the fifteen members and one guest present.

Our Sept. 9 meeting was held at the home of Mrs. J. Shabatka. Good Cheer chairman reported twenty-four calls. Ways and Means chairman reported \$2.20 profit from lunch and 54 cents from our penny march. Membership was given as sixty-two voting and fifty-two contributing members; this put us "over the top" in our membership drive, for which we received a \$20 prize. After adjournment luncheon was served to the twenty-eight members present by Mesdames J. Shabatka, J. McCathy, H. Arntz, P. Mortensen, F. Rabuck and L. Daniels.

Sioux Falls Chapter

MRS. CLIFFORD E. JOHNSON, HISTORIAN

Miss Etta Lindskog, Secretary General, of Chicago, and Mrs. Jerry Hansen, General Director, of Sioux City, were guests of honor at a noon luncheon given by our chapter at the Palace of Sweets, October 27. A delicious lunch was served, after which Miss Lindskog discussed problems and answered questions which members asked.

Members of our chapter and their families held a pot-luck supper in the club room, October 28. Mrs. L. L. Galland and her committee served about sixty people. Mrs. Walt Adams and Mrs. Nick Kelley very attractively decorated the club room, using Hallowe'en colors, jack o' lanterns, shoks of corn, etc. Bridge was the diversion for the evening. High prizes were won by M. W. Sheldon and Mrs. Nick Kelley and consolation prizes were won by A. B. Main and Mrs. John Nelson.

Sioux City Chapter

LILLIAN ROSE, HISTORIAN

Activities in Sept. began with our board meeting on the 15th with lunch at Scribbins Tea Room. Mrs. J. T. Hanson reported a total membership of 529. The Red Cross gave Milwaukee women credit for 500 garments made during the summer. Mrs. A. T. Kirby was given particular mention for consistently knitting one sweater per week and as another method of forgetting the heat she pieced and quilted a woolen comforter for Bundles for Britain. An unusual siege of sickness kept Mrs. John Carney busy with calls, flowers and cards.

The "winners-losers payoff membership breakfast" was held in the home of Mrs. W. L. Eckert, president.

First autumnal pot-luck the fourth Monday, followed by regular business meeting. Mrs. John McGrath read another excellent paper of the series she has been presenting on Safety First. Mrs. Class gave a report of the Boosterettes summer engagements. In the Labor Day parade they received the blue ribbon for the best appearing auxiliary. At Perry and Ottumwa they were given big ovations for their fine appearance and work. Our chapter joins the Boosterettes in thanking Perry and Ottumwa chapters for their delightful hospitality, and Mr. Gillick and all the other road officials who took such excellent care of them while traveling.

At our October meeting Mrs. E. A. Murphey of the Ways and Means reported \$13.61 netted on the rummage sale. Mrs. J. Carney of the Good Cheer reported two condolence cards and three good cheer cards sent and several telephone calls.

Word got around that Miss Etta Lindskog would be with us at the monthly pot-luck and general meeting on Oct. 27. That drew a crowd of 175. Our Boosterettes lined up at the entrance and gave several most appropriate and exceedingly lusty cheers as Mrs. J. T. Hansen brought in our guest of honor. Much credit to our program chairman for the very interesting entertainment of tap dancing, a pantomime which hit a new high in versatility, and of course, no program with us is ever complete until our Boosterettes have put on their famous drills.

At the business meeting it was unanimously decided to send cookies to all Milwaukee boys in service, and a sufficient number was promised to provide each boy with four dozen, and these cookies will be from our crack cookie artists. There are 43 boys from our Milwaukee families in camps, from Florida to New York, Maine and Iceland, Camp Claiborne, Hot Springs, California, and Hawaii.

In behalf of the Boosterettes who want capes for winter wear, Mrs. A. G. Class asked us to help support their Christmas card sale.

Janesville Chapter

CORDELIA WILCOX, HISTORIAN

Regular meeting was held Oct. 7 with 24 members present, including a new member, Mrs. Wm. Dowd, Jr. Reports: Good Cheer, \$10.47 expended, value good cheer without cost to club, \$20; sympathy and good cheer cards sent, 10; Welfare, \$5.01 spent; personal calls, 6, telephone calls 20, one family helped; Ways and Means, a card party with Mrs. Drawheim as chairman netted \$16. Our session at Cooking School brought us \$10.85. Our chapter also had a Hallowe'en party with Mrs. Kelleher as chairman, and a Feather Party with Mrs. Bennett as chairman. A shower was given one of our members, commencing with a pot-luck supper with 30 guests present. Mrs. Orma Boucher was chairman and baby bridge was played and enjoyed by all present. Mrs. Wallace won attendance prize.

Our oldest and much beloved member, Mrs. Anna Schalter, age 83, passed away Oct. 27. Always active, willing and thoughtful of others, she will be missed by every club member.

Des Moines Chapter

MRS. KENT M. HAMILTON, HISTORIAN

Instead of our usual afternoon meeting in October, we met for supper in honor of our guest, Miss Lindskog. A goodly group of members enjoyed the informal evening, for only a short business session was held and the rest of the time was spent in hearing from our secretary-general.

At our November meeting the following officers were elected: president, Mrs. Ed McLucas; vice-president, Mrs. C. E. Elliott; secretary, Mrs. Carl Shannon; treasurer, Mrs. W. L. Finnicum. Plans were made at this time for our annual turkey dinner to be held in our club rooms Dec. 7.

Spencer Chapter

JUNE BLANCHARD, HISTORIAN

On Sept. 26 Mrs. Jake Erkes and Mrs. Leo Blanchard prepared lunch for the Service Club. The men served themselves and paid 15c each for lunch, which netted the club a little profit.

On Oct. 10 we had our regular monthly meeting early in the evening, for we were invited to a meeting of the Service Club at 8 p. m. We were happy to have so many ladies from out of town. Mrs. Merchant, president, announced our club received a \$20 membership prize. The men had an interesting program, the outstanding feature being a movie and talk by Iowa Highway Patrol on safety. A committee served pie a la mode and coffee.

On Oct. 31 our chapter met at a special afternoon meeting at Hotel Langney with Miss Lindskog as honored guest. Several ladies from Sanborn and Ruthven were present. Miss Lindskog gave an interesting and beneficial talk in regard to club activities. A chicken dinner was served in the private dining room after the meeting with many of our husbands present. Flowers from the table decorations were taken to shut-in members.

On Nov. 10 we met for regular monthly meeting. A pot-luck dinner was served at tables decorated in keeping with Armistice Day. Welfare Committee reported purchase of pillows and blanket for a bed-ridden member. Officers for 1942 were elected:

Mrs. Floyd Merchant, president; Mrs. P. A. McCauley, vice-president; Mrs. M. Rose, second vice-president; and Mrs. L. Blanchard, historian, were re-elected. Mrs. Sheldon Olson, secretary; Mrs. Jake Erkes, treasurer, were newly elected officers.

Plans for a Christmas party were started. Evening was spent playing "500."

Marmarth Chapter

MRS. G. B. CHILDERS, HISTORIAN

Marmarth Chapter is now heard from after quite a long absence. Our first meeting of the season was held Sept. 11, with President Mrs. Wood in attendance. The club welcomed two former members of our chapter who have moved away, as visitors for the afternoon. They were Adah Barnes and Mrs. Gust.

On Oct. 7 club members and families enjoyed a pot-luck supper. Later cards and games were played. Ice cream, cake and coffee were then served. Our chapter is now sewing for the Red Cross. Members met on Oct. 14 to sew and have a social time. A nice lunch was served by the Mmes. A. Bude and G. B. Childers. A number of interesting times have been planned for our members for the future.

Butte Chapter

MARGARET HICKEY, HISTORIAN

Our first fall meeting was held Oct. 6 with Mrs. Strong presiding. Good Cheer chairman reported nine personal calls, four telephone calls and five persons reached during September. Report was made of Red Cross activity and the ladies reported considerable sewing, crocheting and knitting done. After the regular business meeting a dessert luncheon was enjoyed, followed by cards, with Mmes. A. C. Biddle, Robert Barger and J. D. McBride, hostesses.

On Sept. 19, 10 members of the Butte Chapter were guests at the Deer Lodge Chapter bridge luncheon and all reported a most enjoyable afternoon. This affair is always looked forward to by the Butte Club.

Seattle Chapter

MRS. W. L. MASON, HISTORIAN

Our annual Harvest Dinner was held Oct. 23. The room and tables were appropriately decorated and a ham dinner with all the accompaniments was prepared under supervision of Mrs. B. R. Johnson, chef extraordinaire. Some 165 friends and members enjoyed the dinner. Those assisting were Mmes. A. L. Sedgewick, Ronald Sanders, and J. T. Nordquist. The hostesses were Mmes. R. B. Lang, J. F. Grier, W. D. Swanson, and Miss Claire Sterrett. Mrs. Marx reports \$25 was cleared on the dinner.

A report of the Red Cross mentioned that the day was changed to Tuesday for the convenience of more of our members. The group has completed 120 garments, including ladies', children's, and infants' garments. Approximately 500 hours of service have been given by the ladies.

Aberdeen Chapter

MRS. R. A. BURNS, HISTORIAN

Aberdeen Chapter held its October meeting on the 6th. Good Cheer chairman reported spending \$4 for Good Cheer. Number of persons reached, 21; number of personal and 'phone calls, 30; number of messages sent, 16. Welfare chairman reported expenditure of \$6.83. September Ways and Means chairman reported earnings of \$21.07. October Ways and Means chairman reported activities for October: rummage sale, Sojourners' luncheon and a style show and tea. Door prize donated by Mrs. Seaward was won by Mrs. Stoia. Safety Chairman Mrs. Templeton gave a very interesting talk on Fire Prevention. Mrs. Shea gave a report on the bowling club, which has 16 members and is constantly improving. The meeting closed with a penny march.

Chicago Union Station Chapter

ERMA B. OBERG, HISTORIAN

Our first fall meeting took place in the club room on Oct. 10, where an appetizing repast was served. Routine business followed. Thanks to the girls whose unceasing efforts were responsible, our annual card party and dance, Oct. 25, at the Sherman Hotel, resulted in a grand time for those who attended. Three \$5 door prize winners were: Mary Boyce, in the office of J. P. Kiley, Mrs. Ray Hibbard, wife of Chief Clerk to E. B. Finegan, and Steve Filut, Chief Clerk to J. A. Duffy, Milwaukee. Card prizes consisted of very attractive book ends. Several solos rendered by Mrs. Mida Anderson, wife of Harry B. Anderson, Demurrage Inspector at Galewood, as well as an original Hawaiian song and dance by Virginia Nunes, daughter of Chicago Terminal Switch Foreman Ed. Nunes, were a pleasant surprise. Why not go to Hollywood, Virginia, and give Carmen Miranda some competition?

At our November 13th meeting, following dinner, election of officers for the ensuing year took place. Mrs. J. L. Brown, Sunshine Chairman, reported several visits to Washington Boulevard Hospital, where she took cigarettes and fruits to the shut-ins. After the meeting cards were played.

On December 24th we will hold "Open House" in the club room, where sandwiches, cake and coffee will be served, and we anticipate with pleasure seeing many members of our Milwaukee family with whom we do not come in daily contact as well as those in the Union Station.

Channing Chapter

MARY ALICE TOBIN, HISTORIAN

Channing Chapter met Tuesday evening, Oct. 7th, with President Mrs. William Porter in the chair. During the business meeting a motion was made that the Ways and Means chairman, Miss Priscilla Porter, conduct an activity to add to the club's treasury. Following the regular meeting, cards and bunco were played and prizes were awarded. At the close of the evening refreshments were served by the committee. Twenty-six members were present.

Chicago-Fullerton Avenue Chapter

ALICE M. CHURCH, HISTORIAN

Our first meeting after our summer vacation was held on Oct. 17 at Carson's, when 130 members and friends enjoyed a lovely turkey dinner and style show, following a short business meeting in the Blue Room.

It has been decided to again have our Christmas Open House Party.

Our November meeting was held in the club rooms on Nov. 11. An enjoyable evening of cards and bunco followed the business session. Our Welfare chairman reported \$10 spent for hospital and \$41.68 for other welfare; 14 calls made, and six families reached. Our Good Cheer chairman reported \$1.89 spent, five calls made, 10 messages sent and 12 reached. Our membership now is 1,193.

Mrs. Henry Kraebber, chairman, presented her Nominating Committee's report and the following officers were elected for the year 1942: President, Mrs. Carl Barclay; first vice-president, Mrs. L. Bloch; second vice-president, Miss Anna Nashelm; third vice-president, Miss Harriett Kennedy; recording secretary, Miss Ruth Dale; assistant recording secretary, Miss Teresa Knippel; treasurer, Miss Pearl DeLaBarre; corresponding secretary, Miss Dorothy Evenson; assistant corresponding secretary, Miss Florencé Kacyzmack; historian, Miss Alice M. Church.

ON THE STEEL TRAIL

Chicago—Freight Traffic Dept.

Wesley S. McKee, Correspondent

Well, she finally got here. We held the November issue up until the last minute, but Mary Ann Sauter didn't arrive until Oct. 30, too late for that issue. Harry Sauter, the proud father, and former handball star, advises that Carmel and Mary Ann are doing fine.

Wesley Nehf, our singing pumpkin, was married Hallowe'en night to Lillian Thorsten. Niff Noff says no more dish-washing for him, but we know, we know.

The fifth annual Hallowe'en party and BrALL has come and gone, though some of the wounds and bruises are still healing. A light football practice was held on the gridiron of the McKee living room and a nice gentle game of "buck-buck," which was played in the basement, accounted for most of the stiff muscles. Among those present were two of the boys who were on furlough—Sarge Jahnke from Fullerton Avenue and Corp. Priester of the Passenger Department.

While on the subject of parties, we are using this medium to inform you that plans are now in the formative stage for a Christmas Party for the children and grandchildren of our department. Suggestions are welcome and if interested, please advise your correspondent.

Who gave the Maharajah of Himyar the turkey for Thanksgiving?

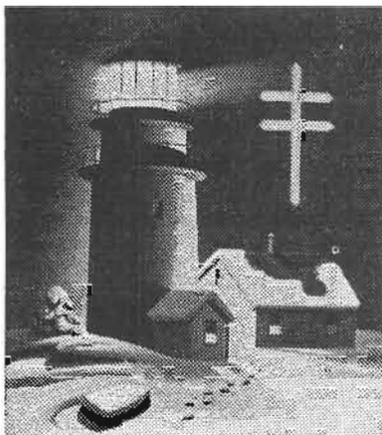
The King of the Zombies has changed his title to the Zerone King.

On Nov. 25 someone absent-mindedly opened one of the 40 windows in the General Freight Department and a breath of fresh air crept in. The following day three persons reported sick. The shock was too great. We will never be able to get our quota of colds and flu if these careless people continue to give us this healthful ventilation.

For the edification of the populace, let it be known that the Western Railway Association Credit Union have had its charter amended so as to permit employes of the Milwaukee employed in the Union Station, Chicago, to membership in that organization. For information address Thomas Taylor, President, or L. T. Baker, secretary, second floor, Union Station.

Save your liberty head nickels for Joe Burke. Joe, who is lining his den with sacks of nickels, would be more than pleased to exchange any kind of money for a supply of liberty heads.

By special permission of Her Majesty, Queen Helen, W. Tobias Ryan was present at the Milwaukee Road Night of the "Shoot the Works" program over station WGN. Inasmuch as Princess Helen Marie's dad had not had a night out this year, and it being a free program, he was allowed to attend after those chaperones extraordinary, Harry Sauter and Yours Truly, promised to deliver him home within 25 minutes after the program was over.



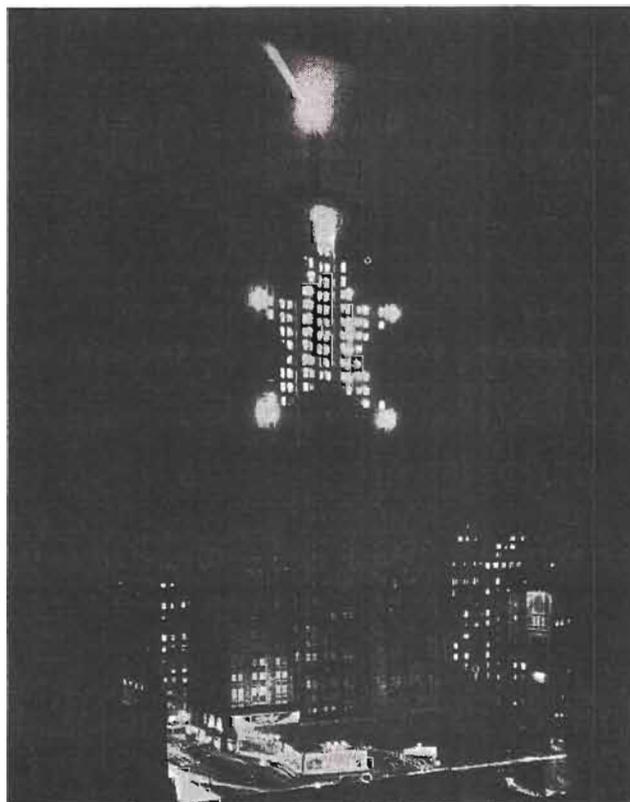
BUY CHRISTMAS SEALS
PROTECT YOUR HOME
FROM TUBERCULOSIS

Chicago—Fullerton Avenue Building

Eugene D. Heing, Correspondent

Honest! I have good excuses for being absent last month. I had so many good stories I couldn't print them all, couldn't give preference to any one; then, just as I was getting started my pencil broke, and finally I was overcome with fatigue.

To make up in some small way for this



Each year one of the true evidences of the Christmas spirit in Chicago is the star which is formed by lighted windows on the south side of the Palmolive building. Visible for a great distance as one goes north on Michigan Avenue, it stands forth as a symbol of the peace for which the whole world is praying.

failure, your tired but inspired correspondent will indulge in a substantial amount of pater, chatter and chowder, soup, hash and thrash, and all the other goodies that go to make a nice mess of newsy news and the other stuff with more seniority.

Among the now ancient reports (those of the previous month) that may not have received their due publicity is the excellent performance given by both Jerry Nixon and Marty Murphy as aiders and abettors to a whip trickster in a north side emporium. It was the climax to a swell Booster Club party. Here also we bade adios to Dorothy Huseby as our co-worker and wished her success at her new Western Avenue job. Alice Deeny gave a short talk on the "better part of Iowa."

The auditor of overcharge claims office set a new high in testimonials when some 35 fellow employes feted Edward J. Gibbons at a banquet at Math Iglor's Casino. Ed is now Officer Gibbons of the Chicago Police Department. Toastmaster Andy Gallagher and Joe Buland presented a skit which presented Mr. Gibbons with a bag of silver dollars, a gift of his many friends here. Verbal orchids were tossed before and after the tossing of the champagne toast. After the "business" part of the meeting was over, some left and others waited for a few more cats to be hung. All in all, a swell party for a swell fellow.

Vital statistics seem to be an ever changing state of affairs. There is no way of announcing all the hits of Dan Cupid; some are deep dark secrets. Recent marriages include Peggy Dahlman, Ruth Graser, Virginia Shute, Avery Shephard (to Roberta Sidebottom), Marie Klusendorf, and Herbert Kulon of the Union Station, who were wed Nov. 19 and are honeymooning in Florida. Marian McKane left the service to be married. Chas. Essig was married on Oct. 18. Frank Zantarski boasts of a baby boy and Ray Sankey is the proud father of a baby girl.

Raleigh Padgett, formerly of the assistant comptroller's office was promoted to traveling accountant... Hank Harter is back from the army... Ruth Phelps of the auditor of expenditure's office has been transferred to the superintendent's office in Tacoma, her old home town.

Bill Kures of prior service and Harry Reinhart of car accountant's office are the latest inductees. Now its Corp. Cunningham of the army, a former employe in the prior service. He has been in the army about six months.

Earl Alden, binder extraordinary, has been linked to some semi-mysterious affair. His compatriots only admit an occasional rendezvous but he admits nothing.

W. Fairweather Lewis of the Shoemakin' Pa Lewises wined and dined two visiting firemen from the Southern Railway, at the exclusive Women's Club Cafeteria. Did the odd man pay the checks?

Bill Bodecker celebrated his 25th wedding anniversary last month. Lots of congrads were extended.

Miss Suzanne Manasion of the computing bureau recently joined the ranks of the Milwaukee Road Choral Club. She is a soloist in her own right and has previous experience in choral work.

It's hunting season, which makes it open season for the tall stories. Al Hehl got four ducks without firing a shot. Sez Al, "They were frozen in the ice and I donned my boots, waded in and got them." Not to be outdone by either truth or falsehood, Luke Lindley related his experience in Indiana. Quote—I was walking through a field in Indiana and heard a muffled but familiar sound; raising a bush in a snow-bank I found and caught not four but 45 quail. No shooting.—Unquote.

See you later.

Seattle Terminals

*F. W. Rasmussen, Correspondent
Local Freight Office*

Charles Potter of Spokane and Tacoma has taken over the new position as stenoclerk in the Claim Department, local freight office. Emmett Springer, who has been with us for some time in the Claim Department, is now steno-clerk in the cashier's office.

Business has been so good in Seattle (more tracks were added this summer) that it was found they had to create another section to be known as section 61½ which will cover all of the waterfront tracks. Theodore Suko of Rover, Ida., has been assigned to this new position.

Chas. C. Ganty, who has been employed in the local freight house for the past 15 years or more, has taken over the position as general clerk. Wm. McMahan, who has been working in the freight house, is now outbound revising clerk.

The new janitor in the local freight office is Al F. Edwards. He comes to us well recommended and is doing a splendid job of it.

Our general traffic offices have been all rearranged, partitions were taken out and J. O. McIlyar, our new assistant to Mr. McEwen, is in a cage all surrounded with glass where he can see everything that is going on and yet be away from the hum and drum of the office. In order to find your way around now it is advisable for you to stop first in the engineer's office and get a blue print.

The dancing class on the 6th floor of the Olympic Hotel is drawing quite some attention of the employes of the general offices. We understand Sid Harvey and Bob Brinkley, with their followers, are there every noon hour trying to show the dancing master what real dancing is.

Harry Arnold, assistant to the general manager, has also taken to the hills. We understand he has recently purchased a new home on the hill near Richmond Beach and next year will be going in for gardening in a large way.

Joe Barth, who has been in the Aberdeen, Wash., office for the past two years, is now established in the office of General Agent Geo. R. Webster and is doing a fine job in helping to get more traffic.

A. J. Laughon, for 21 years solicitor in the Law Department of the Milwaukee for Washington and Idaho, retired on Nov. 1 and plans to leave very soon for Tucson, Ariz., where he will devote his energies to new mining interests.

Charles F. Hanson of Enumclaw, Wash., and a graduate of the University of Washington, has been named attorney for the Milwaukee with headquarters in Seattle, effective Nov. 1. We are glad to welcome Mr. Hanson.

Superior service award cards were received through the local freight office for the following:

Bert Roberts, perishable freight inspector, 11 years.

Patrick Keenan, export and import, 11 years.

Albert S. Howes, oil docks, 11 years.

Harry E. Wilson, port master, 9 years.

And others may have been received in other departments of which the writer has no knowledge. This is a wonderful record for supervisors who are handling men every day.

The following are new clerks in the Seattle yard offices; Lee Gahegan, Gordon

J. Rollis, Harry J. Carpenter, J. W. King, Carl A. Bengtson, Elvin Kristjanson and K. E. Kristjanson. We are glad that these boys can be now counted in the family.

Harry Wilson, port captain, reports a very heavy business moving via the Milwaukee's five barges. For the past three months we have averaged nearly 100 cars per day, business is about up to the capacity of the facilities and seems to be increasing daily. Most of this business has to be loaded and unloaded according to the tide, so you can see our port captain has no small job on his hands.

Rocky Mountain Division

*Nora B. Decco, Correspondent
Three Forks, Mont.*

Motoring on the Milwaukee, up and down hill on the Rocky Mountain Division, we picked up a few notes here and there the past 30 days and when, after looking them all over, we found they were all rather old news, we sit with our eyes toward the ceiling and our tongue in our cheek, wondering . . . Well, what on earth can there be for this colyum unless some of those notes are brought up out of the waste basket again, so here goes.

Engineer Roy Wade, who was on the Northern Montana Division most of the summer and fall, has returned to the main line again. Engineer Gosnell is also back in the ring, firing.

Brakeman and Mrs. Cady went to Ohio



Dan Young, manager of Gallatin Gateway Inn, submits this picture to satisfy the curiosity of those who wonder what the Inn looks like after the bright sunshine and the guests are gone.

for Thanksgiving and a few weeks with home folks.

A lovely wedding of interest to this division was that of Miss Ida Fram and Elmer Lee in Deer Lodge Nov. 2. Mrs. Lee was one of Deer Lodge's most popular girls, and Mr. Lee, a trainman on this division, and son of Roadmaster Lee, is well known here. They will make their home in Deer Lodge. We extend our best wishes to them.

Fireman Muir, who has been cut off the extra board here, has returned to his home in Helena.

Fireman Cliff Wilcox is on the G. V. local, fireman Gibbs on Nos. 15 and 16, and Fireman Bryant from the N. M. is holding a west end turn for the present.

Operator Alvin Pitman, now on second at

Ringling has been assigned to the side table job in Butte on bulletin. This job has been held by operator Stetzner since Mr. Searles laid off several months ago.

Operator Williard, who was hard-working genral Train Dispatcher Williard on the east end all summer, is back in GS office calling everybody for hours at a time; after a while he gets a bite and sends two or three dozen messages. The force has been reduced in the dispatchers office and a man pulled off, along with reduction in forces all around. Train Dispatcher Corbett is working the trick Mr. Williard had during the summer months.

The sudden death of retired Agent Maximer of Lewistown occurred early in November while he and his wife were en route to a visit with relatives in Bozeman. They were driving near Livingston when their car overturned and Mr. Maximer was killed instantly. His wife was taken to Livingston Hospital where she passed away the next day. They were both well known, as Mr. Maximer was Agent at Lewistown for many years. A daughter survives, to whom we extend our sincere sympathy.

Now that most of us have celebrated one or two or both Thanksgiving days and are properly stuffed with turkey and all the trimmings, we look forward to the Christmas Holidays and all that will go with that lovely season. Happy are we in this free land of ours this Christmas time, that we may, with full realization of what it all means, say to those around us and those everywhere in our good country . . . A Merry Christmas.

Trans-Missouri Division

—West

*Pearl Huff, Correspondent
Miles City, Mont.*

RETIREMENTS

Sven Lagerquist, B&B carpenter, retired Nov. 1, after 18 years of service.

Ed Lyman, store helper, Miles City, retired on Nov. 1 after 21 years of service.

SICKNESS

Agent J. H. Fischer, Shawmut; J. K. Hurley, carpenter helper, Miles City; Geo. Preller of Miles City, and Frank Angello of Plevna are reported convalescing in Miles City Hospital.

○

Extra gang 101, under Foreman R. M. Hale, tied up Nov. 15 at Wakkpala after concluding a successful season of track work.

Jas. Butterbaugh and Norman Anderson of Miles City were both successful in shooting a deer on a recent hunting trip.

L. F. Kimes, machinist at Miles City for many years, dropped dead at his work in the roundhouse the morning of Nov. 1.

J. R. Weatherly is on a month's leave of absence—hunting.

C. A. Bratsberg, formerly a switchman and yardmater at Miles City, passed away Nov. 11 at the home of his daughter in Portland, Ore.

The iron lung was brought to Miles City from Deer Lodge the first part of November because of an infantile paralysis epidemic at Ekalaka.

Trans-Missouri Division

—East

*Dora H. Anderson, Correspondent
Care of Agent
Mobridge, S. D.*

Our Railway Express manager, William Cotton, has been transferred to Glasgow, Mont. E. T. Holkestad of Helena, Mont., will take his place. Mrs. Holkestad and daughter, Mabel Ann, will join him here.

Mrs. Ross Grange, wife of Conductor R. Grange, has returned from a trip to the West Coast where she visited her son, Jim,

at Fort Lewis, Wash., and with her daughters at Vancouver, Wash.

Congratulations to Mrs. Lillian Nylen, wife of Conductor Paul Nylen, who has the honor of being elected associate grand conductress at Grand Chapter of the O. E. S. of South Dakota, which convened at Huron, S. D., on Oct. 7, 8 and 9. Among the large delegation who attended from here were the following members of our railroad family: Conductor and Mrs. L. W. Clark, Mrs. G. H. Twining, Mrs. Charles Williams, Mrs. A. W. Spiry, Mrs. B. K. Doud, Mrs. L. W. Scheffelbein and Mrs. Dora Anderson.

Conductor L. W. Scheffelbein and brother, Bernie Scheffelbein, were called to Portage, Wis., by the death of an uncle.

Dr. A. W. Spiry, chief surgeon of our Milwaukee Hospital, has been relieved from active duty at Fort Riley, Kan., and has resumed his practice here. During his absence his position was filled by Dr. Frank Lima.

Lieut. Stephen Fuller, son of Conductor W. C. Fuller and wife, has been transferred from West Palm Beach, Fla., to Buffalo, N. D., where he is a test pilot and also delivers airplanes to their destination.

Agent Bob Clark of Selfridge, N. D., spent a week here recently with his parents, Conductor and Mrs. L. W. Clark, and his sister, Nancy Gay.

Mrs. W. P. O'Hern, who has been off duty for some time because of illness, is now working as operator at Moreau Junction.

Our genial trainmaster, Frank J. Devlin, is all smiles today as his wife and young son, Thomas Patrick, born Sept. 25 at Seattle, arrived home. We extend hearty congratulations.

Martin Hettle, water service foreman, who has been a patient at the Veterans' Hospital at Hot Springs, S. D., is now much improved. His position is being filled by E. D. Cornell of Miles City.

Before another issue of the Magazine appears, Christmas will have come and gone, so here is wishing all our readers A MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR.

Spokane and Inland Empire

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

G. W. Myers has resumed duties as first trick operator at St. Maries after a short time off owing to the illness of his wife. Mr. and Mrs. Myers did quite a bit of traveling around and the trips did Mrs. Myers a lot of good.

The signal outfit crew of Foreman H. O. Lofton spent several weeks in Spokane recently, changing signals, putting up new ones, and eliminating some.

The giant 5400-h.p. Diesel electric locomotive No. 40 (E-M) arrived in the Inland Empire on Nov. 6 and immediately went into service between Avery, Ida., and Othello, Wash., on trains 263-264, filling in the gap which is not electrified. This engine now makes the 424-mile round trip each day, bringing these trains in on time. The formal christening of the engine was not held until Sunday, Nov. 9, when Mrs. N. A. Ryan, wife of our general manager, Lines West, broke the traditional bottle over the nose of the big monster at Avery. A large crowd was present.

Joseph H. Marksbury has taken the job of laborer at Spokane roundhouse.

Richard Isitt, machinist helper at Spokane roundhouse, has resigned.

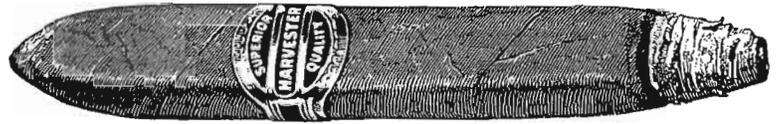
Among those who joined in the annual trek for deer this fall were Section Foreman A. T. Bankoff of Newport, Wash., Jess A. McFee of Rathdrum, Ida., and E. W. Stratton of Worley. The report is that they all got a lot of good exercise out of it.

Brakeman Don Allen and wife of Malden, Wash., are the proud parents of a seven pound baby girl. Donna Louise, as she was

Nowhere but in America

will a nickel buy you as fine a smoke as a Harvester Cigar. Try them and be convinced.

HARVESTER CIGAR 5¢



named, was born at Deaconess Hospital in Spokane, Nov. 2. Many returns.

Operator J. W. Heatherly, third trick, St. Maries, disappeared around the first of November and his whereabouts are unknown.

Operator J. B. Collins, second trick, St. Maries, resigned early in November.

Matt Faestel, baggageman, was called back to Wisconsin on Nov. 9 because of the illness of his mother.

The logger on the St. Maries branch was pulled off Nov. 1.

Train service between Bovill and Elk River has been discontinued for the winter months.

The after-vacation Service Club meetings have again started, and the officers are looking forward to a very prosperous year. These meetings are held every third Monday of the month, at the club rooms in the Union Station, Spokane, and every employe of the Milwaukee, and wives, are cordially invited.

Relief Section Foreman Wm. Huffman, of Coeur d'Alene, took charge of Newport and Rathdrum sections while Foremen Bankoff and McFee were on a hunting trip.

Earl Medley, car foreman at Spokane, attended the A.A.R. meeting in Tacoma during October. This meeting was held for all the railroads by our general car foreman, W. E. Campbell, of Tacoma.

Constantine Lauladokis, carman at Spokane, has moved his family here from Butte, Mont.

The movement of Christmas trees for the East will soon be in progress. Our Road expects to handle three hundred cars or more this season.

W. W. Cutler, freight agent at Spokane, has announced that he will retire from active service, effective Dec. 1. Thus another of the oldtimers steps out of the active roll of the Milwaukee employes. Bill first shook hands with the Milwaukee in 1883, starting as call boy at Perry, Ia. In 1909, during the construction period, he came west, and was traveling freight and passenger agent around the Inland Empire before taking over the agency at Spokane. Bill has been freight agent at Spokane since 1918 and enjoys about the most extensive acquaintance of any Milwaukee

employe in this vicinity. We'll miss you, old boy, and we hope to see your smiling countenance around here often.

We welcome to Spokane and the Inland Empire J. W. Melrose, who is our geologist, located in room 17 of the Union Station. Mr. Melrose was formerly connected with the Department of Conservation & Development at Olympia.

Roadmaster C. F. Allen's office has been moved from room 17 to room 12, Union Station, Spokane.

C. P. Miles, assigned to second trick, Spokane, has moved his family here from Tacoma.

A new fluorescent light has been installed in the dispatcher's office in Spokane, and the boys are so delighted to work under it that they are overlapping each other's time. Oh, yeah!

W. A. Snure, chief clerk to the freight agent, Spokane, is one fellow who sticks on the job. However, Bill did take time off on Armistice Day to take in the parade, so he could see his son Bob do his stuff. (N. B.—Bob is a member of the North Central Hi band.)

Engr. Richard Eseke, who has been out on the Work train for several months, is back on the board at Spokane R. H.

The Milwaukee traded freight storage space in our Freight house at Spokane with the Atlas Fast Freight and the International Freight Forwarding Co. Freight Foreman W. J. Keenan and his gang have moved to the west end of the freight house, while the space which they formerly occupied, has been remodeled with suitable office, etc., for above companies.

Two 1000-h.p. ALCO Diesel electric locomotives are now running out of Spokane instead of steam power, and a 600-h.p. switcher is in Spokane yard. We are now awaiting the arrival of a 44-ton G. E. Diesel which will operate on the Coeur d'Alene run.

* * *

Wife: "The new maid has burned the bacon and eggs, darling. Wouldn't you be satisfied with a couple of kisses for breakfast?"

Husband: Sure, bring her in."

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

Youngstown Steel Door Co. & Camel Sales Co.

322 S. Michigan Ave.
 Chicago

—OFFICES—
 The Arcade
 Cleveland

500 Fifth Ave.
 New York

—PLANTS—
 Hammond, Indiana • Youngstown, Ohio

Baxter Laundries Corporation

Quality and Service
 Unexcelled

West Side Division... 3128 W. Lake
 Ked. 0283

South Side Division... 7391 So. Chicago
 Plaza 4100

North Side Division... 2516 Armitage
 Humboldt 0480

CHICAGO

Lawrence's Division... Minneapolis, Minn.
 Atlantic 5521

Milwaukee Division... 1627 W. North Ave.
 Kilbourne 8000

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.

2522 Como Avenue, West
 ST. PAUL, MINN.

MAUMEE INDIANA WASHED COAL

CLEANER
HOTTER
BETTER

Mined on
 THE MILWAUKEE RALROAD

THE MAUMEE COLLIERIES COMPANY

Coal Miners and Shippers
 TERRE HAUTE, INDIANA

FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs
 Our Specialty

Phones Roosevelt 1903, all departments

W. M. WALKER

213-215 S. Water Market Pilsen Station
 Cor. Racine Ave. and 14th Place CHICAGO

Tacoma & Coast Division —West

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

R. F. Rader, agent at Bellingham, suffered a stroke Oct. 6 but is getting along well; S. L. Alderson was sent there as temporary agent.

Arnold White, conductor, had a stroke while in Kansas City early in October with his wife. He was brought home Oct. 27 and is now at St. Joseph's Hospital, Tacoma, getting along very nicely.

Jack Dorsey, of the Store Department, fell down the steps at his home here recently and cut a bad gash in his head, besides injuring his leg considerably. In spite of this he was absent from duty only one day.

E. Prescott, father of L. E. Prescott, the boardman at Tacoma Yard, first trick, was at St. Joseph's Hospital, this city, recently because of having suffered a slight stroke, but is now at home again, though a little shaky.

Brakeman E. C. Warren is off duty at present because of illness, but is reported out of the hospital already.

Yard Conductor Burr Herrod was also ill for a week past at this writing, but is improving and will be around before long.

Conductor Maynard Schwelke has been ill for two weeks at this writing and is not quite well yet, although he is improving.

Brakeman J. L. Errige is off duty because of illness, but is improving. Conductor F. H. Kemp, of the Renton trouble shooter crew is off duty at present because of illness.

F. J. Alleman and his wife are back home again after their extended trip to the East; both are happy at being home and feeling fine, except that Mr. Alleman complains of impaired vision; let us hope that will soon remedy itself. Mr. Alleman is now on the retired list, after having been agent at Tacoma for 30 years or so.

Oscar Dahl, formerly of the clerical force of the division engineer's office, retired on Nov. 1.

Effective Oct. 10, and within a few days thereafter a lot of changes took place at the Local Office, Tacoma. Fay F. Clover, cashier, was appointed chief clerk to Agent J. R. Ludwick; O. R. Powels, long claim clerk, bid in the cashier's job; Tom Dolle, bill clerk, bid in the claim clerk's job; Kenneth Alleman bid in the bill clerk's job, while Joe Hansen took a job as general clerk and Carl Ziemer returned from relieving at the ticket office. At the present time they are all settled and working harmoniously; Al Goldsborough is the only one left on the old job, but he seems to bear up manfully.

J. F. Bryan bid in the job as demurrage clerk at Tacoma local office; he and George Gordon peaceably divide the warehouse foreman's big desk between them.

Kingsley Clover, son of chief clerk Fay Clover, at the local office, Tacoma, has his foot on the ladder; he is working as a hostler's helper at the roundhouse here and figures on obtaining a job of firing at the first opportunity. Congratulations!

W. S. Burroughs and wife returned from a month's vacation trip Nov. 1, which took them to Washington, D. C., and southern California. Mr. Burroughs is now on the job at the depot ticket office.

O. H. Guttormsen, the good natured

tower of strength in the chief yard clerk's office at the yard, has quite recently acquired a new Ford car—that is, it is new to Ole, at least.

Miss Ruth Phelps, formerly of Mr. Engstrom's office at Chicago, has bid in a position as stenographer in the superintendent's office at Tacoma. Her home is here, so she is very happy to return to the Coast.

Two new ore piles, of 10 to 20 thousand tons each, are being piled up at Dock One (Shaffer Dock Two), over on the river side, and near the switch shanty in the yard, to accommodate shipments of manganese ore and chromium ore from the Philippine Islands, to be handled here.

Yard Conductor Ed Crumblett laid off Oct. 30 to be married, but he has kept the matter so quiet that neither we nor others know much more than that about it. Well, we shall hear more about it when he gets back; in the meanwhile, we tender our sincere congratulations.

Shop Foreman A. A. Pentecost was passing the cigars these days and assuming a legitimate air of pride over having become a great-grandfather—a daughter's daughter's son. Edwin Phillips, Jr., to be exact. At that Mr. Pentecost is only 61 years of age and may well hope to become a great-great-grandfather. Congratulations to him, and if there is any taker to his bet that he is probably the youngest great-grandfather in active railroad service, we shall be glad to hear of it.

Yard Conductor H. H. Lemm returned to work about the middle of October after a trip that covered Michigan, New York, Virginia, Pennsylvania, and finally wound up on a dude ranch in Montana.

William Curtis (lumber yard foreman at the Shops) and wife have left on a vacation trip in California; we wish them a pleasant return.

Brakeman Jack McLean has shifted from the Enumclaw-Everett run to the Tacoma-Hoquiam run.

Jacob Falk, shop laborer, and his wife are going on a trip to Los Angeles in the near future to see their children and grandchildren living there.

R. W. Ashton has landed the job as bill clerk at Everett on bulletin.

Conductor C. L. Rhodes of the main line ring has changed to the Tacoma-Hoquiam run.

We notice that our old friend, Leo F. Kord has landed the job as assistant revising clerk at the Seattle local office. Congratulations!

The Milwaukee Women's Club of Tacoma is now in its new quarters, the former superintendent's office in the passenger station; on Oct. 27 they dedicated the new quarters at a luncheon.

Tacoma Car Shops

Gil Garrison, Correspondent

Looks like a hoodoo hit our wood mill force. Mel Guy seems to have started the black cat hoodoo by completely wrecking his car. Fortunately he came out without a scratch. Emil Larson was next in line by wrecking his car beyond repair and carried a black eye around for a week to be closely followed by Mike Grummel, who by the way said his wife was driving. All reported to work on the following Monday without any lost time reports.

I regret to chronicle the death of Fred Olson, who died Oct. 16. He was pensioned.

No one
 HAS EVER
 INVENTED A
 GOOD EXCUSE
 FOR BEING
 CARELESS



D&I Division— Second District

Lucille Millar, Correspondent
Dubuque Shops

OUR SYMPATHY IS EXTENDED TO

The family of Locomotive Engineer John S. Miller, who passed away in Savanna, Ill., recently.

Mrs. William Stansfield, in the loss of her husband, retired Dubuque Shops machinist.

Mrs. Joseph Thomas, whose brother, James, was killed in an auto accident.

The families of retired Locomotive Engineer L. E. Kline, who passed away at his home in Preston, Minn. And John Scharff, retired Dubuque Shops pipefitter, whose death occurred in Los Angeles at the home of his daughter.

RETIRED

Locomotive Engineer James Fox, and Carpenter John Roidl. May the days ahead for you boys be filled with much gladness and health!

WELCOME TO DUBUQUE SHOPS

The Walter Hogan family. Walter is our new operator at this point.

TURNED DAY INTO NIGHT

Forrest Dohlin did this, he claims, when he took the third trick dispatcher job at Dubuque Shops.

Pat McGough spent a few days with his son, Elsmore, who is stationed at submarine base, New London, Conn., as chief petty officer. We understand that the boy took "his old man" into Boston to see the sights and when "Pat" tells about their visit to a night club he wants it understood that they really have N. C.'s in the East.

We enjoyed handling the Dubuque teachers from Dubuque to Des Moines and return on Nov. 5 convention of the Iowa State Teachers' Association. There were 125 in the party and we secured Hiawatha type coaches and dining car to handle the party. General comment from the entire party was very favorable and it should mean much to us in future business. From information received, this will be a regular movement every other year and we should have no trouble securing similar parties in the future. This movement was secured through a tip card submitted by W. A. Stafford, clerk, Traffic Department, Dubuque. The party was convoyed by W. F. Keefe. General comforts of the party were expertly handled by H. Griffin of the Car Department and Steward Stevens.

MARQUETTE ROUNDHOUSE REPORTS

"Bob" O'Rourke, son of Machinist and Mrs. Emmet O'Rourke, left Nov. 6 for Burbank, Calif., to accept a position with the Lockheed-Vega Aircraft Corporation.

Asst. Foreman Al Roussell has returned from his vacation in Oregon, Washington and Northwest California. Favorite pastime was hunting bear and deer, also fishing. (They were all big ones—whether he caught them or not!)

Friends of former employe, Ludwig Balcer, have been enjoying a visit with him in Marquette. Mr. and Mrs. Balcer are now living at Diablo Heights, Panama Canal, and will return there, sailing from New York on Dec. 5.

ANNUAL REQUEST TO SANTA

Bring Horsfall, please, a set of teeth
For when he bowls, you see,
He has to get a gnashing grip
With which to bend his knee.
To Taft, a bag in which to fetch
His trophies from the hunt;
Fred's old one carried such a load
It gave way with a grunt.
To "Hearts and Flowers" Hedrick
Bring a pretty little nurse—
He wants to whisper (sure enough)
"For better or for worse."

La Crosse & River Div.— Wisconsin Valley

Mrs. Lillian Atkinson, Correspondent
Care of Assistant Superintendent
Wausau, Wis.

A MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL.

Private Paul Loomis, who is stationed at Camp Livingston, La., recently spent a 10-day furlough at the home of his parents, Conductor and Mrs. S. J. Loomis.

Dispatcher H. L. Vachreau attended the annual Father and Daughter Dinner held at Rosary College in River Forest, Ill., the latter part of October. His daughter, Jane, was a member of the committee who planned the event and is a senior in the department of home economics.

Condolence is extended to Engineer M. E. Millard and family because of the death of Mrs. Millard, which occurred on Oct 20, following a brief illness.

Conductor C. H. Randby, who has been on 215 and 256, has displaced Conductor M. E. Donovan on the Hiawatha. Mr. Randby has moved his family back to Merrill and Mr. Donovan will take 215 and 256.

Assistant Superintendent G. R. Hancer recently left for the West Coast for his vacation.

La Crosse-River Division —Second District

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

J. H. Newman has been appointed first trick operator at Hastings, Minn.

Notice has been received of the marriage of Ervin Ellingson, section foreman at Frontenac. Understand same took place about a year ago. Glad to offer our congratulations, even though late. A housewarming party was held for them first part of November.

John C. Webb, section laborer at Wabasha, Minn., has enlisted in the Canadian Army and has already left for duty.

John L. Maher, transit clerk at Red Wing, has enlisted in the army air corps and expects to be called for duty about Jan. 1.

La Crosse & River Division—First District

K. D. Smith, Correspondent
Portage, Wis.

Conductor W. A. Colgan of LaCrosse holds the record for catching the wily wall-eye pike and I saw the evidence that he sent to retired Conductor Joe Bloomfield, four beauties, all about the same size.

Residents of Pewaukee were startled recently to see a periscope appear and disappear in the lake, some were for sending to the naval base at Milwaukee for some depth bombs. Investigation proved it to be none other than Frank Ternes practicing diving in a new contraption he has invented for use on the lake.

Conductor Ted Clemmons was hunting recently down river in his boat powered by



• The name Kromer means the best in caps. 6-piece top, made of smooth Kersey has slide-down Six-Piece Top ear bands—is washable—comes in Oxford, Black, Blue, Brown. \$2.00 ea. Four-piece top in Oxford, Black, Blue or Plaid Melton. \$1.25 ea. Semi-season Caps—Black or Black and White Stripes. 85c ea.

• Practical garment bag for keeping good clothes neat and clean. Space for accessories. Zipper opening. Size 22"x42". \$1.65 ea.

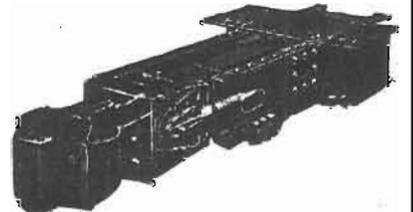


• Keeps R. R. man's neck and throat clean, comfortable, prevents chafing. Solid blue, red, or blue or red Neckerchief polka dot. 25c ea.

If your dealer cannot supply you with Kromer items, write direct.

KROMER CAP COMPANY
430 North Water St. - Milwaukee, Wis.

"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

LOCOMOTIVE:

FEED WATER HEATERS
(The Locomotive Water Conditioner)

SLUDGE REMOVERS

BLOW-OFF COCKS

**CENTRIFUGAL BLOW-OFF
MUFFLERS**

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

**WILSON ENGINEERING
CORPORATION**

122 So. Michigan Ave., Chicago

THE BETTENDORF COMPANY

STEEL FOUNDERS

CAR BUILDERS

ORIGINATORS OF THE



ONE-PIECE SIDE FRAME



OFFICE AND WORKS

BETTENDORF, IOWA

LUMBER PILING—TIES

and

MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago

From the Early Period
of the Telegraph to the present
remarkable development in the field of Electricity

KERITE

has been continuously demonstrating the
fact that it is the most reliable and
permanent insulation known

KERITE INSULATOR COMPANY
NEW YORK CHICAGO SAN FRANCISCO

an outboard motor. Approaching a likely Island, he swung in shore and jumped out, intent on getting some snapshots at a few mallards, but forgot to tie the boat. Finding no ducks, he looked around and was amazed to see the boat rapidly leaving for the open river. Ted jumped in, boots and all, and took a cold bath but got his boat, only to find the motor wouldn't start and he had to paddle back home.

Our two new Diesel engines are sure performing with the Hiawatha and fast mail trains. They handle eight cars or 20 cars smoothly and speedily.

Kansas City Division

*K. M. Gohmann, Division Editor
Superintendent's Office
Ottumwa, Ia.*

The American Legion selected Superintendent F. R. Doud as a representative of the Legion to talk before a group at the Douglas School, Ottumwa, Ia., on Nov. 10 in observance of American Education Week.

Some very complimentary letters have been received from Shriners who rode the Shrine Special from Davenport to Kansas City on Oct. 30 to attend the third annual ceremonial of the Central States Shrine Association. George Joslin of the Mechanical Department, Ottumwa, was one of the local employes who worked to get this special movement over our railroad.

Success has come to a former member of our Engineering Department, George Blackaller, who left the Kansas City Division several years ago to accept a position with the D&RGW. He has been promoted to chief carpenter of that railroad on the Alamosa Division, with headquarters in Alamosa, Colo.

Death came to retired Engineer W. C. Johnson at a Baltimore, Md., hospital several weeks ago. He had been in the employ of the Milwaukee R. R. for 47 years, retiring in 1935. His remains were brought to Ottumwa for funeral services and burial was at Marion, at one time his home.

Our sympathy to the members of the John LeBow family in the recent tragedy they suffered when the derailment of a car in the Knoxville, Ia., yards of the

BE ON YOUR GUARD

**AN AIR HOSE UNDER
PRESSURE CAN DEAL
THE KICK OF A MULE**



CLOSE BOTH ANGLE COCKS

NATIONAL SAFETY COUNCIL

CB&Q RR caused the death of John Wesley LeBow, 24, son of Conductor LeBow. He was caught between a freight car and building.

Martin E. Replogle, age 75, died on Nov. 9 at his home in Ottumwa. He is the father of Ralph Replogle, traveling engineer on the I&D.

D. E. Nicholson, conductor, and family have taken residence in California again, due to Mr. Nicholson's ill health. They spent last winter in the west and have recently returned to Rodonda Beach to live.

Conductor Wm. J. Tee has a new grandson who arrived on Oct. 10 in the home of his son and daughter-in-law, Mr. and Mrs. J. L. Tee, Ottumwa.

Born on Oct. 9 to Mr. and Mrs. Joseph A. Rokey, Blakesburg, a son, Roger Aloysius. Mr. Rokey is in the Maintenance of Way Department.

The marriage of Maxine Schwartz and Dr. Joseph P. Ryan took place on Oct. 4. Dr. Ryan is the son of Conductor J. H. Ryan and is a practicing dentist in Ottumwa, where the young couple have established their residence at 433 West 4th street.

Announcement has been made of the marriage last Sept. 28 of Patricia Reed and Walter C. Bowden of Ottumwa. Mrs. Bowden is the daughter of Engineer John D. Reed and is at present teaching at the Union School, Lake Township, Muscatine, which position she will continue to hold until the close of the school year next June. Mr. Bowden is in the employ of the John Morrell Company.

Jerome W. Cundiff, roundhouse employe, had the pleasure of a visit from his son, Jack, who is with the 133rd Infantry at Camp Clairborne, La. Jack took a leave

**RIDE THE RAILS
WITH CONTINENTAL!**

When you ride the rails, you look forward to making your run on schedule . . . without unnecessary stops. Yet accidents and illness may flag you down at any time . . . stop your run as well as your pay.

With Continental protection, you get the "Go" signal all the way. Payment for your lost time is made promptly. You need join no lodge, nor pay an initiation or a policy fee, for Continental service.

"The Railroad Man's Company"

**CONTINENTAL
CASUALTY COMPANY**
CHICAGO - TORONTO - SAN FRANCISCO

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

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

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

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

Minnehaha, 6th Vein, Ind.
 Crown Hill, 5th Vein, Ind.
 Little Daisy, 4th Vein, Ind.
 Chinook, 3rd Vein, Ind.
 Patoka, 5th Vein, Ind.
 Mariah Hill Super Block
 Commodore Brazil Block
 Sunday Creek Hocking
 Milburn, W. Virginia
 Quickfire Domestic Coke
 Terre Haute Foundry Coke

FUELS of REAL MERIT



Lehigh Valley Anthracite
 Delta, Southern Illinois
 Citizens "A" Springfield, Ill.
 Flamingo, Fulton Co., Ill.
 Blue Bell, East Kentucky
 Walnut East Kentucky
 Hard Burly, East Kentucky
 Red Parrot, W. Virginia
 East Gulf Pocahontas
 Standard Petroleum Coke
 Shell Petroleum Coke

REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago

Branch Offices: St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York.

of absence as secretary of the Ottumwa Merchants Exchange when he was called into the army.

Promotion to sergeant in the 356th school squadron of the army air force at Jefferson Barracks, Mo., was given to Harold E. Peters, son of Engineer E. F. Peters. His brother, Pvt. Max L. Peters, was graduated recently from the army air craft welding school at Chanute Field, Rantoul, Ill., and was transferred to the New Orleans air base as a member of the 27th bombardment squadron.

Clarence R. Barber, son of C. Barber, brakeman, Ottumwa, recently was graduated from the naval training station at Great Lakes, Ill., and is now stationed at the naval air base at Miami, Fla.

Word has been received by Boilermaker Wm. F. Grant that his son, William, Jr., has been promoted to corporal. He is with the 8th battalion of the coast artillery located at Ft. Eustis, Va.

Milwaukee Terminals

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

Our readers have perhaps noted that we have several correspondents, each assigned to a department in the Terminals, whose news columns appear monthly in the Magazine. There is no question but what some of the employes are in departments that are not directly covered by a correspondent. We want all to feel (and I am sure that they do) that this column is for everyone in the Terminals, regardless of what department he is connected with. It may be for the best interest of all concerned, as well as for the improvement of the Magazine, to appoint an additional correspondent to gather up the news items in a department not directly represented at the present time. Let me have your suggestions and recommendations.

In the meantime, any employes in the Terminals having any interesting news items or good material for the Magazine are encouraged to send it to the division editor or to any of the assigned correspondents, and they may rest assured it will be properly taken care of.

Muskego Yard

F. J. Ladwig, Correspondent

The currently popular ditty, "I Don't Want to Set the World on Fire," has been adopted as the theme of the head of the Demurrage Department at North Milwaukee, whom we shall hereafter refer to as "Arson." The superman antics of Arson were a pleasant surprise to the youngsters in the vicinity of North Milwaukee depot, as lo and behold, Arson literally hurdled rows upon rows of box cars, up and over the roof tops and tree tops, finally coming to a four point landing in his own back yard, and then with one huge puff extin-

guished the flames on the roof of his newly acquired dwelling (with a little help from a half dozen fire engine companies). The truth of the matter is that Arson thought the frantic summons of his wife at home was the work of a prankster and was not finally persuaded to the contrary until the flames were visible at the office about two blocks away. Who but Arson would stand his ground arguing with a fire chief against chopping down a practically new paneled door while the roof kept burning? Arson is happy now, not only because the damage was slight and the roof has been repaired, but because the door still stands in all its original splendor.

Yardmaster Cahill is in Hollywood. A profile he submitted was received very favorably at RKO, and it is understood that only a voice test stands between him and a contract. There is considerable speculation as to what type he would best portray. Some of the boys figure he leans toward the John Barrymore type, but there are those who feel there is room for a second Wallace Beery.

Coach Yard

L. J. Cooke, Correspondent

Congratulations to Clarence Clark, Coach Yard electrician who returned from a trip to Washington the new vice chairman of his union. It sounds like one of those jobs that don't leave much left of your spare time. Another electrician figuring in the news, Mel Hoagland, is back around the Terminals again after spending the summer in Montana on an air-conditioning maintenance job.

Pvt. Harvey Weinbrenner, who used to clean sleepers here before he went to the army, wrote and said the army wasn't so bad but he wished he could have gotten a furlough during the duck-hunting season. He complains that the checkerplayers in the camp are worse than those in the Coach Yard, where he used to have everything his own way after about four or five moves. They must be really terrible.

The betting is even money around the Yard as to which will ring first for Doug Allie and Audrey—Christmas chimes or wedding bells—with Lohengrin's March having a slight edge over "Jingle Bells."

News in the Yard this month is almost as scarce as hits on the dartball team; maybe next month will show an improvement in both—we hope.

Chestnut St., North Milwaukee, North Ave.

Richard J. Steuer, Correspondent

North Milwaukee's demurrage clerk, Frank Vail, has been having some very tough luck lately. One week his check was small, the following week his dog died, and the next week the roof of his home caught fire. Since things of this kind usually happen in threes, we hope that he will have better sailing from now on.

Agent and Mrs. Peters had a surprise

EDWARD KEOGH PRINTING COMPANY

Printers and
 Planographers

732-738 W. Van Buren St.

Phones: Monroe 0432-0433-0434

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

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.

6216 West 66th Place CHICAGO, ILLINOIS

Established 1856 Broadway 3550

LOEFFELHOLZ CO.

Railroad Car Hardware
 Car Lighting Fixtures

GIBBS Electric Lighting
 CONNECTORS

300 South First St.

MILWAUKEE, WISCONSIN

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



MORDEN SECURITY ADJUSTABLE RAIL BRACE

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

WE MANUFACTURE

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

Morden Frog & Crossing Works
CHICAGO, ILLS.

Representatives In
Cleveland, Ohio
New Orleans, La.

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

CARBON AND ALLOY STEEL CASTINGS

A For
Wehr Every
Steel Service

WEHR STEEL CO.
MILWAUKEE, WIS.

DELICACIES FOR THE TABLE *Specialties*

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS

BINKLEY COAL COMPANY

Shippers of

"The Pick of the Fields Coals"

From:

Illinois, Indiana, Missouri,
Iowa, Arkansas, Oklahoma,
Kentucky, Virginia,
W. Virginia.

General Offices:

230 N. Michigan Avenue, Chicago

Branch Offices: Indianapolis, St. Louis,
Kansas City, Minneapolis, Ft. Smith,
Evansville

visitor recently, their son, Donald, who is stationed at Camp Livingston, La., and who is a member of the camp band. We neglected to find out what instrument he plays, but hope it is not one of the big type, what with all the maneuvers going on these days.

Yardmastering when he's working, and hunting when he is not, takes all the time of Buck Leahman these days. Although his luck could not be classified as the best, he manages to keep his household duck-fed throughout the hunting season.

A few changes in positions on the Beer Line include the following: The new position of general clerk at Chestnut street has been assigned to Al Stollenwerk, and Yard Clerk Mahlon Gilbert has been transferred from Walnut street to Fowler street, which is out of this district. Agent Leahey regrets seeing Mahlon leave, since, I understand, he has been doing A-1 work.

Chief Clerk Eddie Hoerl is responsible for one of the other changes, but of a different kind. On one of those beautiful autumn mornings, Oct. 29, to be exact, "E. J." and Lorraine Branden were married. Inasmuch as this will be a shock to many of you, it is only fair to say that Eddie wasn't the least bit nervous. Ten minutes after the ceremony was over, he introduced his bride as "Miss Branden" to some acquaintances. No, Eddie wasn't nervous.

Another change was made in the home of Tom and Mrs. Regan. For it is a nine-pound baby boy, James Roland, which now holds the spotlight in this family. Understand he will be carding cars in the near future, or are you saving him for something else, Tom?

Milwaukee Shops

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

Howard H. Melzer, Correspondent

All things come to him who waits, and H. J. Montgomery finally got his "500" series. Monty is going to have a hard time getting himself out of that starting lineup on that team of stars he manages.

No sooner does Hank Kundert, the Min-

nesota flash, sprout a few bristles under his nose than Roy Juell does likewise. Roy's brush was supposed to be a cross between that of Thomas Dewey and Errol Flynn, but at this writing it is pretty hard to see, let alone identify. Now if Harold Chandler and Jack Armstrong revive theirs in a big way, our office may become the scene of a good old mustache derby.

Our new office boy, who, by the way, is the third since Ralph Haslam left for the Coach Yard, is Joseph Klewein. Joe succeeds Dick "Smiley" Schaffer, who is now a stenographer in the Freight Shop office. Dick says he likes it over there and he can readily understand that.

We'll be glad when Bob Engelke's home out in the sticks is completed and the lawn nicely sodded. Bob has been in the habit of dragging about two bushels of top soil a week off of Engelke Acres and carting it right into the office via the bottom of his shoes, trousers, rubbers, and what not.

Lieut. Ben Benzer writes from Dayton, O., to say he is well satisfied at his post. Ben and wife were particularly fortunate in securing an apartment that is within walking distance of Patterson Field, where he is stationed. Ben's outfit checks the army bombers before they proceed to maneuvers.

Joe Kolanda certainly has a variety of nicknames. First it was Smoky Joe; next came Two-Gun Kolanda; then for November it was One Shot Kolanda, submitted by Russ Harrington; and the name for December is Jittery Joe, sent in by Fritz Campbell. Such popularity must be deserved.

OFFICE HASH

John Jennings moving from the office to take over the position of foreman out in the Freight Shop. . . . Ray Petrie taking a "terrific" loss on those football wagers. . . . Betty Telderer putting back that weight now that she can only write letters again. . . . Johnny Brocksma leaving the drafting board for a spell with the paint brush out in the shop. . . . Roy Juell injuring his thumb in a bit of fisticuffs putting some bully in his place. . . . Roy's also keeping everybody guessing (and how!) by spending most of his evenings at home.

Car Department

George L. Wood, Jr., Correspondent

**LITTLE THINGS THAT MAKE THE
CAR DEPARTMENT INTERESTING**

Lest, in our mental meanderings, we allow a Car Department news item to become history, let us recall to your minds the fact that Office Clerk Ike Ketchpaw has left us to assume a position elsewhere. . . .

We also neglected to welcome Willard Stark to our office force some months ago. . . . A more recent addition to our office (and we don't mean a fixture) is Clerk Richard Schaeffer. Welcome to you, Dick.

We believe that is a complete summary of office news, although it might be interesting to learn that a draft can be the cause of a broken heart as well as a bad case of gripe; as proved by one of our second floor employes. . . . While on the subject of selective service, we extend our

best wishes to Blacksmith Helpers Roy Thomas and Ed. Paluszewski, who became two of Uncle Sam's favorite nephews recently. . . . Back to familiar walls came four natty attired soldiers. They were former Carmen Helpers Ted Krolicki, Paul Warmuth, Karl Kranz, and Dick Weatherall, former cabinet maker apprentice. Their visits were short but welcome. That is, all visits were short but that of Karl Kranz, who has been released from the army due to a change in age requirements. . . . Carman Helper Jerry Walloch dispensed wedding cigars on the twenty-fifth of October, his bride being Miss Mary Kuechiej. . . . Even before the smoke had cleared from Jerry's cigars, we were firing up again, congratulating Orville Jacquett upon his walk down that aisle with Miss Rita Seiler. . . . We understand Ray Hoelke, a University of Idaho student and son of Airbrakeman Alex Hoelke, sent in a number of productive traffic tips on Wisconsinites who attend Idaho University and traveled home for the Holidays. . . . From the Airbrake Department comes news that George Kraus did a good deed the other day by selling a book of tickets on a turkey for the Milwaukee Woman's Club and they were sold in one sitting. . . . The broad grin on the face of Apprentice Dick Bauch is occasioned by the fact that he will be a blushing bridegroom some time in January. . . . Electrician Andrew Steinborn is taking a much needed rest down Texas way. Replacing him is Electrician William Olsen. . . . Four new members to Sky Guschl's Machine Shop family are Apprentices Ray Fligge, George Demitros, Mike Moritz, and Machinist Harry Munro, who has been on a pension since 1938, coming back into circulation this past month. . . . Crane Operator Richard Geske and Cabinet Maker Thomas Tarmann have taken up new lives of retirement from and after November. All our good wishes go out to them in their new ventures. Emil Zunker and Jack Harendt went duck hunting recently and brought back several dinners. We understand Jack went along as a decoy. . . . Carman Harold Cedestrom departed for Bettendorf, Ia., where he is to serve as material inspector for a few months. . . . We just learned why Stanley Banach, Roy Lipscomb, and John Leib are called Babes in the (North) Woods. As the story goes the boys were fishing and a storm blew across the lake, forcing their boat to a deserted shore. After several hours of wandering, our hero Roy brought the boys safely back to their home fires. Due to his heroic efforts, Roy has had several complimentary offers to become a guide in the north woods. . . . They can talk about the Princeton socially registered, the well-oiled Yalies, the academicians of Harvard, and scores of others, but Caboose Shop Employee John Caviletto is second to none when it comes to writing poetry. He is now working on a poem concerning shop men which we expect to publish in the near future.

A few of the men who cooperate with your correspondent in making this column possible are Reporters Ed Douglas, machinist; Joe Foran, blacksmith apprentice; Bill Hetzel, electrician; Paul Bubholz, upholsterer; Joe Friedman, tinner; Clarence Schultz, trucksmith; Elroy Koester, cabinet maker apprentice, and Bill Weatherall, material checker. If you have any interest-

ing new items that would look good in print, see one of the above mentioned. . . . A flash has just come in and we offer our congratulations to Charles Adams on the arrival of an eight pound daughter on Nov. 15. This makes the score two to one in favor of the girls.

In closing, we extend a very Merry Christmas wish to all and so long until next year.

Davies Yard

J. J. Steele, Correspondent

Kenneth Feustel recently drove his mother and his girl friend, Doris, to Chicago and showed them the Windy City sights. One of the most interesting places in their itinerary was Chicago's famous Maxwell Street.

Peter Novak and Hans Wilm, oilers at the Air Line, started out one day to shoot pheasant. After having shot 10 rounds they returned with but one gopher between them.

Two of Uncle Sam's star boarders, namely, Alois Waldera and Joseph Kssin, have returned to the Davies Yard fold after having spent a few months as privates in the army. The rigid life of a soldier must have agreed with both of them for they look very fit and "rarin' to go."

Art Souhrada, a reserve officer in the army, has been called for active duty, and is now stationed at Camp Custer.

Bill Riley, a newcomer to the Davies Yard, is a ball player whom we may hear plenty about in the near future. Last year Bill played with the Johnston, Tenn., team, which is a training farm for the St. Louis Cardinals.

Bingo players are in abundance, but none as enthusiastic as Bill Osberg and Alex Kempzynski. The mere mention of the word "corn" will start them off relating how closely they came to winning the major prizes.

BEAVER BRAND Carbon Paper

and
Inked Ribbons

"There's no other just
as good"

M. B. COOK CO.
508 S. Dearborn St., Chicago

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

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

WEST COAST WOOD PRESERVING CO.

⌈ We are proud to serve "The Milwaukee Road" in
supplying treated ties and structural timbers. ⌋

Office: 11184th Avenue, Seattle, Wash. ♦ Plants: Eagle Harbor and West Seattle

Time-Credit Plan

PERSONAL LOANS

When you need extra cash, borrow on a sound and thrifty basis. Establish personal bank credit . . . on the liberal terms of our Time-Credit Plan. Single-Signature, Co-Signer and Automobile loans at low cost . . . for personal and family needs . . . payable in monthly installments. Time-Credit Collateral Loans at even lower cost. Apply at any First Wisconsin office . . . or phone Marquette 1300.

| CASH YOU RECEIVE | MONTHLY PAYMENTS* | |
|------------------|-------------------|-----------|
| | 12 Months | 18 Months |
| \$100 | \$ 8.95 | \$ 6.10 |
| 200 | 17.73 | 12.10 |
| 300 | 26.52 | 18.09 |
| 500 | 44.09 | 30.08 |

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

FIRST WISCONSIN NATIONAL BANK

OF MILWAUKEE

13 Convenient Locations

Locomotive Department

John A. Macht, Correspondent

OFFICE

Art Otto Hampel just became the proud possessor of one of those Mystery Dogs, about three weeks old. Here's hoping it does not grow into a Great Dane or something of that sort.

George Jung is now wearing a bib for lunch. It was a gift from the boys on whose desk he eats his lunch, mainly as a reminder to remove the crumbs when he gets through. Possibly some of the boys have that hungry look and soft-hearted George has been leaving something for them.

All the luck seems to be in one corner of the office. Ed Zimmerman won a turkey and Bingo Moeller won \$5.00 at one sitting and \$10.00 at another sitting of bingo.

Alex Bross is really getting to play a good game of Scot, winning most of the games, due to the expert advice of Champion Kibitzer Joe Macht.

If you want to know how the stock pile fire is getting on call Marty Krueger. He has been giving it a daily check, along with checking of cars.

SHOP

Electrician Seefeldt has been promoted to armature winder, under the eagle eye of his coworker, Bert Kelly.

Albert Fontain, the scale man, drinks his lunch every day, two cans of soup instead of sandwiches.

Machinist Al Wallwitz buys cigars by the box. That's the reason all the boys around him smoke cigars during lunch.

Machinist Edward Gumz ran into some hard luck with his car—a wheel came off. To avoid a recurrence he is going to give it monthly inspections.

Hugo Paader has been sick for a few weeks but is on the road to recovery.

Machinist Hank Weiss says his grandson is the future President of The Milwaukee Road and from the looks of the boy's picture, we must agree with him.

Iowa Division—

W. E. Failor, Division Editor
Superintendent's Office
Marion, Ia.

East End and Branches

F. M. Emmerson, agent at Martelle, Ia., has been ill for several weeks. Understand he is on the mend at this time.

Willis Jordan, relief dispatcher at Ma-

rion, had an operation on his left eye recently and is back on the job feeling 100 per cent better. Conductor Chas. Goite also had an eye operation and is improving slowly.

Retired Train Dispatcher L. A. Turner of Waverly, Ill., spent several days at Marion the latter part of October visiting with friends. It is a pleasure to renew friendship with a man like Lou Turner and to realize what can be accomplished by a man who spends a successful life making friends.

Lyle Cleaver, formerly of the Iowa Division, passed away in Milwaukee on Oct. 31. Burial was at Marion, Ia.

The Marion Lions' Club had the pleasure of hearing Master Mechanic W. N. Foster talk on Oct. 28. From all reports both verbal and newspaper, Mr. Foster proved himself a real speaker.

Division Storekeeper L. R. Lange has returned from a vacation trip through the sunny southland. Needed the vacation after the shock of son Bill's elopement.

Cedar Rapids Terminal

Clifford R. Taylor, Correspondent
Cedar Rapids, Ia.

First of all we will make another plea for news from the departments and offices in Cedar Rapids. How about it? Let's keep Cedar Rapids news on a par with the other terminals and divisions.

Congratulations, although belated, are in order for John L. Kelly. A baby boy again, named Patrick. John says they had to have a Pat to team up with Mike.

Candy, cigars and roses were passed out by Bill Lange, the stenographer in our office. Bill stole a march on all of his friends and was married in Anamosa, Ia., on Oct. 29 to Miss Mary Frances Howell, daughter of Attorney and Mrs. J. B. Howell of Marion.

Lineman and Mrs. C. J. Anderson, who have made their home in Cedar Rapids for some time, are moving their household goods to Green Bay, Wis., where they will make their home.

More changes are being made in the personnel of the various offices in Cedar Rapids. Francis Curran, who has been cashier at Perry for the past few years, has bid in the position as chief yard clerk at Cedar Rapids Yard, and Virgil Dvorak, who has been messenger in the general agent's office, has bid in one of the yard clerk jobs, and Kenneth Freeman has been acting as messenger pending the appointment of a regular man in that position.

Middle and West

Ruth Buckley, Correspondent
Perry, Ia.

C. H. Tanner, who was the senior man on the Iowa Division agents' list for a long time, and agent at Tama for many years, retired in October. Lawrence Fiala, the second trick operator, was appointed agent in Mr. Tanner's place.

D. E. Lee, who has been working as second operator at Collins for some time, has returned to his old home in Dawson as agent. Edwain's father, C. A. Lee, was agent at Dawson for many years and the young man and his family were given a royal welcome on their return to the community. The station was opened when B. C. Snyder retired. Mr. Snyder had been in poor health for several months.

Section Foreman Vern Sands resumed work on the Perry force in November, following an absence of several months, during which time he was in charge of an extra gang.

Earl Cook returned to his old job as foreman of the Perry freight transfer force in November, when a position he held in Cedar Falls was abolished. Earl and his wife have been active in the Service Club and the Women's Club and are welcomed back to Perry.

On Oct. 8 a daughter was born to Fireman Weldon Holland and wife. The young

DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE CORPORATION

Subsidiary of General Motors

LA GRANGE, ILLINOIS

lady is a granddaughter of Engineer I. Dibern. She has been named Patricia Estell. A son born to Mr. and Mrs. J. A. Pickens of Washington, Ia., on Oct. 4, makes another grandchild for Engineer and Mrs. Fred Peterson of Perry. The boy's mother is the former Esther Peterson.

Oct. 1 was the 50th wedding anniversary of retired Engineer M. Conners and wife. The affair was fittingly celebrated on the Sunday following, with the couple, two daughters and their husbands, together with many other friends and relatives present. "Mickey" put in 46 years for the Milwaukee before his retirement.

On Nov. 8 Henry C. Fanslow, another retired veteran, and his good wife celebrated their golden wedding anniversary in Perry. Children of the couple came from Wisconsin, Nebraska, Wyoming and Michigan to be with the parents on the festive occasion. Mr. Fanslow was employed as a machinist for the Milwaukee before his retirement.

Conductor Harvey O. Whitlock, who retired and went to California a few years ago to make his home, died suddenly the last of October. He had just returned home after a visit with relatives and friends in Perry. The remains were brought to Perry for burial.

I & D Division

Max V. Brager, Division Editor
Superintendent's Office
Mason City, Ia.

Marquette-Sanborn

With thanks to Stasia Harding, below is reproduced a verse copied from the "Muse of 1941," published by Horizon House, of New York, written by a former correspondent of this column, Elsie Hodges Trewin:

My Son

*I like to walk just silently with you
 And see the stars sneak out to watch the moon.*

*To cross a shaded street where lights are few
 And hear the cricket sing its funny tune.*

*I like to feel your little hand in mine,
 To know you're trusting me
 Whichever way we go.*

*And knowing this I walk with riches of a king;
 You are my son—I could not ask for more.*

Several of the boys have been moving around a bit: Jack O'Neil of Charles City has been appointed clerk at Sanborn, Ia.; Francis Joyn of Mason City has been appointed cashier at Spencer; Herman Quandahl has been appointed bill clerk at Mason City; Agent R. E. Bernhardt of Sanborn has received the Everly, Ia., agency; Agent H. E. Erowman appointed agent at Spencer, and Relief Agent Geo. Meier from Postville is now relief agent at Sanborn until new agent is appointed.

Martin "Kelly" Vanderlan received honorable discharge from the army and returned to his job as No. 1 section laborer at Emmetsburg on Nov. 10. We are all glad to see him back with us again.

HUNTIN' NEWS; NO FISHIN'

Chief Carpenter A. M. Glander brought in three pheasants on the opening day, claiming he brought them down with his little gun, but one of the boys overheard him calling a rural number ordering three birds. Col. C. S. "Crack Shot" Pack, dispatcher, Mason City, got his limit in pheasants opening day.

Marie Randall, file clerk in the superintendent's office, Mason City, has been off duty because of illness since Oct. 24. Hope she is back with us soon.

Best wishes to Mr. and Mrs. Prestley O'Gren, who were married Oct. 22. Mrs. O'Gren, formerly Eloys Meuwissen, is the

Your Local Watch Inspector Deserves Your Patronage

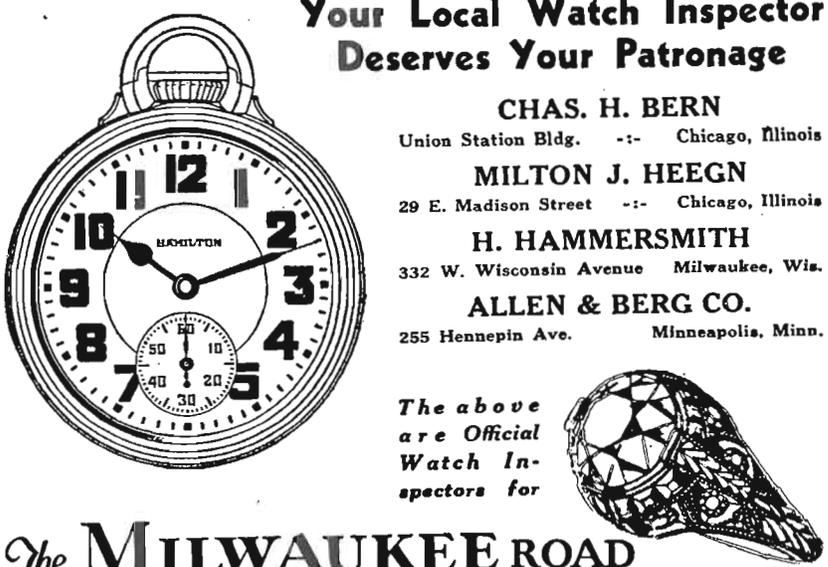
CHAS. H. BERN
 Union Station Bldg. -- Chicago, Illinois

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

daughter of Chief Dispatcher L. R. Meuwissen at Mason City, Ia.

Trainmaster's Clerk Bob Perry is sprouting a cute mustache. Your correspondent tried one, too, but the competition became too stiff.

Plans are under way to organize a credit union among the employes in this vicinity. A charter has already been applied for and a meeting was held Nov. 19.

Conductor A. L. Kirby wore a red flower on the Iowa-Northwestern football special from Mason City instead of Iowa's color, but it was late in the season and no doubt Al's garden was considerably thinned out by then.

Sioux City and Western Branch Lines

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

Conductor Bert Swift recently underwent a serious operation at Sioux City. Now getting along nicely.

Engineer Ben Rose, who has been on sick leave for some time, has now returned to service.

Switchman Warren E. Preston, who retired in 1937, died at Sioux City on Oct. 31. Mr. Preston was the father of General Yardmaster H. W. Preston of Sioux City, and the grandfather of Switchman Wayne Preston.

Agent Lester C. Landmark, formerly of Wesfield, who has been on sick leave for some time, is now recovering nicely and will soon return to work.

Particular attention is invited to the lovely facial decorations of the baggage room staff. Baggage man Jake Ginsberg started his mustache some time ago, and Baggage Agent C. A. Foote was so pleased with the result that he has cultivated a soup strainer of his own, and do those boys ever look nice. Just like a couple of foreign diplomats, or something.

Tom "Honeychile" Graves, the demon telegraph operator, is enjoying a nice vacation in sunny California. Also understand that Conductor Art Moore is out there some place.

The Arrow Service Club held an outstanding meeting at Sioux City on Oct. 17. The event was in the nature of a stag smoker, with entertainment and all the trimmings.

Man (handing over his pay envelope to his wife): "You got a nice increase this week, dear."



A LONGER RUN for Your Money

IT'S your money . . . get all the shoe mileage that's coming to you. Off trains, on trains, scuffing and kicking, Bilrite Rubber Heels and Cord-On-End Soles take all you can give and come back for more. Compare them with any other heels and soles. There's only one choice for railroad men—BILRITE.



WILL NOT SLIP

BILRITE

AMERICA'S FINEST

RUBBER CORD-ON-END

Heels and Soles

AT LEADING SHOE REBUILDERS EVERYWHERE



The IMPROVED FAIR RAIL ANCHOR

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

THE P. & M. CO.

CHICAGO • NEW YORK



Cat's Paw Twin-Grippers Stop Slipping Double-fast!

For quick starts and sure stops, there's nothing like Cat's Paw rubber heels and soles . . . with the new Twin-Grippers that stop slipping double-fast! That's why you see them everywhere . . . on the shoes of active railroad men. Vacuum-action Twin-Grippers give added safety, extra miles of level wear. Get genuine Cat's Paw every time . . . for your own and your family's shoes! Cat's Paw Rubber Co., Inc., Baltimore, Md.

CAT'S PAW Rubber Heels & Soles



AT ALL FINE SHOE REPAIRERS

Sanborn-Rapid City

*C. D. Wangsness and Paul Ashland,
Correspondents
Mitchell, S. D.*

Agent P. A. Gallagher of Kadoka has been confined for the past few weeks with the flu.

Conductor Art Enright and wife have returned from Sioux City, where they have been making final arrangements for their new home.

Congratulations to Clerk P. L. Hasslinger and wife on the arrival of a baby girl who came to gladden their home early in November.

We extend our hearty congratulations to retired Roadmaster Phil McMahon and wife on their golden wedding day which occurred the last of October. Here's hoping they will enjoy many more anniversaries.

Dispatcher Frank Bloom is busy lately arranging for the new home which he is building.

Roundhouse Foreman Jack Sundquist was rather disheartened after his team's three game bowling loss and, to add insult to injury, Jack was assessed a fine of a couple of bucks when he failed to make a stop sign on his way home after the game. Better luck next time, Jack.

Engineer Farris and family have moved from Murdo to Mitchell, where they will make their future home.

Phil West of the Bridge Department had the misfortune to lose a considerable amount of furniture and a heavy loss to his home as the result of a fire early in November.

Sioux Falls Line

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

Quentin Hunter, engine foreman, and John Bird, carman, were the big game hunters in the Black Hills for deer. Had not returned at this writing.

Engineer and Mrs. R. V. Manson visited recently at Farmington, Minn., but Bob says there is not much use in visiting. Had to pick corn.

E. C. Todd, roundhouse foreman, Sioux Falls, reports having an eight-year Safety First card for having had no reportable accident for that period in his department.

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS



Republic Creosoting Co.
Minneapolis

The Sioux Falls Milwaukee Employees Credit Union celebrated its first anniversary on Oct. 18. It has 115 members and total deposits of \$1,995.59 and total loans since organized of \$5,177. The organization urges more employes to become familiar with the plan.

This happened within the Hallowe'en period to Chris Kvidahl, B&B carpenter of Elk Point: While no one was at home one of the neighbor children crawled through an unlocked window, found the matches, and set the bedroom on fire, the kitchen going with it for good measure.

K. D. Natzel's gang have taken up the abandoned Colton line which makes the old Madison cut-off line past history.

The son of Geo. Raines has graduated from the telegraphers' school at Valparaiso, Ind., and has accepted a position with the B&O in Chicago.

Agent F. B. Gorman of Trent met all trains Nov. 10, passing out cigars. The occasion—a brand new boy arrived the day before.

Twin City Terminals

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

Minneapolis General Offices

C. H. Crouse, retired veteran agent, was a recent caller. Mr. Crouse retired from service on Jan. 1, 1937, after 66 years of continuous service. He celebrated his 90th birthday last September and is enjoying excellent health. Mr. Crouse has made it a life-long practice to walk at least five miles every day, and judging from his erect carriage and springy step, the exercise has kept him in wonderful condition.

Now that the 1941 football season has been completed and the Golden Gophers have again been acclaimed National Champions (we hope), the thousands of Gopher fans in this territory can resume their normal routine each Saturday afternoon instead of following the team from an air-conditioned seat in the stadium or listening to their favorite sports announcer. Maybe it is well that the season is over because it is rather a strain on the heart at times.

Business continues to run heavy in the Twin Cities and Duluth line and everything points to an even greater increase than usual around the holidays. It's good to see everyone working full time.

Roadmaster R. J. O'Connor and Mrs. O'Connor have returned from their vacation trip into Old Mexico. R. J. O. says he learned to talk Spanish.

Did you know that the purchase of Defense Bonds is just about the best investment you can make at this time? They pay 2.9 per cent interest. The only better investment that we know of is a membership in the J. H. Foster Service Club.

John Butler, veteran locomotive engineer, passed away at his home in Minneapolis on Nov. 14 after a short illness. Mr.

Butler was Local Chairman for the B. of L. E. on the H&D Division but has worked in the Minneapolis Yard for the past several years. Our sympathy is extended to the bereaved members of his family.

St. Paul

*Alice Treherne, Correspondent
General Agent's Office*

THROUGH THE LOOKING GLASS

With a wonderful pheasant hunting season just closed, and the duck hunting about over (incidentally, Messrs. Ole Hanson, Pete Kleven and Frank Knapp, Jr., of the repair track, and Matt Medinger of the roundhouse, were among those who took a shot at the birds this fall) with football talk relegated to the hot stove league, the boys figuring up their net losses on jack-pots, and hardly any moth ball smell left in my fur coat, we turn our thoughts to winter sports, and thinking of them our first thought is of St. Paul's glorious Winter Carnival, which follows right on the heels of our after-Christmas-exchange of presents and New Year celebrations, and is something the whole Northwest looks forward to eagerly. Great plans have been made. You people had better make it a point to come here and meet King Boreas and the Queen of the Snows during the hilarious week, Jan. 23 through Feb. 1.

Vic Barquist, the Snow Train King, has already lined up one snow train for Sunday, Jan. 18, to the college town of Northfield, Minn., where a number of our Winter Carnival units from St. Paul will help celebrate their carnival being held Jan. 15-18.

The 1941 football season has not only been a bright one for Minnesota's Golden Gophers, but also our Passenger Department in the Twin Cities. Business was the best since 1927 to the big Minnesota-Michigan game at Ann Arbor, Oct. 25. We ran two special trains, carrying approximately 700 people, to the battle for the Little Brown Jug, which were conveyed by Messrs. H. M. Larson, GAPD, Minneapolis, Ollie Anderson and Johnny Guzy, TPA's, and Carl Sorlien, Passenger Dept. The following week, supporters of Northwestern's Wildcats swarmed into the Twin Cities, along with hundreds of Minnesota's alumni, here for the homecoming game, and it was necessary to run both an extra Pioneer, Ltd., and an Olympian, and a 15-car train on the Hiawatha, to handle the influx, another extra Pioneer Saturday night, and a 14-car Hiawatha on Sunday. And if everyone had as much fun on their football jaunt as "yours truly" did to Ann Arbor with Carl Sorlien and his Vagabonds, we'll have twice as much business from now on. . . . Incidentally, Carl has just been promoted from the stenographic department to ticket seller.

Mr. and Mrs. E. B. Finegan, Chicago, attended the Northwestern, Minn., game as guests of R. C. Clark, vice president of the Northern Pacific Railway here, on Nov. 1. Mr. Finegan spent some time in our office Saturday morning, and we were all pleased to note how well he looked after his recent illness. He informed us, however, that his healthy appearance had resulted in a minimum amount of sympathy during his convalescence.

George Beattie, yard clerk, was among the Gopher fans who followed our Minnesota team to Iowa City, Ia., Nov. 15, to

Rah Rah Rah our team to victory over the Hawkeyes.

Congratulations are in order for Marc Green, editor of our Magazine (and Mrs. Green). They are the very proud parents of a new nine and a half pound son, named Michael Bricker. It looked for a while as though we were going to lose our editor, but the medical tradition still holds true, that they have never lost a father, though they say this time it was close!

Found: Another new addition to our Passenger Department force—Leon Stelling, stenographer. Welcome to our family, Leon! Hope you like workin' on the railroad.

In my opinion, the Milwaukee Traffic Club and the Women's Traffic Club of Milwaukee should have been awarded solid gold medals for the perfect way they handled the Associated Traffic Clubs convention, as hosts to that organization, Oct. 20-22, with a little edge to the ladies for their "cocktail party." The only regrettable thing reported was that they turned out the lights at 6:30 p. m. Milwaukee has established an enviable reputation for themselves as wonderful hosts, and our slogan, "Friendliness is a Milwaukee Road Tradition" must have been coined from "Friendliness is a Milwaukee, Wis., Tradition," based on the reactions of the hundreds who attended this convention, and the reverberations of the same caliber, from the American Legion Convention. "Yours Truly" met scores of delegates from all over the country, who were unanimous in their praise of their hospitality, friendliness, and untiring efforts to make everyone feel at home and enjoy themselves. Hope when the Traffic Clubs meet in St. Paul in the spring of 1943, we can do as well, and do hope to see a great many Milwaukeeans here. We'll be looking for you, Dorothy, Esther, Paula, Dick, and the rest of you whose names escape me for the moment.

Harry Holmes, general agent, Denver, was a visitor in our office the latter part of October, en route to the Associated

CARTER BLATCHFORD, INC.

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

Present Day

SAFETY Requirements

DEMAND the Best

Equipment

**LAKESIDE
FUSEES**

Fill the Bill

SAFE DEPENDABLE EFFICIENT

**LAKESIDE RAILWAY
FUSEE COMPANY**

Beloit, Wisconsin

FRIENDLY BANKING SERVICE

The Mercantile cordially invites you to consider its friendly banking service. A service founded upon sound banking principles and furthered by the Mercantile's established policy of prompt, personalized attention and closest cooperation at all times. We will welcome an opportunity to discuss fully our service with you. An informal visit with one of our officers will assure you that the Mercantile fulfills every requirement.



**MERCANTILE NATIONAL BANK
OF CHICAGO**

5 4 1 WEST JACKSON BOULEVARD

MEMBER FEDERAL DEPOSIT INSURANCE CORP.

To Milwaukee Patrons

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

**Three Forks Creamery Co.
THREE FORKS, MONT.**

Traffic Clubs convention in Milwaukee, as a delegate from the Denver Traffic Club. One of our freight boys came up with this one:

Additional Hiawatha Lore

He shot an arrow in the air,
It came to earth, he knew not where;
He lost more d——— arrows!

Private Karl Heiser, former machinist helper, dropped around to visit the boys in the roundhouse in October, while here on a furlough from Camp Claiborne, Ia., and they state the South seems to agree with Karl, as he is looking great. But he's hoping to be back up here again for a while Christmas.

We had two extra cars on the Hiawatha Nov. 11 to accommodate a group of men recruited at Superior, Wis., for civilian work in Greenland, who were convoyed to Chicago by L. C. Stockbridge, Minneapolis Passenger Dept. This brings the total Greenland workers we've handled during the past two months to about 300.

Emil Benter, Hastings, Minn., former line man for our company for many years, and father of Miss Audrey Benter, employed in the Coach Yard office, was confined to the hospital at Hastings during the past month. At this writing he is getting along nicely.

Our supply of 1942 calendars arrived a little earlier than usual this year, and our street men, for all the world like a lot of squirrels hoarding their winter food, are ducking them here and there in nooks and crannies, in preparation for that inevitable day when they will be scarce.

Been kidding genial "Papa" Lutz, telegraph operator, about his Heinie hair cut. He just grins.

We are glad to report that Henry Meihof, carman, returned to work on the Rip Track, Oct. 27, after two months' illness in St. Joseph's Hospital.

Another carman, Arthur Cogswell, who has been ill since Aug. 23, and confined to Samaritan Hospital, had hoped to be back on the job by now, but suffered a relapse, from which he is now convalescing, and getting along nicely.

New Orleans has its Mardi Gras and Fat Tuesday, Milwaukee has its conventions and Fat Tuesday AND Monday (Oct. 20-21), but don't forget St. Paul has its Winter Carnival, which compensates us in the Far North for some of the rigors of O' Man Winter. We will be expecting to greet many of our Milwaukee family in St. Paul during Carnival Week (Jan. 23 through Feb. 1) and want you all to feel free to make our office, which is in the center of things, your headquarters.

South Minneapolis Shops

Oriole M. Smythe, Correspondent
Car Dept.

On Nov. 1, Chief Inspector F. J. Tschohl retired after 50 years with The Milwaukee at Dubuque, Aberdeen, St. Paul, and Minneapolis. His friendly face will be missed. Frank and wife plan to reside at Albuquerque, N. M., and try out the new fishing tackle.

Our new chief inspector is J. C. Weatherell, transferred from Marquette, Ia., and formerly of St. Paul. Equipment Maintainer J. M. Hemsey from Wabasha, Minn., was appointed car foreman at Marquette and Carman Gilbert Wolf from Big Stone City is temporarily employed at Wabasha. Best wishes and welcome to the new men and their families.

Car Department employees contributed \$230 to the Community Fund-USO Drive with Store and Locomotive Department rallying 100 per cent to the same campaign.

Tragedy winked but passed us by last month—thought we were going to lose Richard Williams who suffered an acute attack of new fatherhood, but store force rallied 'round with helpful hints and gifts and now father, mother, and son James Patrick, born Oct. 18, are out of danger.

Steno Paul Kronebusch's fortune suffered under Capricornus. With two radios in the house, both on the blink, he missed an "Are-You-Listening" \$10.00 quiz program the other Sunday. Or was it a gag?

We'll be full of Thanksgiving stuffin' and readying up for Christmas when this news appears in print, so from Southtown come best wishes for the Holiday Season. May you find a turkey in every cranberry and a Defense Bond in every sock.

Minneapolis Local Freight and Traffic Dept.

Florence McCauley, Correspondent
Freight Office

New Diesel engines for use on the Hiawatha are attracting a great many curious people to the station.

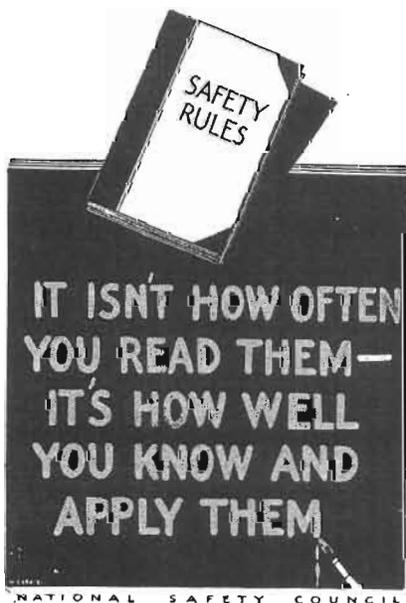
Milton Kutz of the Local Freight has taken a leave of absence to enter the Air Corps. . . . Ray Campbell, employed as messenger at the Local Freight for the past two or three years, has resigned. Understand he contemplates entering government service.

Mrs. John J. O'Toole (the former Miss Genevieve Mullaney) made a visit to the Local Freight office one day last month. It was her first visit to her old haunt since she resigned Aug. 1 to make her home in Milwaukee, and we are glad to know that in spite of her many house-wifely duties, she still takes time once in a while to think of her toiling friends.

Paul Gehrig, Carl Matzoll, Gus Reuland, Everett Halloran and Harry Erickson spent all available time during the hunting season looking for ducks and pheasants. . . . A very suspicious article appeared in the Marshall, Minn., paper recently reading as follows: "Mr. and Mrs. Harry Erickson and daughter recently spent the week end in Marshall." Was the error on the part of the paper or are the Ericksons holding out? . . . The Gus Reulands and Joe Oberhausers were among the many thousands attending the homecoming game.

Jess Osle, city ticket office, has taken advantage of the hunting season and has made his mark where the ducks and pheasants are concerned. . . . Mr. Lowell Sextor, cashier in the city ticket office, has resigned to take a position as secretary for the Winton Lumber Co. Paul Gisvold is his successor.

A Teddy bear sat on the ice,
As cold as he could be;
But soon he up and walked away.
"My tale is told" said he.



Superior Division

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

The Magazine for November contained no news from the Superior Division, which no doubt was due to lack of space. However, still want to make mention of the death of Conductor C. B. Kempley, who passed away on Sept. 18, and Conductor Donald Harvey, who passed away on Oct. 11. These men were well known, especially Conductor Kempley, and the sympathy of The Milwaukee Road employes is extended to the families of these men.

The sugar-beet season is drawing to a close. However, we had one of the heaviest seasons for some time. It required the operation of several additional trains and a lot of switching, especially at Green Bay and Marinette-Menominee yards. Trainmaster Farnham was on duty practically 24 hours a day because of this heavy movement of beets, and he, together with Yardmaster Tierney, did a very good job in keeping them moving.

A number of the men have gone deer hunting. Some of them were successful in getting a deer. Engineer A. Lindner and Conductor Frank Hayden each got one, but Engineer G. Buntin was not so lucky. Switchman Joseph Jacquet did get one, but the reports are that three men shot it and then Joe fired the final shot and claimed the deer. Switchman Milt Giese also claims to have shot one, but when he went to claim it there were about a dozen others on him, and, Milt being the smallest of them, had to give in.

E. D. Thiesfeldt, dispatcher's clerk, has left the employ of the Milwaukee and has accepted a position with the Chicago & North Western R. R. in the Traffic Department. He was always interested in traffic work and figured this was an opportunity to follow a line of work to his liking. We wish him good luck in his new position. Robert Centen has filled the vacancy, and we take this opportunity to welcome him.

The new addition to the roundhouse at Green Bay is just about complete, and the roundhouse foreman's office is ready to move into its new quarters. No doubt it will take Red Ryan some time to get squared up after working in a round office for years.

A new egg-drying plant has been established at Oconto, Wis., by A. Sturm & Son of Manawa, Wis. They are drying approximately three cars of eggs per day. Most of the business is moved on government orders and should be very helpful in increasing the perishable earnings on the Superior Division.

We notice that F. W. Bornitzke has been appointed signal supervisor on the Superior Division and J. F. McConahay has been appointed signal supervisor on the LaCrosse Division. We will be glad to get acquainted with Mr. Bornitzke, but we also will miss Mac's smiling face and the good arguments on politics.

Business on the Superior Division is very good and we look forward to a snappy business in both freight and passenger service this coming winter.

Lt. of Police E. J. McMahon should get the prize for getting business. On Saturday, Nov. 22, he was called to the station to take a drunkard off the Chippewa because he was creating a disturbance and would not pay his fare. Mac arrested him at Green Bay and when he was brought up for trial on Monday morning he was fined \$10.00 and costs of \$11.88, a total of \$21.88, and then Mac brought him back to the depot and the man purchased a ticket to Chicago.

Motorist: I met my wife a peculiar way—ran over her with my car, and later married her.

Pedestrian: If everybody had to do that, there wouldn't be so much reckless driving.



**PREVENT RUST AND CORROSION
ON RAIL JOINT SURFACES**

**REDUCE COST
of MAINTENANCE**

NO-OX-ID prevents corrosion and "freezing" of rail joints caused by brine drippings, cinders, coal gas, moisture, etc.

A brushed application of NO-OX-ID "A Special" on the rail ends, angle bars, and track bolts at the time rail is laid will definitely eliminate "freezing."

One large eastern railroad made initial applications in 1933. Extensive use of NO-OX-ID "A Special" has followed and today the first applications are in excellent condition.

DEARBORN CHEMICAL COMPANY
510 S. Michigan Ave. Chicago
205 E. 42nd St. New York

NO-OX-ID
IRON+RUST
TRADE MARK
The Original Rust Preventive



**The New
AIRCO-DB
No. 10 RADIAGRAPH**

*A time and money saver on
steel plate cutting—at an
unusually attractive price.*

Any railroad shop cutting steel sheets and plates in straight lines, arcs or circles will find use for at least one, and plenty of profit from its use.

WHAT THE NO. 10 RADIAGRAPH WILL DO

1. With one section of track (furnished as standard equipment) cut straight lines 5 ft. long, with either square or beveled edges. **NO EXTRA ATTACHMENT FOR BEVEL CUTTING.**
2. Cut circles from 3" to 85" in diameter, or arcs up to 42½" radius, with either square or beveled edges.
3. Cut irregular outlines to a limited degree by manual operation of torch adjusting arm. Do a clean, fast, accurate job.

Send for descriptive bulletin.

AIR REDUCTION SALES COMPANY
McCORMICK BUILDING, CHICAGO

CHICAGO MILWAUKEE MINNEAPOLIS SEATTLE

MAGNUS METAL CORPORATION

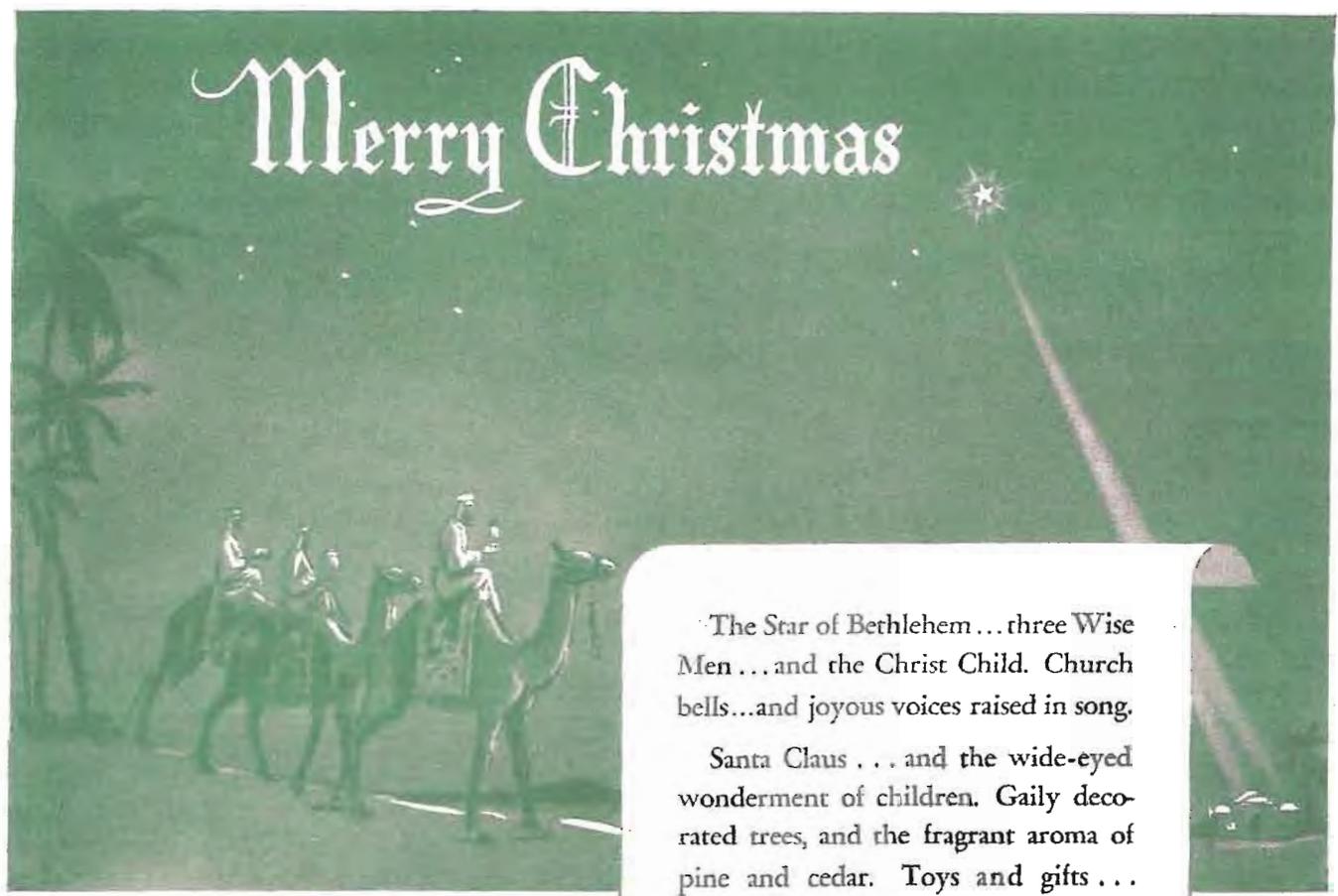
*Journal Bearings and
Bronze Engine Castings*

NEW YORK



CHICAGO

Merry Christmas



The Star of Bethlehem... three Wise Men... and the Christ Child. Church bells... and joyous voices raised in song.

Santa Claus... and the wide-eyed wonderment of children. Gaily decorated trees, and the fragrant aroma of pine and cedar. Toys and gifts... happy laughter and friendly greetings.

And the end of another year.

In reviewing the activities of 1941, American railroaders may take pardonable pride in their Christmas Gift to the people of the United States... a year 'round transportation service that never once failed to "deliver the goods".

Looking ahead to the New Year, the American railroads and the entire Railroad Family pledge to continue to meet to the full the demands of commerce and the needs of national defense... provided the railroads are permitted to buy the materials they need to keep their cars, engines and tracks in repair, and to add more cars as needed to meet increasing demands.

ASSOCIATION OF AMERICAN RAILROADS



Washington, D. C.

