

JUNE
1941



THE MILWAUKEE MAGAZINE

About Traffic Tips

The third year of our traffic tip plan ended with the month of April, and established a new record of accomplishment, with 19,650 passenger tips and 10,929 freight tips, a total of 30,579, which was almost 6,000 greater than the previous year's total.

From these tips in the 12-month period just closed, 28,437 tickets, 7,743 carloads, and 2,757 l.c.l. shipments were obtained—all three items much greater than in the two preceding years. To top off this fine showing, April, the final month of the year, set a new high for total tips sent in, and for productive passenger and freight tips.

In addition to this increase in tips and in business therefrom, there was an increase in number of tippers from 8,880 to 11,045 during the year, or almost 25 percent.

All this evidence of sustained and increased activity of Milwaukee Road people in selling the business in which they are engaged, is most encouraging. It shows they are putting up a good fight against the competition that is living off the business taken from the railroads. I congratulate all whose efforts are helping to make this campaign a success, and I am sure the year just begun will show a much greater number of Milwaukee men and women enlisted, and a much greater volume of tips.




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

Division	No. of Tips			Division	No. of Tips		
	Passenger Tips	Freight Tips	per 100 Employees		Passenger Tips	Freight Tips	per 100 Employees
Madison Div.	372	22	60.0	La Crosse & River	146	21	8.3
Ia. & S. Minn. Div.....	133	294	57.7	Chicago General Off....	110	41	8.2
Seattle Gen. Off.....	58	13	41.5	Kansas City Div.....	26	33	8.0
Dubuque & Ill. Div.....	142	235	30.0	Trans-Mo. Div.	61	6	7.6
Iowa & Dakota Div.....	245	74	21.5	Rocky Mountain Div....	55	12	6.7
Terre Haute Div.....	5	168	20.3	Coast Division	80	17	6.6
Hastings & Dakota Div..	150	49	17.3	Milwaukee Terminals ...	138	92	6.3
Superior Division	21	75	16.9	Twin City Terminals ...	75	37	6.0
Milwaukee Div.	60	129	14.5	Chicago Terminals	27	48	2.6
Iowa Division	93	86	13.4	Miscellaneous	4	1	0.8
TOTALS	2,001	1,453	13.1				

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING. CHICAGO

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MARC GREEN,
Editor

A. G. DUPUIS,
Manager

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Increase in Railroad Employment

Improved position and prospects in the railroad industry have decreased the number of the country's unemployed by more than 100,000 in the last two year period. The number of employes on railroad payrolls has been increased more than 80,000, and employment for additional thousands has been provided by increased purchases by railroads from industries that are dependent upon railroad buying.

At the end of 1940 the railroads were employing 35,000 more carmen, machinists, boilermakers and helpers in their own shops than they were two years previously, and they also were employing about 8,000 more in roadway maintenance. There also was an increase, during this period, of 22,000 in the number of enginemen and trainmen employed, and of about 7,000 in miscellaneous employes.

Paying for Transportation Service Through Taxes

According to a statement made by Chairman Eastman of the Interstate Commerce Commission in a recent speech at Baltimore, the country is to some extent paying for transportation service through taxes, but without accurate knowledge as to the possible consequences.

"One very important matter with relation to transportation competition," Chairman Eastman said, "is not within the Commission's control. A very large part of our transportation facilities are publicly owned. I refer to the highways, the inland waterways, port terminals, harbor improvements, airports,

and other aids to both water and air navigation. Therein lies a danger. To some extent the country is paying for its transportation service through taxes rather than through rates and fares. That is a question of public policy, but clearly the country ought to know what all the facts are in this respect and to have in mind the possible consequences."

Land Grant Rates Repeal Almost Completely Effective

All land grant railroads now have signed the releases of claims against the federal government necessary, under the law enacted last year, to relieve them of obligation to transport government traffic at reduced rates.

The release recently signed by the Northern Pacific, however, is not as yet fully effective, although it has been approved by the Secretary of the Interior. The Northern Pacific release, however, is in conformity with an agreement reached with the Attorney General for settlement of all claims, and it will become effective in 60 days unless objected to by Congress. In all other instances the releases signed by land grant roads became effective on approval by the Secretary of the Interior, and with the exception of the Northern Pacific, all land grant roads now have been relieved of their former reduced rate obligations.

A Railway and Seaway Comparison

It is not probable that anyone would suggest that the country now needs an additional double track railroad from Chicago to Boston. Yet, in Moulton's book, "St. Lawrence Navigation and Power Project," it is stated that an all-freight double track railroad between Chicago and Boston would have 10 times as great potential freight carrying capacity as the proposed Great Lakes-St. Lawrence Seaway, which, of course, would be closed to traffic during ice-bound winter months. The same authority states that an additional double track railway, from Chicago to Boston, could be constructed at one-third the cost of the St. Lawrence Seaway. On that basis, construction of an additional line of railway would appear more economical than construction of the proposed seaway, even if there were real need for greater transportation capacity.

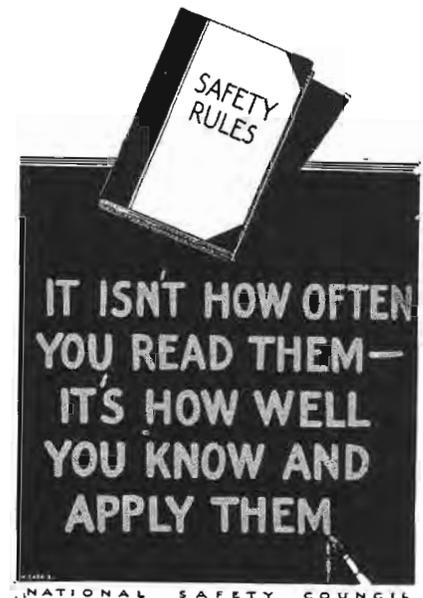
In view of the conceded fact, though, that the country now has a great surplus of transportation capacity, construction of the seaway at this time clearly would involve spending a tremendous sum of public money on a project that simply would result in adding to the country's already great surplus transportation capacity.

Employee Retirement Tax Policy Favors Trucks

Rail transportation pays relatively higher tax rates for employe retirement purposes than does truck transportation. Rail taxes on this account alone would be approximately \$40,000,000 a year less than is being paid currently, if the railroad retirement taxes were relatively as low as those paid by truck transport competing with the railroads.

The rail taxes are paid under the federal retirement act, applying only to the railroads. The rate now is 3 per cent of payroll (up to \$300 a month) to be paid by the employing railroad company, with the employe also paying 3 per cent. The tax payments of the truck company, competing with the railroad, for social security or retirement purposes, is only one per cent of payroll, with a one per cent contribution by the employe also.

Of course, retirement benefits under the railroad retirement act are greater than those to truck employes under the federal social security act, but the employing railroads and the railroad employes put up more to enjoy the greater benefits. As a matter of common fairness, though, there would not seem to be reason for requiring the railroads to make greater provision for the retirement of their old employes than is required of the truck companies competing with the railroads. Yet taxes paid by the railroads for employe retirement purposes amount to approximately \$40,000,000 a year more than their truck competitors would be required to pay on an equal amount of payroll. It would seem sound to contend that equality of treatment for all forms of transportation calls for payroll taxes on both truck and rail transportation at the same rate.



W. G. Powrie, Engineer Maintenance of Way



THE appointment of W. G. Powrie as engineer maintenance of way comes as welcome news to his many friends and admirers who have watched his progress with the road.

Mr. Powrie was born in Milwaukee in 1904. He entered the service of the road's Engineering Department in Minneapolis in 1923 as a surveyor. In 1928 he was promoted to assistant engineer at Mason City, Ia. Subsequently, he was division engineer at Austin, Minn., and Savanna, Ill. In 1932 he was appointed assistant engineer of water service and in 1935 he was advanced to the position of engineer of water service. Since 1937 he has been assistant superintendent of track maintenance, as well as engineer of water service. His headquarters will be in Chicago.

William Shea, superintendent of track maintenance, has voluntarily retired from service. A story dealing with his retirement will be found elsewhere in the Magazine.

Appointments

ENGINEERING DEPARTMENT

Effective May 15, 1941:

W. G. Powrie is appointed engineer maintenance of way.

After 57 years of loyal and efficient service with The Milwaukee Road, William Shea, superintendent track maintenance, at his own request, retired from service on May 1.

The positions of superintendent and assistant superintendent track maintenance are abolished.

TRAFFIC DEPARTMENT

Effective April 1, 1941:

J. Cecil Paige is appointed traveling freight and passenger agent at Seattle, Wash., succeeding J. R. Ludwick,

A New Horizon

The Cover

The scene on the cover is, of course, a familiar one. The use of this different view of the now famous Mt. Rushmore National Monument near Rapid City, S. D., is well justified, however, if for no other reason than to offer occasion for reminding the reader to remind his friends what a regrettable mistake it would be for one to imagine that it is the only thing of unbelievable grandeur and beauty in the Black Hills and the Bad Lands of South Dakota.

This is by way of being an introduction to what might be called The Milwaukee Road's new horizon. The road has had a line through this remarkable region for years, but not until this year, with the new Midwest Hiawatha and the Sioux running fast schedules, has the service to Rapid City warranted a great drive for passenger traffic.

In order to convey an impression of the beauty of the "new" territory now included in The Milwaukee Road's list of travel attractions, it would be well to quote Frank Lloyd Wright, who is regarded as being the greatest architect of the 20th Century.

Upon returning from his first trip through the Bad Lands in 1935, he wrote the following in a personal letter:

"What I saw gave me an indescribable sense of mysterious 'otherwhere'—a distant architecture, ethereal, touched, only touched with a sense of Egyptian-Mayan drift and silhouette. As we came closer, a templed realm definitely stood ambient in air before my astonished 'scene'-loving but 'scene'-jaded gaze.

"Of course, I am an architect and that ride through the land of pure line and evanescent color affected me strangely. Here was the element, Architecture, out of the body of the ground itself beggaring human imagination, prostrating the simplicities of man before the great cosmic simplicity. Reverence, yes, awe. Deep satisfactions harmonious like great music drifted over the senses until a new sacred realm was born of light, delicate color and ever-changing but immaculate form wherein not even the senses could touch bottom, top, nor sides of its vast repose."

Since his first visit in 1935, Frank Lloyd Wright has made an annual pilgrimage to South Dakota's inspirational "treasure house." In 1936 he took a number of his disciples in architecture with him to tour the Black Hills and see the sun rise on the Bad Lands.

Taking advantage of the fact that it now has what is generally regarded as *the very best* transportation to and from this incredible region which has hardly been more than touched by the traveling public, The Milwaukee Road is this year offering two of the most attractive tours on record. The fast train service makes it possible for the visitor to cover the ground completely and leisurely in a short period of time (one tour requires six days, the other seven), thereby keeping the price quite low, and meeting the need for a refreshing and restful, but brief, vacation which is so keenly felt this year by a great many people whose employment in essential defense industries makes it impossible for them to take a vacation of more than one week duration. The tours are *independent*, all-expense plans which leave the traveler free to get about as he pleases and whenever he pleases. They will be conducted only in the event the traffic becomes so extremely heavy as to necessitate it.

The picture used on the cover is reproduced through the courtesy of Bell Photo, Rapid City, S. D.

who has been appointed agent at Tacoma, Wash.

Ernest Roman is appointed traveling freight and passenger agent at Spokane, Wash., succeeding J. Cecil Paige, promoted.

Robert F. Leufquist is appointed city freight and passenger agent at Portland, Ore., succeeding Ernest Roman, promoted.

Taxes paid by Class I railroads in 1940 totaled \$405,000,000, the greatest amount in any one year on record.

Railway taxes averaged \$1,107,000 daily in 1940, or \$768.75 per minute.

Earnings of railroad employes in 1940 averaged \$1,900 or nearly double the amount received in 1916.

If It's Advertised,

We Sell It

By A. V. Barquist

BEING in the travel business, it is natural for all of us to pay attention to the attractive travel advertisements displayed in the magazines and newspapers which come to our homes. In reading these colorful travel ads, one notices that they repeatedly conclude with this advice to the reader. . . "For Reservations, See Your Local Travel Agent."

You may ask yourself who and where this "local travel agent" is, but it is not necessary to wonder any longer, because he is your own Milwaukee Road ticket agent, with an office conveniently lo-

cated in your home town. The last two inside pages of the road's timetable give the addresses and telephone numbers of 83 of our traffic offices in the larger cities. The top of these pages are headlined "Information and Travel Bureaus."

In the summer issues of the better magazines and newspaper can be found steamship companies joining cooperatively with The Milwaukee Road by advertising trips to Alaska. When one hears of his friends, relatives, or teachers and students at local schools and colleges contemplating a trip to Alaska,

tell them about the scenic way to get there, inviting them to use our railroad to the seaport of Seattle. And don't forget, by the way, to submit that tip card, in order that the road's travel agent can follow the lead up promptly.

Many of our travel agents take educational trips during their regular vacation periods and the personnel of our ticket offices as a group can furnish first hand information on all the popular tours and cruises you read about.

Most of the all-expense tours arranged by the railroads in the western passenger territory are for a two-week period. To make a comprehensive circle trip in that period of time it is necessary to use the railroads. For example, the regular two-week tours from Chicago to Mexico allow the tour members nine full days of sight-seeing in and around Mexico City. Practically all of the personally conducted tours to Mexico, California, and the Pacific Northwest originate in Chicago, and many a prospective member of the tour party could and should travel over our lines to Chicago, whether the tour is over our lines or not.

So, when you come to those last lines of the artistic and appealing travel ads which say, "See Your Local Travel Agent," remember it is the agents in your own ticket office that the ads have reference to.

Front and Center!



THE soldier-employee who this month steps forward at the order of "Front and Center!" is Carl Art Sorenson, ex-clerk from the South Minneapolis roundhouse, who has recently been called into the Army and is now stationed at Camp Claiborne, La. He is shown with his father, who is also employed in the South Minneapolis roundhouse.

The Magazine would like to repeat the request made last month for pictures of the Milwaukee Road employes who have entered Uncle Sam's draft army.

Choral Club Presents Concert

The Milwaukee Road Choral Club presented an invitational concert before a capacity audience on the evening of Friday, May 23, at Kimball Hall in Chicago.

The program, including both sacred and secular numbers, was indicative of the fine work this group has done under the direction of Stanley Martin. Gladys Lund is the accompanist for the club. Two of the most outstanding features of the program were the special organ selections by Porter Heaps, the well known Chicago musician who was guest organist, and the beautiful vocal numbers presented by Mida Anderson, soprano soloist, whose fine rendition of several songs thrilled the audience.

The splendid presentations by the Choral Club included solo parts by Naomi Johnson of the ticket auditor's office in Chicago, and Robert Weber of the office of the manager of refrigerator service and claim prevention. The club is composed of 65 employes of the railroad in the Chicago area.



A. V. Barquist, author of the accompanying article, is employed in the city ticket office, St. Paul. He is shown here (in the middle) with some natives of the San Blas Islands, in the Caribbean Sea. He just recently returned from the two-week cruise in southern waters. The picture illustrates the author's point—that Milwaukee Road ticket agents handle all sorts of itineraries. They get around, too, and keep themselves informed about what they are selling.

Speaking of Clocks

EVERY clock fascinates me, whether it be the old-fashioned clock of my boyhood, that rested upon the kitchen shelf, the tall grandfather clock that stood on the halfway landing of the stair, or the mantle clock above the fireplace, that chimed each quarter hour, reminding us constantly that *tempus* was *fugiting*.

But, reposing safely in the loving care of a devoted family, all these fine old clocks led rather sequestered lives, when compared to the rugged old clocks whose entire lifetimes are spent exposed to the elements while serving their public.

Such a timepiece is the tower clock in our Minneapolis passenger station. This old clock has always held a special charm for me since I first became acquainted with it 39 years ago, and my daily association with it has served to make the bonds of friendship stronger through the years.

The clock was originally installed in the tower when the present passenger station was built in 1898. There are four dials, one on each side of the tower. The dials are eight feet, six inches in diameter, the minute hand four feet long, and Roman numerals are used to designate the hours. Located 100 feet above the street, this clock is truly one of the fine old landmarks in the Minneapolis loop, standing as a tall sentinel at the corner of Third Avenue South and Washington, tolling off the hours above the noise and din of the city's streets during daylight hours, and its illuminated dials serving as a beacon and guide to the passer-by through the night.

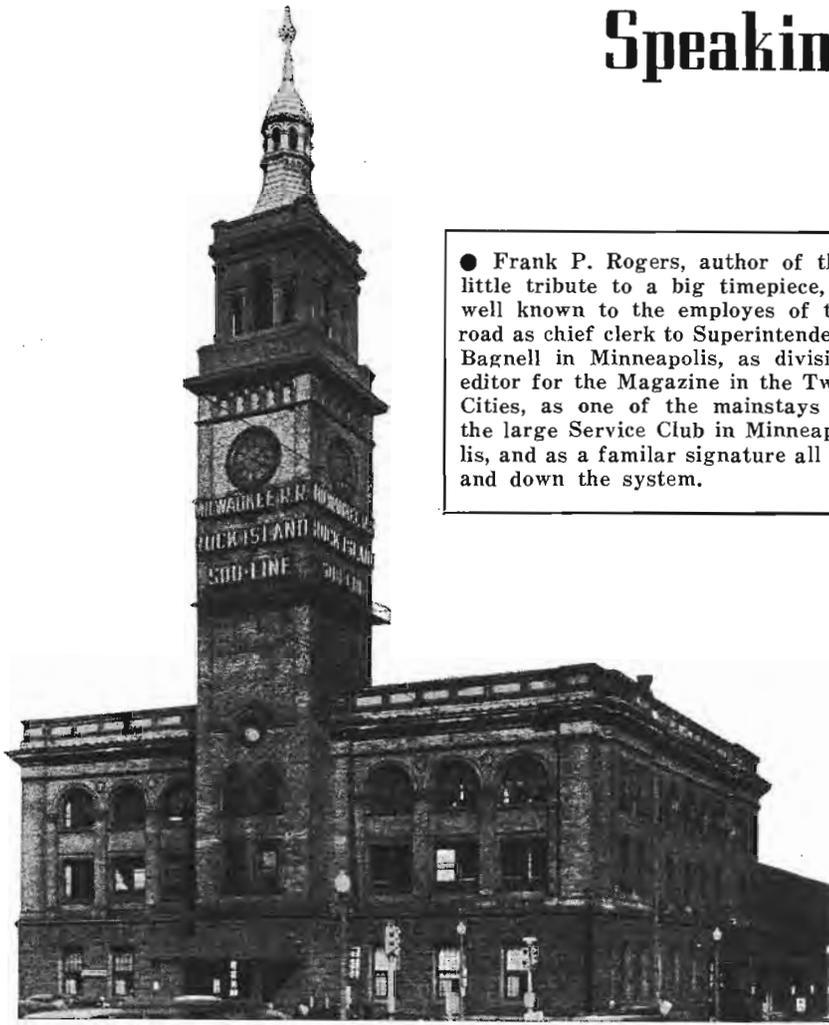
When first installed, this tower clock was operated by compressed air and functioned accurately for many years. But time, rust and erosion took their toll, until finally it became necessary to replace its mechanism.

In keeping with the good old Milwaukee policy of "on time" service, this was done during June, 1924, when Telechron A. C. was installed, and "old faithful" has continued to dispense accurate time to the citizenry and the visitors alike.

The remarkable feature about this old clock is that, notwithstanding the variation of temperatures in our climate, from 110° above to 30° below zero, this sturdy old Viking comes accurately through, withstanding the torrid rays of Old Sol in the summer, and the frigid blasts of Boreas in the winter. Its friendly face always greets you with correct U. S. Naval Observatory time.

There may be more famous clocks in some of the ancient structures of Europe, but for many of us who have worked under its cheery old face, have heard it toll off the hours year after year, it has become a tried and true old friend, a model of dependability.

● Frank P. Rogers, author of this little tribute to a big timepiece, is well known to the employes of the road as chief clerk to Superintendent Bagnell in Minneapolis, as division editor for the Magazine in the Twin Cities, as one of the mainstays of the large Service Club in Minneapolis, and as a familiar signature all up and down the system.



Here is a picture to keep. It shows the passenger station in Minneapolis as it probably no longer appears, a contract having been let for the removal of the top part of the tower. Everything above the brickwork will be removed; the venerable clock will remain.

National Eucharistic Congress to Convene in Twin Cities

THE Twin Cities of St. Paul and Minneapolis will be host to the greatest number of guests in their history during the Ninth Eucharistic Congress, June 23-26. With the Papal legate as the central figure, more than 175,000 persons representing the Catholic clergy and laity from outside the St. Paul Diocese are expected to journey to the Twin Cities for the congress to join the 300,000 Catholics within the diocese.

The National Eucharistic Congress, held every three years in the United States, this year replaces the 35th International Eucharistic Congress, scheduled to be held in Nice, France, but cancelled because of the war. Special programs and demonstrations reserved before for the International Congress will be staged at the National Congress for the first time.

Archbishops in each of the nation's 81 dioceses have appointed diocesan directors to organize pilgrimages to the congress. Arrangements have been

made to have persons coming to the congress from the East and South assemble in Chicago and proceed en masse to St. Paul and Minneapolis on special trains. Other cities in the West and Southwest are to be named as congregation points for visitors from those sections of the nation.

The Minnesota state fair grounds have been designated as the Eucharistic Center. A number of activities will be conducted there, as well as in the St. Paul Cathedral and St. Paul municipal auditorium, at the Basilica of St. Mary, and Minneapolis municipal auditorium.

The final procession from St. Andrews Church, St. Paul, through Como Park to the Eucharistic Center is expected to be the most magnificent display of religious splendor the Northwest has ever witnessed.

The Milwaukee Road will be privileged to play an important part in transporting delegates and other interested persons to the congress.

Service Clubs



Left—Part of the throng that attended the anniversary luncheon given in honor of Mr. and Mrs. William Shea in Blakesburg, Ia., on May 6.



Right—Mr. and Mrs. Shea are shown in the foreground, while in the background J. T. Gillick, chief operating officer, is shown congratulating C. W. Riley, chairman of the Ottumwa Service Club, and Miss K. M. Gohmann, secretary of the club, on the work they had done in connection with the party. Miss Gohmann is Kansas City Division correspondent for the Magazine.



He's Glad He Was Born When He Was

WHEN almost 500 people assembled in the high school auditorium at Blakesburg, Ia., on May 6, to celebrate the occasion of Mr. and Mrs. William Shea's 50th wedding anniversary, even the heavens seemed to be affected by the tribute being paid this beloved couple. The elements exercised admirable restraint until the last guest had arrived, and then proceeded to add an overtone of pattering rain and flashing lightning to the occasion.

Bill Shea has always been a great figure. His career is dotted with monuments to quiet accomplishments. For 57 years he has gone about the business of seeing to it that The Milwaukee Road has been provided with the finest roadbed of any railroad in the country. His is a living monument. There is permanence in the work he has done and in the organization he has built to perpetuate his work now that he has chosen to turn the reins over to those who, under his guidance, have been trained to carry on.

At his 50th anniversary luncheon prior to the evening celebration, his retirement from active service was announced. Bill Shea's home has always been at Blakesburg, a community about 20 miles outside of Ottumwa, Ia. His business address has been any place on the system, and his friends have been wherever he has been. However, the people of Blakesburg have always hailed him as their own and to give him and Mrs. Shea the kind of send-off they felt was deserved, they enlisted the assistance of the Service Club at Ottumwa to arrange a dinner and celebration.

The Ottumwa crowd fell in with the idea

immediately. Whenever an opportunity occurs to do something that requires ingenuity, Cliff Riley, the chairman of the Service Club at Ottumwa, and his corps of helpers can always be depended upon to do the job. They solicited the assistance of the division officers, who agreed to provide enough coaches to accommodate all of the people from the Ottumwa Club who wanted to go to Blakesburg on a special train to attend the Sheas' anniversary dinner. The train was manned by a volunteer crew.

When the guests arrived at the auditorium in Blakesburg, they found a brilliantly lighted hall set with long banquet tables, the covers of which were elaborately decorated with Milwaukee Road colors. Banners and pennants overhead lent a gay and colorful atmosphere. Every one knew every one else. Residents of Blakesburg remarked that they couldn't remember a more colorful and gala celebration ever having been held in their community.

Charlie Post, our genial agent at Blakesburg, acted as toastmaster and conducted the activities like a veteran. He introduced Mayor Cloyd of Blakesburg, who offered a brief address of welcome which was responded to by Roadmaster Frank Barnoske. A number of musical selections were offered by the sons and daughters of friends of the Shea family, after which the toastmaster called upon Mr. Gillick.

He wished Mr. and Mrs. Shea a long and happy life. He told them that 50 years of married life is just the first hurdle, and he said he hoped that they would both

make as many friends from now on as they have in the past made on The Milwaukee Road. Mr. Gillick went on to tell about many of the successful accomplishments of Mr. Shea during his long career with the road. Then, directing his remarks to the younger members of the gathering, he pointed out that opportunity was also available to them. He said that Bill Shea had done only one thing to set himself out among his fellow men—that whenever he had a thing to do, he did it a little bit better than any one else around him did.

Accompanying Mr. Gillick at the speakers' table were General Manager O. N. Harstad, Chief Engineer W. H. Penfield, Assistant Engineer A. C. Paynter, Superintendent F. R. Doud of the Kansas City Division, and Superintendent W. F. Ingraham of the Iowa and Dakota Division.

Following remarks by these gentlemen, the toastmaster called upon Mr. Shea. There is something about Bill Shea that commands attention. His is the kind of personality that characterizes good citizenship. To meet him on the street would be to know that you were meeting a man whose aims and ideals were substantial and responsible. You would know that he was a man whose family affiliations were deep and that his affection and good judgment would make for wholesomeness and hominess wherever he might be.

Arising slowly, he hesitated before speaking. He was looking into the faces of people he had known for a good many years. He was probably thinking of some that he had seen grow up from boyhood and others with whom he had worked and

struggled during his years on our railroad. He was thinking, too, of the 50 years, the anniversary of which he and Mrs. Shea were celebrating.

"I am glad I was born when I was," he said. "Had I been of another generation, I might not have been so fortunate as to enjoy the fine companionship and love of the woman who consented to marry me 50 years ago."

He started to tell how he had met Mrs. Shea. He was a member of an extra gang, he said, and boarded with Mrs. Abernathy of Blakesburg, a sister of Mrs. Shea. At this point he remarked that he guessed he had better not go into details of that matter as he had just been nudged by his wife with the suggestion that perhaps that part had better be left unsaid. He reminisced briefly and concluded by expressing the high regard in which he had always held the people on the Kansas City Division. He named many of the old timers

who had come over years ago to run the Kansas City Division. He remarked that he will always regard them as being among the finest railroad people that it has been his privilege to know.

During the course of the evening, John Huston, publisher of the Ottumwa Courier, was introduced. Mr. Huston was eloquently complimentary to the railroad industry, and it was with warm feeling that he remarked about the extent of the accomplishments of the Service Club in Ottumwa and the surrounding area. He inferred that the Service Club and the successful things they had done had made a deep impression on him, and he wanted the assembled guests to know that he was vitally aware of how significant the railroad industry is to a community like Ottumwa. Mr. Huston's remarks were heartily applauded.

Cliff Riley, chairman of the Ottumwa Club, was called upon by the toastmaster to conclude the evening's speaking program. The confident manner he displayed in talking to the crowd was well justified, because it has been through the leadership he has given his Service Club that it has been able to achieve the high position it enjoys in both internal activities among the people of our railroad and as an organization active in the civic and philanthropic affairs of its community. Mr. Riley expressed for himself and the Service Club a deep sense of satisfaction at having been able to participate in such a public tribute to Mr. and Mrs. William Shea.

The officer received a complaint about the bread.

"Soldiers should not make a fuss about trivialities," he said. "If Napoleon had that bread when he was crossing the Alps, he'd have eaten it with delight."

"Yes, sir," said the corporal. "But it was fresh then."

Cannibal: "Here's a swell dish for your vegetarian brother, Chief—a grass widow."

Lines West

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

Puget Sound Club

War threatens on the Pacific Coast!

At the meeting of the Puget Sound Club in Seattle on May 16, L. Wylie, assistant superintendent at Tacoma, and diplomatic representative for the Mt. Tacoma Club, delivered a smoothly worded communication to Puget Sound Chairman John O'Meara in which it was represented that the Tacoma Club's swift expansion and spectacular success during 1941 qualified that club as leader in a new order in which the Puget Sound Club would occupy the position of "most favored satellite."

Sensing in the communication's diplomatic reference to a "friendly contest" a threat of hostile action, Chairman O'Meara has issued secret orders to Roy Jorgenson, battle-scarred veteran of many membership skirmishes, to mobilize his forces and prepare a plan of strategy. Open hostilities had not commenced at the time of the filing of this dispatch, but the pattern of diplomatic exchanges warrants a prediction of war on this front at an early date.

Latest rumor is that the Mt. Tacoma Club has issued an invitation to the Puget Sounders to arbitrate possible differences at a picnic to be held at Point Defiance park on June 15.

"This looks like an attempt to undermine our morale by plying us with cake," stated Chairman O'Meara, "but Puget Sounders will never yield to food diplomacy. However," he added thoughtfully, "we don't mind taking the cake."

Electric Club

Just a fair brick toss below our domicile on Puget Sound is the Todd Shipyard, a first class military objective, if ever trouble should brew in the Pacific. Lately, we have often reflected on the fact that, should some enemy bomber ever decide to have a go at said objective, and pulled the string a fraction of a breath too soon, he'd scramble our breakfast eggs for fair.

In consequence, we have always looked upon Deer Lodge with great fondness as a possible haven on a dark day, surrounded as it is by miles and miles of open country, with never a thing to rile a bomber, unless the hypothetical enemy should include jack-rabbits on its list of combatants. It was not with unmixed approbation, then, that we learned, at the meeting of the Electric Service Club on May 13, that the club was bestirring itself in a civic sort of way to interest the Boeing Aircraft

Co., of Seattle, in locating an assembly plant in their peaceful vale. It will be a good thing for Deer Lodge, perhaps, to have this thriving industry located there, and presumably it will mean some business for our line, but it raises heck with our haven.

We pointed this out to the electricians, but they were unpertrurbed. They'd sic the sharpshooters of Bill Mellon's gun club on him, if ever a bomber should get as far as Deer Lodge, they stated with confidence.

Confidence is an outstanding trait of the Electric Service Club. There was no quibbling doubt in Chairman Bill Mellon's voice when he stated that Deer Lodge was out to establish a traffic tip record for the Rocky Mountain Division, and no fear for the future when he announced that the Electric Service Club would hold its annual picnic in August, blitzkrieg or no.

The club's picnic last year was a dandy, and we'd certainly hate to miss this one, but, what with one thing and another, we may not be there. Comes trouble, you'll find us playing pinochle with Dan Young, sitting on a couple of stalagmites in the bomb-proof depths of Morrison Cave.

Northern Montana Club

Plans for a picnic, to be held some time in June, were made by the Northern Montana Club at a meeting held in Great Falls on May 12. Firm believers in doing first things first, the Northern Montanas delegated to the ladies the problem of planning the refreshments, and then went on to other business, confident that the three-legged races, the marrieds vs. singles baseball game, and the other indispensables of a picnic would be organized in the normal course of events.

Business on the Northern Montana Division is still rocketing, according to D.F. & P.A. C. S. Winship, who reported that the divisional increase in April was 41.8% over March.

Apparently the Northern Montanas are convinced that there is something of black magic in this sudden shower of prosperity, for they continue to be devoted to feats of flim-flam. High priest of the magic wand

at this meeting was Bill Haney, of the Great Falls Tribune, who so thoroughly convinced us that the hand is quicker than the eye that we kept our tongue clamped against our gold filling throughout the performance.

Amiable Anne Hawkins, ably assisted by Miss Della Goldie, was in charge of the refreshment department.

Mt. Baker Club

C. R. Lanphear, D.F.&P.A. at Bellingham, was host in his beautiful home on Lake Whatcom to 45 members of the recently reorganized Mt. Baker Club, who gathered to enjoy an evening of entertainment and a pot-luck supper.

New officers for the Mt. Baker Club are W. H. Cobley, Lynden agent, chairman; B. F. Nicolay, yard conductor, vice chairman; and A. M. Clark, engineer, secretary.

In the short business session that preceded the festivities, Chairman Cobley declared that the Mt. Baker Club is launching a well-rounded program, and a full complement of committees are to be appointed to organize the club's various activities.

"We intend that The Milwaukee Road shall be recognized as a constructive force in this community," stated Chairman Cobley, "and the value of a live organization of Milwaukee people co-operating with other civic-minded groups cannot be over-estimated." Following adjournment, Jim Sealover, Salvation Army captain, led the group singing of old-time favorites with his trumpet, and displayed an amazing musical versatility by accompanying his trumpet solos with a one handed manipulation of his accordion. Loren Bowers,* talented son of Conductor H. A. Bowers,* played several accordion solos, and then joined with Captain Sealover to play a number of duets and or even trios.

Coffee, sandwiches, and home made cake, served by the ladies, rounded out an enjoyable and profitable evening.

*No relation to ye scribe.



Taking the picture itself as a cue, one might rightly say that Hepcat P. J. Skelley is giving the down-beat to his crew of solid senders at the Butte Club's dance on Apr. 19. On the saxes are W. T. O'Reilly and H. O. Humphrey; D. J. Sullivan whacks the clatter box, and Ken Coughlin beats the hide.

Butte Club

Rounding out a highly successful season, the Butte Club celebrated with a dance at the passenger depot on Apr. 19. More than 100 members, and their guests, took it on the down beat, and the hilarity held out without a lag until an exhausted drummer hit the hide a last, feeble lick along about 1 a. m.

Responding to Chairman P. J. Skelley's invitation extended to neighboring Service Clubs, the Electric Club, of Deer Lodge, was represented by Mr. and Mrs. A. A. Woolman, Mr. and Mrs. E. M. Rose, Mr. and Mrs. R. A. Wollman, and Mr. and Mrs. G. O'Connell. Representing the

Sacajawean Service Club, on the Gallatin line, were Mr. and Mrs. R. E. Joiner, and Mr. and Mrs. Paul Bush.

Much credit for the success of the affair is due Chairman Skelley's dance committee, consisting of W. T. O'Reilly, D. J. Sullivan, Ken Coughlin, and H. O. Humphrey.



W. S. Johnson (left), who was conductor on the Olympian, and I. S. Johnson, who was the first conductor on the train to Longview, Wash., cutting the Olympian's 30th birthday cake at a meeting of the Mt. Tacoma Club.

Mt. Tacoma Club

Marking the 30th anniversary of the running of the first Olympian, 145 members and guests of the Mt. Tacoma Club attended the birthday party, complete with cake and candles, which was held in Tacoma on May 15. Veterans of 1911 and earlier were honor guests.

Speakers of the evening were retired Conductor I. S. Johnson, who told tales of the early days, fancifully embroidered with the inimitable wit for which he is famous; and W. S. Johnson, whose reminiscences were rich with the lore from a lifetime of railroading.

Top-notch entertainment was provided by Jacqueline Schoré, talented little singer; Coke (Richard) and Schoré (Jacqueline), clever tap team; and a septette of Puyallup high school lassies, Irene and Joyce Fearn (daughters of Service Club Secretary Hazel Fearn), Iona Brand, Mildred Root, Alice Ellison, Eleanor Kephart and Novella Cochran, who sang three

numbers, conducted by Louis Owens, music director of Puyallup schools; the program was concluded by an appropriate reading by Irene Fearn.

A very juicy jackpot was won by Otto Christenson, retired locomotive engineer, who donated part of the swag to the Milwaukee Women's Club. Mrs. Christenson prevented the pot from being a complete family loss by exercising a little wifely restraint on Otto.

With the cutting of a whacking birthday cake by veteran Conductors Ike and Bill Johnson, the birthday party became a truly festive occasion, and general merriment rounded out an event that marks a new high for the progressive Mount Tacoma Club.

Lines East

ACTIVITIES IN GENERAL

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

Root River Valley Club

The Root River Valley Club held its meeting at Lanesboro, Minn., on Apr. 23, the outstanding purpose of the get-together being to discuss ways and means of getting up a good head of steam for the summer months.

The officers for the ensuing years were elected at this meeting. Results were as follows: E. L. Rowlee, chairman; Odin Selvig, vice-chairman; J. R. Ibeen, secretary. Superintendent Hotchkiss was the speaker of the evening; he stressed the importance of keeping an eye open for tips, and his audience listened with credulity, because his division moved into second place in number of tip cards submitted during the month of March.

A. F. Lakmann, T.F.A., gave a short but inspiring talk about the work being done by other clubs in his territory, and the results they were getting.

Marion-Cedar Rapids Club

The Marion-Cedar Rapids Club held its meeting on Apr. 24 at Marion, Ia. The chief speaker of the evening, A. G. Dupuis, assistant public relations officer, Chicago, presented some valuable remarks concerning ways of making the Service Clubs more attractive to the members, and thereby developing more co-operation and increasing attendance at meetings. He came forth with the excellent idea that railroad employes should identify themselves with community activities, thereby calling attention to the fact that the railroad and its employes are an asset to the community.

Refreshments were served after the business session, and the members had a good time talking about the elaborate plans they have for summer picnics, parties, and other events.

SERVICE CLUB SIDE-LIGHTS

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

Sioux Valley Club

The Sioux Valley Club met at Canton, S. D., on Apr. 21 in their newly decorated club room. Credit for the decorating goes mainly to Section Foreman Elmer Hoover and William Davis of Canton, with the paint being thrown in by Supt. Ingraham. We don't mean "thrown in" literally.

Chairman L. L. Long introduced M. G. Skyberg, Chevrolet dealer of Canton, who showed some of his moving pictures which included the Midwest Hiawatha and the Arrow pulling into Canton. The question of the urgent need of empty box cars was discussed and the necessity of all shipments being delivered in the shortest possible time in order to release the cars, was stressed. In other words, "perfect shipping." Dr. Isaac Tieszen and John Venhoef of Marion Junction, S. D., discussed the drilling for oil which is being done in that territory. It was decided to give the boys on the west end of the club territory a

break by meeting at Marion Junction, S. D., on May 19. Refreshments were served at Vick's Cafe after adjournment of a very good session.

Nosokota Club

The Adams Co., a creamery of Hettinger, has asked for better local freight service east on Train No. 6 for their butter shipments, according to Chairman Tripp of the Nosokota Club at the meeting in Lemmon, S. D., on Apr. 24. It is gratifying to have this request, as it shows a tendency toward a desire to co-operate with our railroad. North Dakota stations are showing an increase in l.c.l. shipments as reported by DF&PA McIllyar. F. E. Devlin, ass't trainmaster, pointed out ways in which errors can be avoided in the handling of cream, thereby giving better service. Next meeting of this club will be held at Hettinger, N. D.

Madison (S. D.) Club

A well attended meeting of this club was held on Apr. 21. A week end baseball special from Madison to Chicago was discussed and Harvey Gregerson was appointed to see members of the Chamber of Commerce to seek a guarantee of ticket sales from baseball fans and others. A great deal of interest was brought out in talks on rates. Trainmaster F. J. Welland expressed his appreciation and gratification for the large number of traffic tip cards received during March and April and complimented the I&D train and engine crews for their very good attendance record.

Black Hills Club

R. H. Conrad, DF&PA, and J. W. Wolff, TE&ATM, gave very enlightening talks on the securing of tip cards at the meeting of the Black Hills Club on May 1. Requests have been made for a new sign for the depot, also new screens, which will make the wait at the station much more comfortable for patrons during the summer evenings. An outdoor meeting for June was discussed, and with the many beautiful spots around Rapid City it should be no trick to pick a fitting one. Mrs. George Reyner and Miss Emma Reyner were responsible for the tasty lunch served at the close of the meeting.

St. Paul Club

A special train with approximately 1500 from the Twin Cities and 400 or 500 from Austin aboard, is anticipated by the St. Paul and Minneapolis Clubs for June 8 when they are holding their annual picnic at the Alexander-Faribault Park in Faribault, Minn. This promises to be an outing never to be forgotten, with a bathing beach, ball park and prizes offered for athletic events. Details were discussed at the meeting of the St. Paul Club on Apr. 30 at the Jewell Hotel in St. Paul. Movies of Yellowstone Park were shown by Vic Barquist, followed by an open discussion on increasing membership in the club, a suitable permanent meeting place, and ways and means of furthering the best interests of our railroad.

West H&D Club

The American Legion Post of Roscoe, S. D., very generously offered their new club house for the meeting of the West H&D Club on May 16. This is a very attractive stone structure, built by the members of the Legion Post and the NYA. Agents from the branch lines discussed their problems and the Conde-Akaska line which has recently been taken up by another railroad was cited as an example of lack of co-operation of the farmers and business men with the railroad, and their sincere regret now that the tracks have been taken up. Trainmaster James Shea stressed the importance of keeping all empty cars on the move to take care of the national defense program and the thousands of bushels of wheat to be moved in Montana. Members of the Aberdeen

Club chorus drove out, bringing their own piano, and sang several numbers, to the enjoyment of those present.

Roosevelt Park Club

Open house was held by the Roosevelt Park Club and the Milwaukee Women's Club of Marmarth in the latter's club-rooms on May 8, when the iron lung was demonstrated to an estimated crowd of 1,500. Beginning at 8 a. m., the people came from the surrounding country to see the respirator which had been widely advertised. A meeting of the Service Club was held that evening with a large attendance of members and others who enjoyed the showing of the voca-film "Behind the Scenes." It was regrettable that Mrs. Woods, secretary, who did so much toward making this day such a success, was unable to be there on account of illness. At 9:30 that night it was only with the able assistance of TFA Brisbane, Trainmaster O'Dore and Chairman S. L. Richel, and the co-operation of other members that we were able to get the equipment loaded on No. 15 which left at 9:55 for Miles City. It was a very successful day, so successful, in fact, that the lunch which the ladies had considered would have been a mere drop in the bucket for the number of people who attended, which was beyond anyone's expectations.

A GLANCE AT SOME OF THE CLUB MEETINGS

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

Hiawatha Club Holds May Ball

All 14 units of the Hiawatha Club combined on the evening of May 2 for their second annual May Ball. The spacious Wisconsin Roof Ballroom was nigh unto being filled. Edgar Drake and Len Herrick, two excellent bands, beat out that "makes you want to dance" rhythm. Men from the shops, the offices, the warehouses, and the yards, and some of the retired employes, joined in having a real-road night. It is worth the price of admission to see a group of railroad men get together, and especially when music and good cheer take the place of daily routine.

The Shorewood Opportunity Singers provided continuous entertainment with the rendition of some very fine vocalizations

Some of the business men of Tomah, Wis., and members of the Service Club gathered for a picture after their get-together. L. to R.: L. Stolber, chairman; J. Reinehr, shop superintendent; H. Seitz, secretary and treasurer; A. Harris, storekeeper; E. Otto, mayor of Tomah; J. Thouvenell, agent; F. Pietz, member of Tomah Cash Merc. Co.; C. Houel; A. Schueler, president of the Tomah Cash Merc. Co.; Kyle Sowle, postmaster.



during the intermission. They were well received by an appreciative audience.

Ten lucky people went home with Emerson radios that were given as door prizes. It is noteworthy to mention that one family went home with two radios. Dame Fortune smiled upon both Mr. and Mrs. Joe Lofy.

Special commendation should be paid the dance committee which consisted of Wilbur Reed, chairman; Ed Carey, Ray Fendrick, Fred Scheibel, and William Carey. The dance committee also wished to thank Harry Grothe, shop superintendent, who can always be depended on for co-operation. Another successful affair can be accredited to the Hiawatha Club.

Tomah Area Club Entertains Business Men

The business men of Tomah know a little bit more about the "rails." They also discovered that John Reinehr, shop superintendent, is a very eloquent speaker. They heard him tell of how the railroad, without grumbling, had participated in all public improvements, fully meeting the financial obligation imposed. The group also heard that through chemical research, weights of mechanical units were very much reduced, for general requirements of strength; that paper was being substituted for wood, and many times for metal; that fuel formerly transported by rail, has been partially replaced by oil transported by pipe lines; that women's clothes were reduced from around 10 pounds per person, to one and one half pounds; all tending to a reduction in tonnage moved for each person, in the face of greater competition for the tonnage involved.

Mr. Reinehr stated that in order to have equality, all of the cost of transportation must be borne by transportation. The railroads, in order to maintain their present mileage, must have their full share of the tonnage moving. In order to get it, competition for this tonnage must not be subsidized by the public. Strictly on merit, the railroads do not fear competition by highway, air, or water. Unless there be fair competition, railroad mileage in the country will have to be substantially reduced in order to have the railroad structure self-sustaining. A reduction in mileage means a reduction in the number of well-paid employes, a reduction in service to properties and persons now adjacent to the railroad, and a very substantial reduction in income from taxes now being paid by the railroads, which taxes would have to be assumed by other than railroad properties.

After the business meeting the "rails" showed the business men how to relax. That is if one calls straining every nerve to hit the high notes relaxation. But straining or not, the boys sang—good and loud. Their repertory included old war songs, German songs, and Irish ballads. Proving that there is no nationality in song and good cheer.

Hiawatha Club

Union Depot Unit

Frank Mooney, traffic manager of the Seaman Body Corporation, was guest speaker of the Union Depot Unit, on Apr. 29.

Mr. Mooney stated that he enjoyed the spirit of the Service Clubs. This spirit can accomplish nothing but good, he said. "It is a splendid idea to bring the wives, sweethearts, and daughters, to the meetings, for they understand our problems and can do much to help the cause. In these days of stress and unrest, it is the duty of every individual to work for progress. Loyalty and cooperation are needed more than ever. Speed being a requisite, the railroads must quicken their methods. On you men rests the responsibility. We must keep the wheels of industry turning by turning the wheels of transportation."

Superintendents Valentine and Bannon gave short speeches, after which Walter Wallis, business manager of the Band, spoke briefly on the activities of the Band during the past several months.

Chairman Heinrich believes his unit can sing louder than any other in the club. Of course, the odds are in his favor when he has A. C. Morrissey in the crowd.

Executive Board

The executive board of the Hiawatha Club voted to adopt a paper similar to the one published by the Aberdeen, S. D., Club. It will be christened the "Hiawatha Breeze." The employees at Aberdeen might be interested in knowing that Don Rue has been appointed editor. Each unit will have a correspondent who will cover the news of his group, and the 4,000 employees in Milwaukee will know just what is going on in the club.

Store Department and Davies Yard Units

For something novel these two units win the something or other. A greased pig was released on the meeting floor, to be the prize of the lucky one able to catch it. With the ladies standing on chairs, and the men in pursuit, Jack Kennedy finally wrapped his arms around "Porky."

Shops Office Unit

Messrs. H. R. Abraham, R. C. Hempstead, and W. Dempsey again brought home the important functions of a Service Club. E. Klatte, Earl Williams, and Arthur Schultz were appointed on the entertainment committee. Chairman Biller also appointed a committee to secure information on a picnic to be held for the unit.

Station Employees Unit

Roy Schmitz took advantage of the privilege of a Service Club member by expressing his views at the meeting. "Checkers" Nowicki won the Midsummer Festival Button which was given as a door prize. Chairman Radke is trying to secure the second floor of the North Avenue station as a meeting place for the Hiawatha Club.

The Hiawatha Band hit the civic jack pot on Apr. 23 when it entertained 4500 people at the Foremen's Safety School in the Milwaukee Auditorium.

Jottings

Old Line Club, Horicon, Wis.

Superintendent J. H. Valentine gave one of his usual fine talks. E. H. Bannon, superintendent Milwaukee Terminals, was a welcomed guest. Officers for the coming year are: Miss Hazel Whitty, chairman; Gene O'Neil, vice chairman; Miss O. D. Linde, secretary; Fred Thiel, treasurer. Miss Linde's piano playing brought out the singers with T. E. Melcher holding down the tenor section.

Rockford Area Club

It does not make any difference if it is a meeting during the week, or on a Sunday, the Rockford group attends just the same. On this particular Sunday there was election of officers, with the following results: W. P. Hyzer, chairman; Lloyd J. Dawes, vice chairman; Elizabeth M. Mullane, secretary and treasurer.



W. P. Hyzer, chairman of the Rockford Area Club.

Blackhawk Club, Whitewater, Wis.

With election of officers, the following will be in the driver's seat for the ensuing year: B. F. Larson, chairman; C. T. Kading, vice chairman; and Frank Tarpley was re-elected as secretary and treasurer.

Southwestern Club, Beloit, Wis.

A very fine attendance inspired Assistant Superintendent J. H. Stewart to pass out cigars and cigarettes. Mr. White, traveling freight agent, and his lovely wife attended. Mr. White cautioned about employees putting pressure on business houses. We must be very diplomatic in our attempts to gain new business, he said.

East End Wisconsin Valley Club, Wisconsin Rapids, Wis.

George Hiltel of the Traffic Department was a welcome guest. He mentioned that more traffic tips could be obtained if the employees would watch the building projects. And don't forget the Legion Convention in September, he said. Milo Fuller was the lucky winner of the jack-pot.

Freeport Area Club

Bob White, traveling freight agent, attended and discovered the Freeport Club is all right. The officers for the next year will be: O. F. Daniels, chairman; K. E. Krueger, vice chairman; and M. R. Askey again re-elected as secretary and treasurer. "The Trail of the Olympian" was shown, followed by card playing.

North Woods Club, Merrill, Wis.

Chairman D. E. Whitmore, and Agent F. C. West provided an entertaining evening for the members. W. W. Wilbur, after leading the community singing, put on a one-man baseball act that had the boys rolling in the aisles. A four-piece orchestra added the final touch to a fine meeting. Oh yes, after the meeting the Norwooders did some bowling.

Mississippi Palisades Club, Savanna, Ill.

The April meeting proved that we have some loyal employees among the yard and trainmen at Savanna. Two reels of the official movies of the 1917-1918 world war were shown, after which Rev. Cleworth gave an interesting talk on "American Defense."

Watertown Area Club

With the fine meetings the Watertown Club has had, and with tip cards on the increase, Chairman Hillebrandt is looking for a better attendance from the "Area" part of the club. Art has the same trouble a few other chairmen have—the Old Reliabilities carry the load.

Racine Area Club

J. H. Valentine, superintendent, was a welcome guest and an entertaining speak-

er. Also present was Marc Green, editor of The Milwaukee Magazine. Mr. Green (if he does not censor this) won the crowd over by his unassuming manner. The extemporaneous after-lunch speeches of the Racine group highlight their meetings and give every member an opportunity to get accustomed to the feel of being on his feet before an audience.

Well Drilled for Oil Provides Irrigation Water

RESIDENTS of the White Sulphur Springs area in central Montana, and particularly those living in the Upper Smith River Valley, may benefit by increased production from irrigation by utilizing a large flowing artesian well on the Ringling property near Ringling, Mont., which is served by the Milwaukee.

Negotiations are now under way to use this well for irrigation and stock water purposes. It has been capped and controlled. Drilled in the summer of 1939 with the intention of finding oil, a large flow of water was struck at 2,315 feet.

The water's usefulness and suitability for irrigation purposes has been demonstrated by G. A. Wetherall, in charge of the Ringling property. On a 55 acre irrigated field of wheat, a yield of nearly 30 bushels to the acre was secured, which was regarded as good considering various management difficulties encountered this first year. Prior tests had determined the water's value for irrigation if properly handled.



It's a gusher—but it gushes only water.

An estimated annual flow of 7,500 acre-feet of water will be used in putting a greater part of the Upper Smith River Valley under irrigation if plans and arrangements are completed for constructing a storage dam. If three acre-feet of water were used annually per acre, the well would provide irrigation water for 2,500 acres of land in the valley.

Last summer, while on a trip through that territory, H. A. Scandrett, trustee, and Agricultural Commissioner R. W. Reynolds inspected, with interest, the flow of this well.



Gallatin Gateway Inn

Gallagrans

From Gallatin Gateway Inn

By Dan Young, Manager

GALLATIN Gateway Inn opens with a bang this year on June 18. And we mean with a *BANG*, because everything points toward the best summer's business the Inn has ever had.

The personnel will consist of that same old high-spirited smiling gang who never fail to make every minute spent at the Inn a happy one. Fourteen girls from Montana State College, all of them students of home economics, have already been selected. Every last one of them is talented and they are going to make the Inn a very popular place indeed.

In addition to the girls, there will be four boys from the same school, and two of Minnesota University's varsity football men. Of course, Jerry Bazemore, of our own Dining Car Dept., will again be the chef with the tall white hat, who does an excellent job all the time. You name it and Jerry will turn it out with all the frills, fit for a king. Four other boys of the Dining Car Dept. will be right there supporting him all the time.

Then there is old Clark Nordquist, our electrical engineer, who was born with a smile that simply won't come off. Clark has been on the job since the Inn was built in 1927 and has agreed to remain on the job until the Virginia creepers over the fireplace chimney have crept all the way to the top; they have been growing now for just

14 years but never seem to get any farther than about 15 feet from the top. Caretaker Ferd Adams, the other old head, has been seen sort of sauntering around with a pair of clippers and a ladder, but we don't think he has anything to do with their not growing any higher. It's just one of those things.

Then there will be young Dick Ritter, assistant manager, who tries to see that everything keeps going right. Dick has a set of four hats. They read "Assistant Manager," "Bell Boy," "Porter," and "General Information," so when you come out and need assistance in any of those departments, please give him a chance to change. Dick is going in for dentistry, so it would be better if you didn't leave your gold teeth lying around.

Oh yes, wait until you see the dining room girls in their new western garb. They're going to take everybody's eye, because these Montana girls know how to wear the haberdashery.

Wm. Dolphin, superintendent of the Sleeping and Dining Car Dept., who, along with the writer, has charge of the running of the Inn, feels very confident that, as in past years, there will be nothing but praise from all who visit our Gallatin Gateway Inn this year.

The horses are in fine feather (figure that one



Dan Young, manager of the Inn.

out and you're better than I am), the saddles are softer (? ? ?), and the trails are more inviting, so pass the good word along to your friends.

Keep an eye out for this column, because GALLAGRAMS is going to be in the Magazine right through the vacation season—and from where we stand it looks like there is going to be plenty to go to press with.

Mrs. Francis L. Clark

OUR deepest sympathy is extended to Francis (Champ) L. Clark of the Engineering Department, office of work equipment and welding, whose wife recently passed away after a prolonged illness. Mrs. Clark will be remembered by her many friends as Ethel Victor, who taught in the Tomah, Wis., schools for several years before her marriage to Mr. Clark.

Mr. Clark is very widely known throughout the railroad system by employes who handle work equipment and do track welding. He has a daughter, Mary Ellen, who is seven years old.

A young lady recently visited the locomotive works and later undertook to tell some friends just how a locomotive was made.

"You pour a lot of sand into a lot of boxes," she explained, "and you throw old stove lids and things into a furnace. Then you empty the molten stream into a hole in the sand and everybody yells and swears. You pour it out and let it cool and pound it, then you put it into a thing that bores holes in it. Then you put it together and paint it, and put steam in it, then they take it to the drafting room and make a blueprint of it. But one thing I forgot: they have to make a boiler. One man gets inside and one remains outside, and they pound frightfully, then they tie it to the other thing, *and you ought to see it go!*"

The real difference between men is energy. A strong will, a settled purpose, and invincible determination can accomplish almost anything; and in this lies the distinction between great men and little men.

The rich Mr. Van Casterbuilt had just bought another new car. "I say, Van," asked a friend, "you just got a new limousine last week; why buy another?"

"Aw, the bloomin' thing was headed the wrong way."

Two workmen sat down to eat their lunch and one began unwrapping a parcel about 18 or 20 inches long.

"What's that?" asked his friend.

"Well, my wife is away, so I made a pie for myself."

"A bit long, ain't it?"

"Of course it's long. It's rhubarb."

Wisconsin Cheese Center Fattens Montana Lambs

By RAY L. PAVLAK
County Agent, Green County, Wisconsin

Had any one mentioned, four years ago, that fattening Montana lambs had a place on the average Green County, Wis., farm he might have been called a little unbalanced. But not today. Now, a number of 4-H Club boys and farmers are fattening lambs to help diversify farm operations and incomes.

During the past fall interest in lamb feeding had grown to such an extent that three double-deck carloads of

lambs on grain and gradually increased the feed until the lambs were on full feed were making the best gains.

A Lamb Show, to which the boys brought their best lambs, was held before the lambs went to market. This was climaxed by a sale of the best lambs, a roast lamb dinner, and a meeting celebrating the success of the project.

The boys kept records of the feed



Montana sheep are getting to be a rather common sight in Green County, Wis.

lambs were ordered. A total of 1,034 head of lambs arrived and were divided among the 4-H Lamb Club feeders. In addition, several farmers in the county saw the benefits of the lamb fattening project and ordered many hundreds more. One feeder put 1,700 Montana lambs into his feed yards. Several others bought from 150 to 300 lambs to be fattened on their farms.

Green County is ideally located for fattening western lambs, being close to market and having good transportation facilities from the range country. Sheep consume about equal amounts of roughages and grain and adapt themselves well to feed supplies produced in this locality. The county has long been known as the Swiss and limburger cheese center of the United States. It is also widely known for its fine herds of Holstein and Brown Swiss cattle.

Interest in fattening lambs began three years ago. The boys liked the idea of getting lambs in small units of 16 because of the small investment, and the opportunity it offered them to learn lamb feeding practices.

In 1939 our lambs were contracted for in August, and 304 black faced lambs were received by nine boys in the county. The boys who were unable to pay for their lambs were given credit through the local banks. Feeding lambs was new to these boys. Several thought the best way to fatten their lambs was to turn them out on pasture, even though they were advised against doing so. A tour of the feed lots by the boys and their dads showed the boys that feeders who started their

consumed, and after paying all expenses, they reported making from a small to a modest profit per lamb. This gave the boys encouragement, even though their total earnings were small. They felt it was their own project, and that they had learned a great deal about fattening western lambs.

The boys this year had the advantage of a rather large increase in market price and are well pleased with their project.

What's Your Hobby?

Excepting the few individuals who hammer out poetry for a living, rail-riders probably write more verse than any other group of individuals in the world. The exact reason has never been determined, but Ray H. Schwartz, one of the road's crossing flagmen in Madison, Wis., could tell you how to go about doing it.

Inside the little shack where he holds forth there are two cigar boxes filled with his manuscripts—concocted during the few spare moments he has between trains. As he goes about the business of guarding his crossing, ideas for poems pop into his head, he says, and he lets them lie there and germinate for a while. Then, when he has a minute, he gets pencil and paper and goes to work.

He has been employed by The Milwaukee Road for more than 23 years, off and on, and has held a number of jobs, including that of section foreman for four years, but he has had his



Ray H. Schwartz

ups and downs. Some time ago, after going back to work following a "down" period, he wrote the following:

*Praise be, I'm workin' ag'in;
It ain't so much of a job,
But take it from me, it's a pleasure to
be
A part of the laborin' mob.
When all you know is your job,
And nobody wants any men,
You'll see why I say, with a Hip, Hip,
Hooray,
I'm workin', I'm workin' ag'in.*

Another of his best pieces is called "If Nobody Smiled," and goes like this:

*If nobody smiked, and nobody cheered,
and nobody helped us along,
If each, every minute, looked after him-
self, and good things all went to
the strong,
If nobody cared just a little for you,
and nobody thought about me,
And we all stood alone in the battle of
life, what a dreary old world it
would be!*

Mr. Schwartz' literary plans for the future were rather uncertain at the time he was interviewed, although he said he had some ideas knocking around in the back of his head.

"One of these days the ideas will shape up just the way I want them," he said, "and then I'll have another one for the Magazine."

Inquisitive Old Lady—"How long does a locomotive last?"

Engineman—"About 30 years."

I. O. L.—"Oh, I should think a tough-looking thing like that would have a longer life than 30 years."

Engineman—"Maybe it would if it didn't smoke so much."

The Milwaukee Railroad Women's Club

Minneapolis Chapter

Mrs. S. F. Philpot, Historian

The smorgasbord held preceding our meeting Apr. 7 was a grand success, clearing \$49.15. Much credit is due Mrs. A. A. Kurzejka, chairman. Reports: Membership, 250 contributing, 57 voting; Good Cheer, 7 personal calls made, 14 cards sent; Welfare, 2 families helped; Ways and Means, dance announced for May 2 at Curtis Hotel. All members were asked to save unused and discarded articles and clothing for rummage sale to be held Nov. 21 and 22. Voted to cooperate with Minneapolis Service Club on their second annual picnic to be held at Faribault in June. Five Minneapolis members visited our sister St. Paul Chapter on its sixth birthday dinner and meeting.

Board met Apr. 27. Plans perfected for our May meeting, which is to be a lunch and bridge party on May 7.

La Crosse Chapter

Mrs. C. J. Wethe, Historian Pro Tem.

Our Apr. 2 meeting was preceded by a dessert luncheon. Routine business, with reports. Fourteen sick calls reported. Penny march netted 65c. Arrangements were made for our May luncheon on the 7th. Nine ladies were appointed to assist in showing of iron lung. A board meeting was called for Apr. 17. Mrs. A. M. Martinson is second vice president instead of Mrs. Marchant, as previously reported.

Milwaukee Chapter

Elinor Zuehl, Historian

Meeting Monday evening, Apr. 21, short business session, refreshments and social hour. Welfare chairman reported during April two families given groceries, cost \$6.30. Total paid-up membership 402. Ways and Means chairman reports \$15.85 profit on Luick's card party Apr. 30. Penny for number of letters in name amounted to \$10.01. Sunshine chairman reports 5 messages of cheer and sympathy sent, 10 families reached, 8 personal and 10 telephone calls, during month. Sunshine fund \$1.98. Fifty ladies of Milwaukee Chapter attended district meeting in Chicago Apr. 23.

Dubuque Chapter

Mrs. P. H. McCough, Historian

Fifty members attended our luncheon held Apr. 1 in compliment to Miss Linds-kog, secretary general. Mrs. J. L. Thomas, who was in charge of the program, introduced Miss Linds-kog and Mrs. W. W. Graham, our president. Entire assembly sang "God Bless America," with piano accompaniment by Miss Gertrude Mulligan.

Luncheon was followed by business meeting, during which Miss Linds-kog complimented the chapter on the welfare work it has done. Reports indicated eight good cheer and six sympathy cards sent and 12 plants to shut-ins. Miss Lucille Miller favored us with a reading.

Mobridge Chapter

Lottie Green, Historian

At our April meeting our chapter voted to give a music award of \$5.00 each to the Mobridge High School girl and boy of "Milwaukee" families with the highest points in music. Other business discussed was the recreation center in Mobridge, which our chapter is sponsoring with other city organizations. Mrs. Roy Keating of our chapter has been elected secretary-treasurer of the newly appointed Youth Welfare Council of Mobridge, which is to take the

lead in obtaining equipment for this recreation center.

Mrs. James Hopper read a paper on Safety First. Program was supplied by high school students, who presented a musical program. At close of this entertainment refreshments were served by Mrs. C. A. Preston.

Wausau Chapter

Mrs. Henry S. Vachreau, Historian

Meeting was held Tuesday, Apr. 8, attendance 35. Business meeting was followed by cards and refreshments. Mrs. T. E. Whaley was appointed chairman for annual May meeting and luncheon. President Mrs. Schultz and several members attended district meeting in Chicago.

Iron Mountain Chapter

Mrs. Walter L. Helsing, Historian

Regular meeting was held Apr. 15. Our President Mrs. Henry Larson planned to attend the Chicago convention. Eleven new voting and seven new contributing members were reported. Social meeting, with cards and lunch, followed. Hostesses, Mrs. B. Shields, Mrs. F. Hill, and Mrs. A. Nosky. A very enjoyable evening was spent.

Chicago Union Station Chapter

Erma B. Oberg, Historian

Our April meeting was held the 17th. Routine business. Treasurer reported balance Mar. 31, \$174.04. Membership chairman reported 59 voting, 88 contributing members. Librarian reported we have 92 books, gave out 72 during month, realizing \$10.55 on rentals, and spent \$9.03 for new books. Upon adjournment of meeting we all enjoyed playing "Help Your Neighbor."

Spencer Chapter

June Blanchard, Historian

Regular meeting was held Apr. 4. Trip to Chicago for district meeting, and our anniversary dance were discussed. At the conclusion of our meeting the men of the Service Club joined us for lunch served by Mrs. Jake Erkes, Mrs. Wm. Rohde, Mrs. P. A. McCauley, and Mrs. Floyd Merchant.

Mrs. French was at the door giving out clothespins which were tokens on a large basket of articles to be awarded soon, each pin being numbered and registered. Membership committee added several to the roll during evening. For entertainment the Service Club sponsored a bingo game. Prizes were two cakes decorated with words "Ship by Rail," and with imitation ties and rails, these decorations being the inspiration of the Zane Hudsons; cup cakes, packages of bacon and eggs, "Milwaukee" emblem knives and pencil and pen sets, and a grand prize of a potted plant. Proceeds above expenses, also 15c per person for lunch, turned over to our chapter by Service Club. Fifty-seven persons present.

Perry Chapter

Mrs. E. E. Edwards, Historian

Our April meeting was held on the 4th with a one o'clock dessert luncheon. In the absence of the president and first vice president, Mrs. Carl Vodenik presided. Following routine business a social hour was enjoyed.

Our next meeting is the big social event of the year, our May breakfast, to be held on May Day. The Good Cheer committee headed by Mrs. Springer, has been busy during past month, having made 8 phone

calls, sent out 14 messages of cheer to the sick and shut-ins, spending \$3.70 for flowers, etc. We have started to knit for the Red Cross and are making rapid progress.

Black Hills Chapter

Mrs. Geo. Saxer, Historian

Our chapter held its regular meeting Apr. 14, with a nice crowd in attendance. Refreshments were served, with Mmes. Martin Christiansen and Clarence Grube hostesses. Mrs. Thos. Hickson, our president, attended the district meeting in Chicago. A benefit card party was held Apr. 29. Flowers were sent and several calls made.

Montevideo Chapter

Elizabeth May, Historian

Meeting held Apr. 4—attendance good. Our Apr. 20 potluck supper was a success, 106 persons being served. Delegates were chosen to Minneapolis district meeting. Reported: 3 gifts, 2 bouquets of flowers, 1 spray, and several calls made by Good Cheer committee; one family helped with coal and medicine. Membership is coming in. We hope to reach the top before our May meeting.

Sanborn Chapter

Mrs. Lloyd McDonald, Historian

At our April meeting Mrs. George Stevens, vice president, was chosen delegate to the Chicago district meeting. Our chapter has completed its membership drive, with 86 voting and 87 contributing members. Good Cheer expenditures for April were \$8.85, with 50 calls reported; 6 plants were given to shut-ins at Easter time, and 23 Easter and Good Cheer cards were sent during the month. The usual card games and luncheon were enjoyed following the business meeting.

Avery Chapter

Mrs. E. H. Shook, Historian

Our April meeting took place on the 2nd with a large crowd present. Treasurer reported \$152.41 on hand; Ways and Means \$18.00 earned on dance and \$8.30 on recreation program, also that Ways and Means cleared \$53.40 during first quarter of year. Our spring party is to be held May 2, all members to wear old fashioned hats. Seattle district meeting was discussed. Good Cheer chairman, Mrs. Killipps, sent cards and flowers to our first president, Mrs. D. P. Saunders, who is very ill.

Glencoe Chapter

Mrs. J. T. Larson, Historian

A business meeting was held on Apr. 30 with Miss Etta Linds-kog, secretary general, of Chicago, and Mrs. F. M. Washburn, general director, of St. Paul, present.

The following officers were elected for year 1941: Mrs. Wm. Wisch, pres.; Mrs. C. W. Dettle, first vice pres. and Ways and Means; Mrs. Roy Fretts, second vice pres. and Program and Entertainment; Mrs. W. Buska, secretary; Mrs. J. F. Larson, treasurer and historian; Mrs. A. L. Glander, Welfare and Good Cheer; Mrs. A. L. Paron, auditing; Mrs. Louis Zlotkowski, safety. Our membership at present is 21 voting and 35 contributing. Refreshments were served.

Savanna Chapter

Mrs. L. I. Evans, Historian

At regular meeting Apr. 4 plans were made for annual May luncheon. Mmes. G. H. Rowley, J. J. Von Bockern, and Bert Follett were appointed committee in charge of luncheon, and Mrs. Albert Lahey and Mrs. James O'Neil, entertainment.

Cards and a social time followed meeting, after which refreshments were served. Honors in contract went to Mrs. Max Cottral; auction, Mrs. Boyd Lathan; "500," Mrs. Harry Slade; Bunco, Mrs. Wm. Brooks.

Following are reports from committees:

Welfare, \$14.07 spent, 5 Easter baskets; Good Cheer, \$1.55 spent; Rental, \$29.00; Ways and Means, 93c.

Mason City Chapter

Mrs. C. E. Kemp, Historian

Meeting called to order by our president. "God Bless America" was sung, and "Alliance to the Flag" given. Reports of various committees were read. Membership 217. Mrs. Ingraham, Safety chairman, gave a short talk on safety during house cleaning time. Social hour, with cards, followed.

Chicago Fullerton Avenue Chapter

Alice M. Church, Historian

The chapter held its April meeting on the 9th. Mrs. Weseman and her committee served a delicious baked ham supper in our cafeteria. Business meeting followed, with splendid reports by various chairmen. Welfare chairman, Mrs. Block, reported \$72.29 spent for welfare, 16 personal and phone calls, and 6 families given aid. Total membership now 798 and six new members were at meeting. Librarian reported 40 books added, 484 books given out, with a total on hand of 1,071. Ways and Means reported four dictionaries sold. Fur scarf was won by Mrs. Ralph Kauppi.

Mrs. Martin, program chairman, had arranged with Mr. Erickson, of the Chicago Cinema Club, to show some very interesting pictures.

On Apr. 15 the iron lung donated to the railroad by the Women's Club was on exhibition in the Fullerton Avenue Building.

Austin Chapter

Mrs. H. J. Keck, Historian

April board meeting began with a dessert luncheon served by Mmes. L. L. McGovern and Milton Erichson. Regular meeting held following Tuesday evening, with a picnic supper, program and cards. Mrs. Erichson read a very interesting Safety First paper.

During month \$17.28 was spent for coal and groceries for 2 families, 15 personal and 29 telephone calls were made, and 31 cards and 3 bouquets sent. Our membership has gone "over the top," 117 voting and 217 contributing members. Ways and Means, \$3.30. Our most interesting activity this month was the showing of the iron lung in one of our stores. Members of our chapter were in attendance during the day, and at night the Veterans Association took charge. Great interest was shown by general public and different classes from the schools also visited the exhibition.

Seattle Chapter

Mrs. W. L. Mason, Historian

After our luncheon on Apr. 24 many of our members sewed on Red Cross garments while meeting was held. The ladies were privileged to have as a speaker Mrs. Harry Stinson, who talked on flower arrangement. Three distinctive arrangements were shown, which Mrs. Stinson made while she talked. She also made a lovely corsage while she explained the principles of corsage making.

Aberdeen Chapter

Mrs. R. A. Burns, Historian

Our Mar. 3 meeting was attended by 66 members. Movie of Yellowstone National Park was shown by E. R. Judy, of the E. R. Judy Motor Co., and members of the Service Club sang for us. Good Cheer reported 62 personal and telephone calls and 15 cards sent, 80 persons reached. Welfare reported \$4.48 spent for milk. Ways and Means reported \$50.59, treasurer a balance of \$300.74. A Penny carnival followed and lunch was served. Board meeting held, with refreshments served by our president.

April meeting was held on the 7th, opening with singing of "God Bless America."

Membership report showed 163 voting and 263 contributing members as of Apr. 1, total receipts for April, \$102.25. Good Cheer reported \$3.90 spent; penny march 35c; personal and phone calls made, 25; messages of cheer and sympathy sent, 14; number of persons reached, 16. Welfare Committee: expenditures, \$158.66; 4 families given aid; 6 personal and phone calls. Ways and Means Committee No. 1 reported receipts of \$65.27.

Marquette Chapter

Mrs. A. R. Ferris, Historian

Mmes. F. Leech, H. Flanders and W. Kohl were in charge of our March meeting. A delicious luncheon was served and cards were played, honors being awarded to Mrs. A. R. Ferris, who also got the door prize. Traveling prize was won by Mrs. Kohl. As a result of our membership drive the losers entertained the winners.

Spokane Chapter

Mrs. R. W. Prosser, Historian

Our meeting on Apr. 22 was preceded by a pot luck luncheon served at 12:30 in honor of Mrs. Page, who was leaving the city. A handkerchief shower followed. Meeting was called at 2 o'clock. Plans for the third of a series of card parties were made and district meeting in Seattle was discussed. A very enjoyable afternoon was had by all.

Mitchell Chapter

Mrs. Ben Holt, Jr., Historian

At our April meeting plans were made to attend district meeting in Chicago. The House committee reported purchase of a new cupboard for kitchen. Sunshine chairman, Mrs. R. C. Paullin, reported 3 baskets of fruit to the sick, 20 persons contacted, and Easter lily plants sent. We have 173 paid contributing and 82 voting members. Plans being made for a dinner in May for all paid-up members.

After business meeting, which was attended by 40 members, cards were played, and luncheon served by Mrs. Merlin Winters and her committee was enjoyed by all.

Beloit Chapter

Mrs. J. J. Callahan, Historian

Regular meeting held with 18 members present. Refreshments and social hour followed. Chairmen reported \$13.50 spent for welfare; three personal calls; one family reached; \$2.25 expended for Sunshine; 13 personal calls made; 14 messages sent; Membership, eight voting and eight contributing members added; \$15.25 realized on bingo parties.

Janesville Chapter

Mrs. W. B. Wilcox, Historian

Thirty members attended regular meeting Apr. 2. Welfare report, 10 telephone and five personal calls; Good Cheer, 38 cards sent to our veterans and invalids at Easter; 14 Good Cheer cards; a sympathy card; and one baby dress, a total of 54 remembered. \$7.57 spent.

A social hour was had after meeting and lunch was served by Social Chairman and her committee. A bake sale held netted a profit of \$22.00. Membership reports 124 voting and 125 contributing members.

Madison, S. D., Chapter

Mrs. George McKinney, Historian

Our business meeting was held Apr. 8, with routine business and refreshments. Red Cross sewing was urged and an afternoon set to sew in club rooms. Our social meeting was held Apr. 22. Whist was played, prizes to Mrs. Roy Wood and Mr. Roy Beesley; \$2.00 realized. Our Good Cheer chairman is doing a nice job of remembering the sick, and our Membership

chairman is real busy and hopes to get our membership in early. Hostesses for our social meeting were Mmes. J. Broderick, H. G. Gregerson, Earl Allen, Alfred Halter, Maurice Henefin.

Deer Lodge Chapter

Mrs. J. J. Flynn, Historian

April meeting held 18th, with 30 members attending a 1:30 luncheon, with four Gold Creek members hostesses. President Mrs. P. L. Kirwan presided. Various committees gave reports. Good Cheer reported 35 phone calls for March, donations without cost estimated value \$6.00, 10 cards and 2 baskets sent. Membership to date, 80 voting, 54 contributing: Ways and Means plan large public card party for May 16. Nickel award went to Mrs. Carl Turnquist. Social one-half hour, bridge and other entertainment.

Madison, Wis., Chapter

Mrs. J. A. Tomlinson, Historian

Regular meeting for April was called to order on the 3rd. Voted to donate \$5.00 to Salvation Army. Welfare chairman reported \$11.13 expended, two families aided. Our sick received 21 letters of good cheer. Ten hospital and 12 home visits were reported.

Our chapter has again gone "over the top" in membership. Meeting adjourned, followed by an Easter lunch served by Mrs. Jay Shipley, chairman, assisted by Mmes. Ed Zeil, Walter Koenig, C. Knope, A. Johnson, G. Gleason, and J. Graves. Social hour was spent playing cards.

New Lisbon Chapter

Mrs. George Oakes, Historian

Regular meeting on Apr. 8. Treasurer reported balance of \$97.95. Good Cheer chairman reported 19 calls made and fruit and flowers sent to four. Membership was given as 33 voting and 24 contributing. Correspondence was read regarding help to be given needy families whose head had been called to service, also about sewing for the Red Cross. Ways and Means reported \$1.70 profit from lunch and 41c from penny march.

After adjournment our twenty block quilt was put on frames to be tied. Luncheon was served by Mmes. O. Gebhardt, Hostess, J. Grahn, H. Moran, C. Christensen, Wm. Becker, and D. Bogert.

Sioux City Chapter

Lillian Rose, Historian

April board meeting the 21st. General meeting the 28th, preceded by potluck supper, about 80 attending. Business meeting followed. President reported a very enthusiastic meeting in Chicago. April report of membership totaled 372. Card party cleared \$13.75. Safety First reported a list of excellent "Don'ts" to be observed during spring-cleaning-sprees. Good Cheer report for March and April, \$7.14 flowers for the sick and a funeral, estimated value food donations without cost, \$10.00, nine "sorry-you-are-sick" cards sent and 11 personal calls made. Chapter makes bandages every Thursday morning at Red Cross headquarters under direction of our own Mrs. Al Erickson. Home sewing for the Red Cross is checked out at general meeting and returned at following meeting.

Terre Haute Chapter

Mrs. Chas. Garrigus, Historian

April meeting was held on the 17th, being preceded by a ham dinner. Membership chairman reported 67 voting and 153 contributing members. Welfare chairman reported \$32.40 spent for relief, four families given aid, and 12 calls made. Six Good Cheer and sympathy cards were sent. Fifteen ladies from Terre Haute, including our president, attended the district meeting in Chicago. Much benefit was derived from reports and discussions.

Plans have been made for a chicken dinner at our next regular meeting, May 15, under direction of Ways and Means chairman, to raise funds for welfare work.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Annual Report for the Year 1940

Chicago, Illinois, Mar. 10, 1941

To the Board of Directors and Members of the Milwaukee Employees Pension Association:

The Annual Report of the Milwaukee Employees Pension Association for the year 1940, as prepared by the Secretary-Treasurer, is herewith submitted.

The litigation referred to in my last report, I am happy to say, was concluded April 25, 1940, by decree of the Court entered on that date. The decree of the Court ordered, among other things, that the Custodians heretofore appointed by the Court, turn over and deliver forthwith to the Milwaukee Employees Pension Association the Pension Fund, assets and property of said Association and that the Association, its Board of Directors and Executive Committee, pursuant to its corporate resolutions, proceed with the speedy and orderly liquidation and distribution of the assets of the Association, to be completed before July 1, 1943. The Court further permanently restrained and enjoined the Association, its Board of Directors and Executive Committee, from hereafter paying to any persons death benefits, or refunds of contributions to the Pension Fund of the Association upon the death of any member of the Association. It is with a feeling of much gratification that I quote the following Findings of Fact contained, among other things, in the report to the Court by the Master in Chancery to whom this cause was referred to take testimony, etc.: "The evidence shows that the Association maintained adequate books and records from its inception. . . . "There has been no showing of fraud in the handling of the assets of the Association. . . . "I find that all the acts of the Directors and Executive Committee were made in good faith."

This cause was before the Court several months and a great mass of testimony was presented before the Master in Chancery, and, as indicated in the financial statement, it was expensive.

No distributions were made to members during the year 1940, but it is hoped that another distribution can be made in the near future. Liquidation of assets has been carried on in an orderly manner and we are hopeful of more rapid liquidation from now on. However, more rapid liquidation will, in all probability, mean greater sacrifices in values.

As required in the By-Laws, the Executive Committee canvassed the votes cast in the 1941 election and the result shows that Mr. Wm. R. Barber and Mr. Wm. B. Carr were re-elected to succeed themselves as members of the Board of Directors.

Respectfully,

L. C. BOYLE, President.

Secretary-Treasurer's Report

Herewith Balance Sheet showing the financial condition of the Milwaukee Employees Pension Association as at December 31, 1940, as prepared from the books and records of account by Joseph Alpert & Company, Certified Public Accountants. The Balance Sheet may be summarized and compared with the Balance Sheet as at December 31, 1939, as follows:

	December 31, 1940	December 31, 1939	Increase Decrease*
ASSETS			
Current Assets:			
Cash in Bank.....	\$95,302.64	\$98,017.47	\$2,714.83*
Accrued Interest Receivable.....	27,782.43	26,567.86	1,214.57
Notes Receivable.....	45.00	770.00	725.00*
Accounts Receivable.....	745.00	3,022.88	2,277.88*
Miscellaneous Receivables.....	45.06	.....	45.06
Investments at Cost:			
Bonds, Mortgages and Real Estate Holdings.....	1,921,225.92	1,948,957.90	27,731.98*
Amortization of Bond Discounts.....	1,574.36	1,442.99	131.37
Furniture and Fixtures in Buildings Owned.....	8,340.66	7,720.84	619.82
Office Equipment.....	1,841.81	1,841.81	.....
Prepaid Insurance.....	6,077.84	5,405.52	672.32
	<u>\$2,062,980.72</u>	<u>\$2,093,747.27</u>	<u>\$30,766.55*</u>
LIABILITIES			
Current Liabilities:			
Sundry Liabilities.....	\$ 302.27	\$ 112.07	\$ 190.20
Social Security Taxes Payable.....	300.76	292.80	7.96
Mortgage Payable.....	.....	4,916.80	4,916.80*
Reserves:			
Real Estate Taxes.....	.....	758.42	758.42*
Beneficiary Refunds.....	.....	193.93	193.93*
Amortization of Premiums on Investments.....	1,751.51	1,585.51	166.00
Funds:			
Members' Contributions.....	1,526,642.39	1,526,614.52	27.87
Refund Certificates Payable.....	74,487.64	74,487.64	.....
Income Account.....	459,496.15	484,785.58	25,289.43*
	<u>\$2,062,980.72</u>	<u>\$2,093,747.27</u>	<u>\$30,766.55*</u>

The Cash Account represents amount on deposit in bank subject to checks and shows a decrease of \$2,714.83. Decrease is due principally to legal fees, court costs and expenses incurred account litigation.

Accrued Interest Receivable: This account represents interest accrued to the end of the year and shows an increase of \$1,214.57 over the previous year.

Notes Receivable: This account represents notes taken from tenants and shows a decrease of \$725.00, representing amount paid off on these notes.

Accounts Receivable: This account represents miscellaneous items temporarily charged to this account and the decrease of \$2,277.88 is the amount collected on these items or adjusted otherwise.

Miscellaneous Receivables: This account represents items of insurance premiums advanced and collectible from tenants.

Investment Account: This account represents total investments at cost at the end of the year and shows a decrease of \$27,731.98. This decrease represents amount of investments liquidated during the year by decrease in Bond Investments \$35,749.58; Mortgage Investments \$6,411.34; Master's Certificates \$35,265.08, or a total decrease of \$77,426.00, less \$49,694.02 carried to Real Estate Holdings Account.

Amortization of Bond Discounts: This account shows an increase of \$131.37, representing amount amortized during the year.

Furniture and Fixtures in Buildings Owned: This account represents cost of furniture, gas stoves, refrigerators, etc., in property owned by the Association and the increase of \$619.82 represents the cost of additional equipment purchased during the year.

Office Equipment: This account represents furniture and office equipment in the office of the Association carried at cost. No additional equipment was purchased during the year.

Prepaid Insurance: This account represents unearned premiums on insurance policies and shows an increase of \$672.32 due to renewals of expired policies.

Sundry Liabilities: This account represents unadjusted items, principally deposits on mortgages to be applied on payment of taxes.

Social Security Taxes Payable: This account represents Federal and State Social Security Taxes accrued to December 31, 1940, payable in January, 1941.

Mortgage Payable: This account represented balance due on a mortgage covering property acquired by the Association and shows a decrease of \$4,916.80, representing balance due on this mortgage paid off in full during the year.

Real Estate Taxes: This account showed \$758.42 carried over from the year 1939 and was paid off during the year 1940.

Beneficiary Refunds: This account is closed by transferring the amount of \$193.93 shown for the year 1939 to Members' Contributions Account.

Amortization of Premiums on Investments: This account shows an increase of \$166.00, representing amount amortized during the year.

Members' Contributions Account: This account represents the balance standing to the credit of members at December 31, 1940. The increase of \$27.87 represents adjustments in this account.

Refund Certificates Payable: This account shows the balance due members who hold refund certificates and there was no change in this account during the year.

Income Account: This account shows a decrease of \$25,289.43 for the year, which is accounted for as follows:

Gross Income		\$48,921.98
Less:		
Legal fees and expenses.....	\$42,003.45	
Operating expenses	12,585.70	
Social Security taxes	411.20	
Interest paid	287.41	
Loss on Investments.....	18,923.65	74,211.41
Deficit		\$25,289.43

The Executive Committee canvassed the votes cast in the March, 1941, election for two members of the Board of Directors and their report filed in this office shows that Messrs. William R. Barber and William B. Carr were re-elected as members of the Board of Directors.

Respectfully submitted,

M. F. KOLBE, Secretary-Treasurer.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION
BALANCE SHEET—DECEMBER 31, 1940

CURRENT ASSETS:		ASSETS	
Cash in Bank.....		\$95,302.64	
Receivables:			
Accrued Interest Receivable.....	\$47,692.84		
Accounts Receivable	1,721.46		
Notes Receivable	45.00		
Miscellaneous Receivable	45.06		
Total	\$49,504.36		
Less—Reserve for Doubtful Interest and Accounts.....	20,886.87		
Total Receivables		28,617.49	
Total Current Assets.....			\$123,920.13
INVESTMENTS AT COST:			
Bonds	\$253,021.67		
Stocks	70,000.00		
Certificates of Beneficial Interest.....	77,707.50		
Mortgages	210,462.83		
Real Estate Holdings.....	1,265,743.80		
Masters' Certificate and Judgments.....	44,290.12		
Furniture and Fixtures in Real Estate Owned.....	8,340.66		
Total Investments			1,929,566.58
OFFICE EQUIPMENT			1,841.81
UNAMORTIZED BOND DISCOUNT.....			1,574.36
PREPAID INSURANCE			6,077.84
TOTAL			\$2,062,980.72
CURRENT LIABILITIES:		LIABILITIES	
Sundry Liabilities		\$302.27	
Social Security Taxes Payable.....		300.76	
Total Current Liabilities.....			\$ 603.03
RESERVE FOR AMORTIZATION OF PREMIUMS ON BONDS.....			1,751.51
FUNDS:			
Members' Contributions	\$1,980,204.09		
Refund Certificates Payable.....	96,710.40		
Total		\$2,076,914.49	
Less—Liquidation Dividends Paid:			
On Members' Contributions	\$453,561.70		
On Refund Certificates	22,222.76		
Total		475,784.46	
Balance, December 31, 1940.....		\$1,601,130.03	
Operating Fund (Income Account) Balance, December 31, 1940.....		459,496.15	
Total Funds			2,060,626.18
TOTAL			\$2,062,980.72

We hereby certify that the above Balance Sheet was prepared from and is in accordance with the books and accounts of the Milwaukee Employees Pension Association.

JOSEPH ALPERT & COMPANY
By Hymen Bregar, C.P.A.

Stray Bits

Ain't No Profit in Fox Hunting

(Reprinted from *The New Hampshire Troubadour*)

Dere Editor of the Carroll County Independent:

A cupple of weeks ago a good friend of mine ast me why I didn't go fox hunting with him some time. I told him that I hadn't lost no foxes and that I didn't want no foxes. He said that it want a case of losing foxes, it was a case of shooting foxes. Every time the gun goes WHAM there is five or six dollars dropped into your hand.

You will remember that I come down and borrowed your dubble barrlled Ithaca Magnum 10 bore shotgun that throws two ounces of shot every time you pull the trigger and what is supposed to be the most powerful shotgun made.

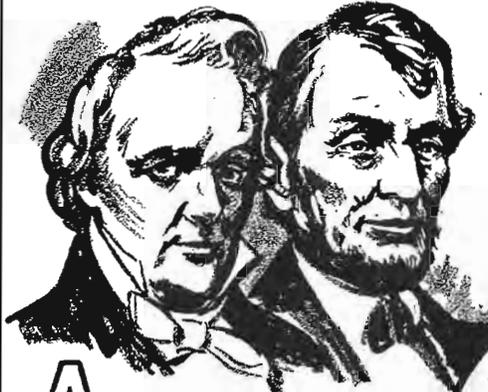
Then I borrowed a pair of snowshoes and brite and early on Saddy morning I called at this feller's house. We driv a piece and then he parked the car and we let the dogs out and we put on our snowshoes and worked up onto sum ridges what overlooked this swamp where the dogs was smelling around.

All to wunst they begin to bark and holler and this feller says, "A fox has three crossing places getting out of that swamp. You run over to that big hemlock by that bar way and don't you move." I run half a mile to the hemlock he pointed out and when I got there I was near dead. After I got my wind back I could hear the dogs barking away down in the swamp and sometimes I would think they was coming my way and I would get all excited and strain my neck and watch real close.

Finally they swung off another way and this feller whistled to me and I wallowed through the snow over to him. He said that the fox had got away through the one crossing we didn't have covered and he knowed sure where he was going. So we went back to the car and driv up the road a piece and we would stop every little while and listen to the dogs and they was pushing that fox good. It seems they was two notches in a little mountain and the fox would be sure to cross in one of them. So I climbed up, till I got to this little notch. I don't know whether you ever tried to climb a mountain wearing snowshoes on a slippery crust, but if you ain't done it, you got something coming to you.

Anyway, I got up there and set and set and watched and watched and listened and listened and finally my friend whistled for me and blowed the car horn and I slid down over the moun-

Rail oddities



TWO PRESIDENTS OF THE UNITED STATES — JAMES BUCHANAN AND ABRAHAM LINCOLN — WERE EX-RAILROADERS.

A AMERICAN RAILROADS SPENT MORE THAN 3½ BILLION DOLLARS IN 1940 TO BUY FUEL, MATERIALS AND SUPPLIES, NEW EQUIPMENT AND FACILITIES, AND TO PAY WAGES AND TAXES.

FUEL	\$ 273,556,000
MATERIALS & SUPPLIES	580,907,000
NEW EQUIPMENT, ETC.	429,147,000
WAGES	1,964,480,706
TAXES	396,353,538
TOTAL	\$ 3,644,444,244

ACCURACY PLUS

WATCHES CARRIED BY OFFICERS AND EMPLOYEES OF RAILROAD OPERATING DEPARTMENTS MUST NOT VARY MORE THAN 30 SECONDS A WEEK FROM PERFECT TIME.



ASSOCIATION OF AMERICAN RAILROADS No. 12

tain on that slippery crust and I only piled into three trees and four brush heaps and did pretty good because when I got back to the car I only ripped off half of wun pant leg and lost wun mitten.

This feller explained that when the fox didn't go over the mountain he run down the railroad track and crossed the river on the railroad trestle, trying to throw the dogs off or get them killed by the train and the fox would probably cut back through a big pasture and go right through old Perfessor Lighthouse's place.

So we went down to Perfessor Lighthouse's place and I set back of the barn, and my friend he watched back of the house, we was watching in opposite direchuns. All to wunst, when I could hear the dogs cumming nearer and nearer I sort of felt they was something in back of me. I run around the corner of the barn and there was the fox, trotting along right between the house and barn, where no fox in his right mind was supposed to go. I throwed up that big eleven pound, ten

gauge Magnum ten bore and hauled in on both triggers. They was a bright yellow flame hung in front of my eyes and a noise like a dynamite blast with me setting on the blast and I went over backwards and the gun went out of my hands. The fox give a jump, switched on the dubble ignition, shifted into fourth speed and went away from there. Perfessor Lighthouse's combination crystal ball and bird bath, what was setting out in the yard about 30 yards away, sort of disappeared in a haze of cement dust and glass crystals.

I have sent your gun to Carl Ross down in West Newfield to have a new stock put on for it hit a rock when it jumped out of my hands and I will pay for the stock and I am looking around for a new combination bird bath and crystal ball for Perfessor Lighthouse.

After figuring it awl up, I don't think my day of healthy exercise in the open air will cost me a cent over 50 dollars.

Sincerely,

HANK

ON THE STEEL TRAIL

Milwaukee Terminals

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

So you've been wondering too. For some time the Milwaukee Terminal Division has not been showing up—as a division—in the Magazine columns. Why ??? Let's forget that now and get off to a fresh start.

NEWS, NEWS—there must be a lot of it—real interesting, too, that would show up well and make some good reading. You make the news, the correspondent's job is to get it. He will, but he needs your help.

This must not be just another column; let's make it different, individual, and better—in other words, just what you want. It can be done with your wholehearted support and help. The correspondents are more than anxious to do a good job—so keep the news items coming in.

Coach Yard

L. J. Cooke, Correspondent

Dan Kessler is back on the job at the coach yard after a seven-week absence due to a spinal infection.

Elizabeth Falk, car cleaner, is still seriously ill since collapsing while at work a week ago.

The Coach Yard will have a ball team this year, after all. Earlier in the season the boys had not planned on a team, figuring that the draft would cut too many players off the list, but with only one man taken from the coach yard thus far, and with new men available, the boys decided to try again this year. They were last year's league leaders, losing only one game; most of the other teams entered in the league, composed of Milwaukee Road employees, would shed few tears if the coach yard had no team, but the boys are going to be in there trying to equal or better last year's record, and add another trophy to those in Car Foreman George Schneider's office. From all indications the competition this year will be considerably tougher but probably not tough enough to offset the improvement made in an already top-notch team. Go to it, boys.

Muskego Yard

F. J. Ladwig, Correspondent

Frank C. Stubbe, the dean of the phone directors in Milwaukee Terminals, has been ill and confined to his home for several weeks. We all join in wishing him a speedy recovery.

The boys around the yard are reported spending all of their spare time studying the book of rules and special rules. This, of course, is due to the rules examinations currently being conducted here. Nothing like being prepared.

Joe (Slewfoot) Carlin got himself a new pair of running shoes since being appointed third trick yardmaster on the air line.

Ernie Simonin has a nice coat of tan. Just came back from a two-month vacation in Florida and South Carolina. Wonder what happened to all the fish he was bringing back.

With the employment of new men in the yard it is gratifying to see the patience

and interest the old timers are taking, particularly in teaching the new men Safety First. Keep up the good work, Old Timers!

Johnny (Pooshemup) Schuh's enthusiasm almost carried the Milwaukee Express team to the top of the bowling league during the second half of the season. He figures on coaching the team from the bench next year.

After standing off Dan Cupid for all these years, our venerable P. F. L. Edw. C. Koepke, finally fell, and fell hard. He and Leona Schauer of Milwaukee were married two weeks ago and enjoyed a real honeymoon. Ed is back on the job again but things are different. Congratulations and best wishes!

Chestnut St., North Milwaukee, North Ave.

W. P. Radke, Correspondent

BREEZES FROM THE BEER LINE

It is indeed a pleasure to announce that from now on this column will appear regularly in the Magazine. Your correspondent will be ably assisted by Herman Herbert, chief clerk, North Avenue, and by Harvey Corbett, cashier, North Milwaukee, who will report news from their districts.

In order to make this column a howling success, it will be necessary for employes in this district to furnish news that will be interesting to every one. Co-operation is solicited and will be greatly appreciated.

There has been considerable activity at

North Milwaukee lately, not entirely due to a big increase in business, but due to a new feminine touch in the office force. Bill Koepke and Warren Vetter are kept quite busy making her stay at North Milwaukee one that she will long remember and cherish. Casting no reflections on the single boys in the office, the married and older ones, chiefly those over the draft limit age, have shown their Beau Brummel instincts toward the fair sex.

The office force at Chestnut St. got a surprise recently when cigars and candy were passed about with reckless abandon. The reason—J. E. Leahey, newly appointed agent, had again become a daddy. Mr. Leahey, already is blessed with two beautiful daughters, and has again been presented with—guess what—another baby girl. Only this time, one of his daughters did the presenting. Congratulations, grand-papa.

Fred Butz, former foreman, Cherry yard, now retired, still takes an active part in railroad affairs by attending many Service Club meetings. Since his retirement, Fred never fails to make an appearance at Chestnut St. every Wednesday, bringing with him a sack of candy for three girls. Isn't one girl enough, Fred?

Richard (Snow-ball) Steuer has purchased a set of official horseshoes and is going around challenging people.

(Mrs.) Rose Liebhauser is expected back to work June 2, after a two-month leave of absence. She has received numerous phone calls at home, inquiring as to why she requested a two-month lay-off. 'Tain't so, boys. Disappointed?

Magazine Correspondent Also to Serve Glamour Magazine



Alice Treherne

ALICE TREHERNE, stenographer in the office of General Agent D. M. McGeen, St. Paul, and the recently appointed St. Paul correspondent for The Milwaukee Magazine, has been selected by Glamour Magazine to serve on its Career Girls Council. Such councils have been established at a number of points throughout the country by the publication; they are associate advisory groups whose purpose it is to co-operate with the editorial staff in fashion guidance. Each month the editors of the magazine poll the council members on questions on which they want the reaction of young women in all parts of the country, and they are guided by these opinions and suggestions.

Scores of young business women were interviewed in order to determine who would sit on the council, and Miss Treherne was one of the few chosen in the St. Paul group. Although her work for The Milwaukee Magazine is not devoted to advice on how to be glamorous, it is very interesting and has gained a number of new readers for our publication.

E. E. Ross, former agent, is keeping up with what goes on since his retirement, by making an occasional visit to the office.

Ralph Junker, demurrage auditor, returned to his job May 12, after a long siege of illness.

Walter Demerath almost reached the headlines recently when he single-handedly bested a notorious bandit. A one armed-bandit it was at that, and the jack pot was \$24 in two-bit pieces.

Twin City Terminals

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

Minneapolis General Offices

George W. Wilde, retired veteran River Division engineer, was a recent Minneapolis visitor. Mr. and Mrs. Wilde spend their summers at Lake City where their fine home has a commanding view of Lake Pepin. George makes periodical visits to the Twin Cities to pursue his life-long hobby of collecting antiques and odd pieces of bric-a-brac, his home being a veritable museum containing a long many other things, one of the finest collections of glass in this section of the country. When the chill November winds start blowing across Lake Pepin, Mr. and Mrs. Wilde load up the family car and trek for the South — just living the life of Riley—an ideal retirement, we call it.

Another welcome visitor to the old home town this week was our old friend Jim (James T. to you) Hayes, now working out of General Manager's office on Lines West. Mrs. Hayes and their oldest son, John Michael, age eight months, accompanied J. T.

One of the real old landmarks in the Minneapolis milling district was entirely destroyed by fire early on the morning of May 7. The old Columbia "B" Mill, a five story brick building, was constructed in 1878, the year of the great flour mill explosion and fire, and has been operated continuously since that date, but all that remains now are the fire-scarred walls resembling a picture of bombed structures in London.

When making your summer vacation plans, don't overlook visiting the 1941 Aquatennial, the world's greatest summer festival, to be held in Minneapolis July 12 to 20—parades, horse races, outboard motor races, rowing regatta, canoe derby, rodeo, fireworks, water follies, and revues.

John A. Messiccl, track department time-keeper, has relinquished his rights to single blessedness and has taken unto himself a wife. The lucky young lady is Miss Evelyn E. Wood. The wedding took place at Sacred Heart Church, St. Paul, on May 24, the reception held in Dayton Bluff Commercial Club that evening. Many of Johnnie's railroad friends were present to wish the young couple happiness.

Minneapolis Local Freight and Traffic Dept.

Florence McCauley, Correspondent
Freight Office

The annual fishing party of the Minneapolis ticket office is to be held at Pleasant View resort the week-end of June 14. Jess Oslie has been fondling his fishing hooks and June bugs by the hour in anticipation of the event. Most of those going say they intend to really fish this year.

Tom Morken returned to his desk May 12 after vacationing for two weeks. Tom made a trip out to Spokane during the second week to visit son Don.

Ruth Jackson, stenographer, is quite proud of the fact that her little niece, Carol Jackson, aged 5, has been proclaimed a prodigy and a great future is prophesied for her. She was recently presented in a recital in which she sang three, songs and played five on the piano, all by memory, one of the songs with words being written by Carol herself. . . . Nick Kosta seems to be getting under the feet of the traffic cops again. Believe he found

assigned to car foreman's position at Aberdeen, S. D. Equipment Maintainer A. J. Demmers is transferred to asst. foremanship at St. Paul New Yard, and Clifford P. Olsen, welder from Minneapolis Shops, succeeds as equipment maintainer at Rapid City. A hearty welcome is extended to our newcomers and best wishes go with the departing friends.

Victor Mattson, upholsterer at Minneapolis Shops, has been confined to Fairview Hospital due to heart ailment.

Early Spring wanderlust took Mr. and Mrs. Otto Neuwirth to Albuquerque, N. M., in May, from which point they drove into Mexico.

Chauffeur Harry Mills was hospitalized at Veterans for a check-up May 8 and was still there at the mid-month news deadline.

Higher education called Vince Washburn from the ranks of laborer to the U. of M. campus this quarter, where he will resume his pursuit of a degree.

Chauffeur Alfred Olson will manage the Minneapolis shops' baseball team this summer, and Cliff Heggem, stockman, will captain the nine. The various departments in shops and at Minneapolis coach yard will also sponsor teams for inter-company play.

The Store Department is happy to record that wedding bells rang for Yard Clerk Ed Roers May 19.

Carl A. Sorenson, clerk, South Minneapolis roundhouse, who is now located at Camp Claiborne, La., writes the food is good and they have good quarters, and he feels he is very fortunate in having as a buddy the son of a switchman at South Minneapolis. They can still railroad.

Clifford Wendell, carman at South Minneapolis, answered U. S. Army call Apr. 21, reporting to Ft. Snelling, Minn.

St. Paul

Alice Treherne, Correspondent
General Agent's Office

THROUGH THE LOOKING GLASS I SEE

Our proverbial gardeners from this office, Messrs. McGeen, Wilkins, Pfeiffer, Grevett, and, last but not least, Harry Lutz, tip-toeing through their tulips, examining their favorite rose bushes, and anxiously watching the weather reports, which have been about as gloomy as the war news, with predictions of frost, snow, and worse, in the middle of May.

Back yard casualties . . . Victor Barquist, Passenger Dept., broke an ankle bone while mowing his lawn recently, and is on crutches. Ray Pfeiffer, city freight agent, wrenched his knee the past month, while moving his boat in preparation for the fishing season, but has stayed on the job in spite of the painful injury. Harry Grevett, chief clerk, this office, celebrated Mother's Day by doing a nose dive down the basement steps, without benefit of a net, injuring his back rather painfully, but has lost no time at the office.

George Quinlan, city freight agent, made the most of that course in public speaking he's been taking the past winter, by going on the air recently for the Catholic Welfare Board over Station WLWL.

The marriage of Robert Burns, son of Mr. and Mrs. R. A. Burns (DF&PA), Aberdeen, S. D., and Miss Dorothy Pedersen, St. Paul, which took place here May 17, was minus the first choice of best man. Mr. Gene Burns, younger son, was to have acted in this capacity, but was called in the draft two weeks before the wedding, and is at Camp Claiborne, La., doing his year with the infantry.

Lord Halifax, British ambassador, arrived on the Olympian from Chicago, May 9, to fill a speaking engagement before the Rotary Club in Minneapolis, and returned on the Pioneer Ltd. that night. M'Lord catches on quickly in choosing A-1 transportation, too!

Glen Nicolin, commercial office, got his name into print after a nice 77 at River-view Golf Course May 4. Glenn's 77 was the second low game of the season, and



Wielder of the huge pen in mock ceremony is H. M. Larson, general agent Passenger Department, Minneapolis, a member of a special committee of 100 leading business men of Minneapolis which has been named to issue the thousands of invitations which the Aquatennial, America's biggest outdoor summer festival, is extending to the nation. The girls assisting him are garbed in festival attire for use in parades and other gala events. The Aquatennial will be held July 12 to 20.

out it costs money to double park, even if it is only for a minute.

Walter Lindquist of the Refrigeration Dept. was married Apr. 26 to Miss Mildred Freed, and took a trip to Denver, Colo. Archie Benolkin of the Freight Dept. attended the Deaf ABC Bowling Team Tournament at Chicago on Apr. 19.

South Minneapolis Shops

Oriole M. Smythe, Correspondent
Car Dept.

Effective May 16 the changes in supervisors in Northern District Car Department are: H. R. Campbell, car foreman at St. Paul New Yard, vice F. J. Tschohl transferred to Minneapolis Shops as chief car inspector. St. Paul's asst. foreman, J. C. Weatherell, will be car foreman at Marquette, Ia., succeeding Edward Dittmer

has been bettered by only one stroke this year.

A special train of 200 Naval Reserve men from the Twin Cities left here May 6 for Kansas City, en route to San Diego, Calif., convoyed by Ollie Anderson, traveling passenger agent.

Karl Heiser, machinist helper in the roundhouse, is another of our Milwaukee boys who has been caught in the draft. He left May 9 for Camp Beauregard, La., with the best wishes of all his fellow workers.

Jimmy Morris, switchman, returned to work May 12, after an absence of seven years, due to an injury. He is feeling O.K. now, and the boys are mighty glad to see him back.

On Apr. 24 Johnny Guzy, traveling passenger agent, bowled a 608 in the ABC with the President Cafe team, Minneapolis, and finished in the money with a 690 in the singles, his scores reading 221, 235 and 234. Johnny is to be congratulated, considering that he hasn't bowled for almost six years. Certainly hasn't lost the old touch.

Mrs. Frank Washburn, wife of Car Foreman Washburn, Minneapolis, who is secretary of the St. Paul Women's Bowling Assn., was in charge of the Women's Sweepstakes on the ABC alleys May 6, and scored a 483 with the Hetfield Perry team, who placed second among the 40 teams of women bowlers, with a total of 2,531. Their team also won the high game of the event, with an 864. Mrs. Washburn will leave June 4 for a 10 day trip to Los Angeles, Calif., to bowl with Larry's Recreation team, in the Women's International Bowling Congress to be held there June 8.

Henry Monge, city ticket agent, and wife, returned the first part of May from a two-week vacation in California, and you should see Hank's nice tan!

May 15, 16 and 17 St. Paul played host to high school bands and choruses from North and South Dakota, Iowa, Wisconsin and Minnesota, here to compete in the 81 events of the annual National School Music Competition Festival at the St. Paul Auditorium. The 7500 participants were greeted the evening of May 16 at the Auditorium by King Boreas Rex and Queen Kathleen, reigning monarchs of the St. Paul Winter Carnival, and all their attendants, in a spectacle which matched the pomp and ceremony of the Carnival festivities last February. R. A. Burns, DF&PA, Aberdeen, S. D., convoyed a group of more than 200 from that territory, and we handled a special train from Mason City, with 150 contestants. The old town was alive with kids.

In our April issue we reported that Bernard J. Cavanaugh, switchman, was confined to St. John's Hospital with pneumonia. We were sorry to hear of his passing away May 5. He was 68 years old and had served the Milwaukee 23 years. He is survived by his wife, Helen, and seven children, his mother, and two sisters and two brothers.

As you, no doubt, have read elsewhere in this issue, the Ninth National Eucharistic Congress is to be held in the Twin Cities June 23-26. Suffice to say that elaborate preparations for this gigantic affair are under way, and a huge altar and thousands of temporary seats have been erected at the State Fair Grounds, St. Paul, which will serve as the Eucharistic Center for the Congress. Hotel rooms are at a premium, and the committee in charge has a list of rooms in private homes which will be available to the estimated 300,000 persons who are expected to attend.

As a fitting climax to the American Bowling Congress, we secured five carloads of bowling alleys used during the event, four of them moving to Syracuse, N. Y., and one to Muskegon, Mich.

Got one nibble on the suggestion carried in this column last month regarding a get-together of the contributors of this Magazine—a note of approval, suggesting St. Paul as the meeting place, and in the very near future. Now let's hear from all the rest of you guys and gals.



Milwaukee Shops

Car Department

George L. Wood, Jr., Correspondent

CONGRATULATIONS

Mention was overlooked in last month's issue in regard to the marriage of Blacksmith Matt Kornfehl to Teresa O'Neil. Belated congratulations to the happy couple!

Frank Zych created quite a stir when he announced his marriage on Apr. 15. Frank is now at a summer resort at Wind Lake.

One of the highlights of the month was the arrival of a baby girl on Apr. 22, brightening the home of the James Patrick Cottys.

Frank Malnory yielded to the wiles of Cupid on May 19. He refused to commit himself as to the bride's name but we do know that he was more than glad to change it to Mrs. Malnory.

Electrician Apprentice Howard Koeser left the bachelor ranks on May 24. His bride is Miss Harriet Snyder.

A nine and one-quarter pound baby boy recently arrived at the home of Mr. and

Mrs. Thomas Wilson. The event was a blessed one for it meant cigars for the Upholstering Department.

ROUND 'N' ABOUT THE SHOPS

A sure sign of spring is the opening of Eddie Noonan's refreshment stand on Highway 19. . . . Those who recently signed apprenticeship contracts are George Hoferer, electrician; August Plicka, carman; and Elroy Koester, carpenter. Incidentally, Elroy Koester will also sign another contract in the near future when he takes Miss Elane Thoma as his bride on June 28. . . . According to the Upholstering Department's traffic tip supervisor, special praise goes to Paul Bubolz for the many tips he has handed in. . . . Painter Leadman Ralph Migdely says that in transferring small quantities of paint he finds it saves time to find the shortest distance between two pints. . . . Dick Severson has been transferred to a new job in the main office. . . . Car Department employes who received radios as door prizes at the Hiawatha May Ball are Steve Hutts, George Greeman, and William Lehmann. Mr. "Lehmann" has refused numerous offers for his radio, stating that he can't sell it because he's a "layman." . . . Those who have moved into their new homes or have them under construction are Oliver Kolbow, Einar Nelson, Leonard Lentz, and John Kaiser. . . . Stanley Tabaka, upholsterer dyer apprentice, also has constructed a new house—a glass house in which he grows things and stuff (horticulture to you). . . . Malcolm Burr, Clarence Koscinski, and Leo Keierleber are piloting the Freight Car Department baseball teams which are participating in the softball league. . . . George Bauer, Ted Tanin, and Matt Plamenig have returned from Terre Haute and have southern accents as we predicted. . . . Art Kraak, Ed Schweitzer, and Art Henn completed their apprenticeships in the Coach Shop this month and are now employed in the Air Brake Department. Don Bartz has also completed

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his apprenticeship and is awaiting Uncle Sam's call which will take him to a training camp. This we expected to occur toward the end of May. . . . Electrician John Miller, accompanied by his young son on the accordion, has upon numerous occasions rendered vocal solos over a new type public address system. . . . Leroy Kornfehl, claiming that the charming romances are the unfinished ones, announces his engagement to Miss Dorothy Owen. . . . Bob Hoferer and Albert Lehr came through with flying colors and received grades of A-1 on their "questionnaires." These young men will leave for a year's training some time in June. . . . They say some people would rather play golf than eat and we see Upholsterer Joe Borowski out in the sunshine practicing his swing and stance during lunch hour. . . . Assistant contributors to this column include Frank McGarry, Joe Foren, Bill Weatheral, Clarence Schultz, Joe Friedman, Phillip Frank, Elroy Koester, and department supervisors. If you have any interesting news items or pictures, please inform one of the above.

Store Department

Earl Solverson, Correspondent

The writer has been asked to serve the Magazine as correspondent for all of the Store Department personnel at Milwaukee Shops. All offices and other groups of employees, in order to be represented in the Magazine, should delegate reporters to keep the writer informed of the news of the respective groups. Such contributed material should be in the writer's hands on the 14th of each month. Your co-operation is essential if the Store Department column is to be of interest.

John H. Nachtsheim, 65, retired on May 5, after more than 40 years of service. He was a stockman at the Milwaukee Shops.

Walter J. Long, 66, who had served as storekeeper, stockman, and scrap yard foreman at the Milwaukee Shops, retired on May 15, after having served the Milwaukee since 1916. He had been with the Wisconsin Central Railroad for 12 years before coming to the Milwaukee.

A dinner dance was tendered these two retiring employes on May 15 at Stanton's Green Mill, Bluemound Road, Milwaukee. Forty-two attended the dinner, and many arrived later. D. H. Phebus, acting as master of ceremonies, presented each of the guests of honor with a portable radio. The best wishes of all the railroad go with them.

Davies Yard

J. J. Steele, Correspondent

Mr. and Mrs. E. T. Palmer have just returned from New York where they visited relatives for a few days. They had a very enjoyable trip.

Bruce Robertson, a newcomer to the Davies Yard, and also a member of the Hiawatha Archery Team, placed third in the State Archery Meet that was held in Milwaukee recently.

Clarence Ermisch has become a news enthusiast since he was awarded a radio at the May dance that was sponsored by the Hiawatha Service Club.

Burlington, Wis., is renowned for its Liar's Club, but the Davies Yard will soon be famous for its champion smelt fisherman, Siegfried Tomasser. Siegfried has just returned from a smelt run and reports catching 3,750 pounds of smelt in an hour and a half.

We are proud to announce that Andy Schilhansl received a beautiful trophy for his marksmanship in archery. Nice shooting, Andy!

Edward (Hansie) Barbian, son of George Barbian, was married recently. We hope they shall have a long and happy married life. Hansie, while a student at Washington High School, won the state shot put championship.

Al Waldera has the honor of being the

first man of the Davies Yard to be inducted into the armed forces of the United States. A farewell party was given him by Alex Sawdy and members of the wrecking crew. Al is stationed in Louisiana and we feel certain that he will be as well liked in camp as he was at the Davies Yard.

Locomotive Department

E. P. Carey, Correspondent

This being our introductory article in the Magazine, we want to solicit the support of all Locomotive Department employes in furnishing your correspondent with all the news so that our column can compare with the best of them. A news gatherer will be selected in the shop, roundhouse, and foundry, respectively, who in turn will pass the information on to yours truly. If there is anything you would like to see in print under your department, let us have it.

N. Kiemen is looking forward to a certain special event in June. Thanks for the invitation, Norbie, we will all be there.

James Campbell, lately of Othello, is a new addition to the S.M.P. office. Welcome to Milwaukee.

The Office Unit of the Service Club is contemplating holding its picnic soon, preferably at Cedar Lake. This depends chiefly on O. Moeller, who, we understand, has the most desirable picnic facilities around those parts.

In the absence of his right hand girl, R. Kopitsch, Chief Clerk E. Flood is carrying on the good work. We hope she will be recovered from her illness in short order.

Joseph Heder, veteran molder, passed away on May 13 at the age of 65. He was well known and well liked by all.

We understand the new foundry office is really something to see; however, if we know J. Marshall and his assistants, we do not feel that is going to affect their attitude towards those less fortunate.

The question of the day seems to be "Who was clamped and who moaned?"

It is rumored that one of the roundhouse men has a sideline—the radio business. Guess who.

Reporting J. O'Connor, formerly erecting foreman at Milwaukee Shop, now located at Green Bay; "Sweet" Magnuson now handling the erecting foreman duties in the shop; we welcome F. Bunce back to Milwaukee and congratulate Hilary Jones on his promotion to gang foreman in the roundhouse.

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

Howard H. Melzer, Correspondent

Our sympathy is extended to Arthur Schultz upon the recent death of his father, Arthur Schultz, Sr. Mr. Schultz was a veteran of 47 years' service with the Milwaukee. Thirteen of these years were spent at Western Ave., Chicago, and for 25 years he was foreman of the tin shop at Milwaukee. He had retired in April, 1940.

We understand that Joseph Drinka and George Riley are completing their time on their student cooperative jobs in the Test Department. Both George and Joe will receive their engineering degrees from Marquette University in a few weeks.

Also from the Test Department comes the news that William Kilimann has been chosen for the position of assistant to Mr. Anderson, supt. of motive power. Bill succeeds Dale Scheffield who recently took up his new duties in Chicago.

The Hiawatha Golf League got under way the other day, in the rain. Bob Engelke led the boys in our office with a 48; Bill Reitmeyer got himself a roaring 70; Ben Benzer sneaked in with a 54; and Art Schultz carded a 58.

Elmer Reinke's home is just about finished, and everything is ready for the wedding. At this writing Elmer is still holding up his chin, but we expect him to fade during that first week in June. In speaking of his house the senator says that he

is quite anxious to get in, despite the fact that the plumber has running water in the electric light bulbs and the radio. But, then, wait until Elmer starts tinkering.

The "building bug" has bitten Bob Engelke. The plans are still tentative, we understand, but Bob is getting plenty of free technical advice. We'll throw our nickel's worth in and say that he can stop worrying about the basement. Harold Q. Odegaard will take care of that for him.

Betty Telderer inaugurated the vacation season by taking a few days off when Sergeant Jack came up from Louisiana. Betty has kept mum on the details, and has the whole office guessing. She did pick up a swell cold, however, and since colds are acquired when the resistance is low, it is reasonable to . . . oh, well.

Walter Moehlenpah is our latest contribution to the welding industry. Walter has joined Bob Harris at the Progressive Welding Machine Co., Detroit, and both boys are reported to be doing quite well, Bob now occupying the position of general manager. In the shuffle of jobs here Joe Kolanda was called back to the home office and Melvin Hokland, from the coach yard, went to Three Forks, Mont., to carry on where Joe left off. Incidentally, "Smokey" brought back a wife.

Rocky Mountain Division

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

Just when everything starts growing nicely and flowers are in bloom, along comes a snow storm and . . . well, if there is anything I don't like the looks of it's snow on the green grass and flowers—in fact, anywhere but on the tops of the mountains.

Lots of business, everyone working whose name is on the lists, and some who have not made a trip until recently. Brakemen Pogreba, Jeglum, Cady, Wernke, Tlnder and McPhall are on the extra board, Kirwan, Hamilton, Chollar and Burns working out of Lewistown on the extra board, borrowed from this division.

Eng. R. C. Daniels is working at Lewistown also. Engr. Torgrimson and J. R. Hamilton from this division.

Operator Hord Ullery, who must just have a way with him, has landed a nice new job over at Butte in the chief train dispatcher's office. All C. G. B. will have to do from now on is figure out if he is going to let any operators have summer vacations. Howard will do everything else. Operator Setchel worked Harlowton on third after Howard left there, until Alvin Pitman displaced him on May 19.

Fireman Eggleston is down here from the Northern Montana working on the Butte helper.

Conductor Fairhurst left May 17 with his son for two weeks in Chicago, where he will attend the conductors' convention, and visit brother Arthur and wife.

A daughter was born May 11 to Brake-man Alvin Wernke and wife at Belgrade. Congratulations, and we can plainly see now why father will work at anything he can find, extra board included.

Our popular ex-air conditioning expert, J. A. Kolanda, and Miss Charlotte Shiplett of Deer Lodge were married in Deer Lodge Apr. 23 and left for Milwaukee the same day. Mrs. Kolanda was one of Deer Lodge's most popular young girls, born and reared there.

Operator Campbell and Mrs. Campbell will take a two weeks' trip to home folks in Illinois, expecting to take Mrs. Campbell's mother back with them for the summer. Operator Setchel will work third trick at Three Forks during Mr. Campbell's absence.

Efficiency Expert: "Sort these old letters into alphabetical order and then throw them away."

Chicago—Freight Traffic Dept.

Wesley S. McKee, Correspondent

By the time this item goes to press Miss Genevieve Neville of our commerce department will have become the lovely bride of Allen "Bud" Brode, with whom most of us are acquainted. The wedding was set for May 24.

Another recipient of many gifts was Otto Timm, who recently celebrated his birthday. Among the gorgeous presents were one hand-painted autojack, one Keogh knife—a two-bladed pocket knife with one blade—a semi-automatic pencil, and other useful articles. 'Tis said that Counselor Erickson hurried back from Dubuque to be present.

Second childhood has struck the Traffic Department, what with Marge Kamiah catching the measles, and Walt Anderson the mumps. Walt's left foot was also considerably swollen. Both are back at work.

Carson Taylor, commerce counsel, and good friend of the Traffic Department personnel, is recovering in the Evanston Hospital from a serious operation. Many of his friends volunteered as blood donors and so far two, Art Barry and Joe Schmidt, have been accepted.

At the hospital laboratory two of the prospective donors tested around 188 proof.

Carl Peterson, our recent bridegroom, returned from a West Coast honeymoon with some keen pictures, and reports that R. C. "Doc" Sanders, our general freight agent at Seattle, still possesses his fine physique, though the photos indicate his chest has dropped a little.

Wesley Nehf, our 300-pound songster, recently M. C.'d a wedding party sans a tuxedo. Even the tent makers turned him down.

"Mumps" Anderson (our Neville Chamberlain) has promised to keep his parasol closed. (Who, me? Yes, you!)

Now that Irma Lang is in the Commerce Department, wonder what she'll do with a THIRD of her time.

I&D Division

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

Marquette-Sanborn

The stork made several visits during the month of April—Don Soufrou of the Store Dept. and Don Woodhouse of the superintendent's office at Mason City are the proud fathers.

Matt Kelroy, a retired roundhouse employe at Mason City, has been confined to the hospital for some time, but is improving.

Max V. Brager, steno. clerk in the superintendent's office at Mason City, with his wife and daughter, Virginia, is spending a three-month sick leave with his sister, Mrs. J. R. English, Hollywood, Calif.

P. R. Ashland, formerly roadmaster's clerk at Mitchell, S. D., has been appointed temporary file clerk at Mason City.

J. P. O'Neill, formerly station helper at

FISH and OYSTERS

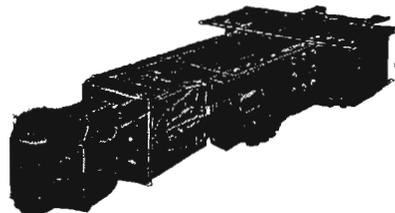
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Charles City, has been appointed temporary clerk for the Roadmaster at Mitchell, S. D.

F. H. Dickhoff, yardmaster, is spending two weeks in northern Wisconsin with "Duke" and his rod and reel.

Sanborn—Rapid City

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

Operator Mänge of Sheldon is working at Mitchell at present, learning the tricks of the dispatchers.

Perry Paulin of the local roundhouse has left for camp where he has been called for duty.

Peter Gunn of the roundhouse had the misfortune to injure his thumb and has been laid up for several weeks.

The local Marquette bowling team was crowned the city champions last week. In the city championship battle they came out with a total of over 150 above the nearest contender.

Congratulations to Yard Clerk Coffel and his wife for planting beautiful flowers in the local park near the yard office.

Jack O'Neil, who was formerly employed at Charles City, is back at Mitchell again, working as stenographer in the roadmaster's office. Paul Ashland, who formerly held this position, has accepted a position in the Superintendent's office at Mason City. We wish you both success in your new positions.

Frank McKercher of Marion Jct. has received the position of helper at Charles City, Ia.

We extend our sympathy to Machinist Wm. Dean of the roundhouse in the death of his wife, who passed away May 11. Mrs. Dean had been in ill health for quite a long time.

We extend our best wishes to Switchman

Rogge, who slipped a fast one over on us and took unto himself a bride the first of the month.

Sioux Falls Line

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

Clarence Stamp, yard section laborer, Sioux Falls, and Lucille Weishaar were married at Pocatontas, Ia., on May 10.

Also on the bridal path, May 3, was Don L. Galland, Car Department employe of Sioux Falls, and Maxine Chicoine of Jefferson, S. D.

Cashier Ethel Jacobs, Sioux Falls, spent a two-day vacation in Chicago, attending some of the big shows.

At the close of April the Sioux Falls Milwaukee Employes Federal Credit Union has a membership of 96, and \$1,300.00 on deposit and since organized in October, 1940, \$2,069.00 has been out on loans. The deposit limit has been raised from \$250 to \$500.

Demurrage Clerk Ernie Robb, Sioux Falls, is the proud father of twin girls, Janis and Junis. Congrats.

When you read these items and figure that there should be more news, just think of the news questionnaire you did not return, which would have given this column a little lift.

**Sioux City and Western
Branch Lines**

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

Retired Operator Sam James, for many years at East Yard, Sioux City, and who is now a resident of Oroville, Calif., was a recent visitor in Sioux City. Sam says that their recent "unusual weather" of 105 inches of rain in 44 days at Oroville made it necessary for him to come back to Iowa to dry out.

Sioux City employes were deeply grieved at the tragic death of Fireman Alonzo Coleman's 10 year old son, who was killed by an automobile.

Rains over the entire Platte Line territory this spring (the most in 10 years) are giving all crops a wonderful start. Farmers and merchants are rejoicing over the good prospects.

Agent M. Gronvold of Wagner spent a few days recently with his mother and sister at St. Paul.

Earl V. Lally, formerly of Minneapolis, is a new addition to the force of Capt. of Police R. J. Worthington. Mr. Lally is a son of one of our conductors working out of Minneapolis.

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Tacoma & Coast Division —West

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

W. Wilson, 77, passed away Apr. 26 at Tacoma. Mr. Wilson had retired in 1937.

Chas. A. Van Horn, retired passenger brakeman, died Apr. 11 at the age of 80. He had retired in 1937. He is survived by his widow and two brothers.

Frank Meade, 60, telephone and telegraph installer and inspector, with headquarters at Seattle, passed away at Seattle Apr. 25. He is survived by his widow and one son.

J. G. Davidson has returned to his work as agent at Ashford after a two-month siege in the hospital, due to stomach trouble. Earl Pravitz from the extra list relieved him.

Brakeman Francis Krembs was married May 3 and left May 4; he and his bride are going to Stevens Point, Wis., on their wedding trip.

Locomotive Fireman William C. Brady, son of Roundhouse Foreman Brady, was married May 17 to Miss Mary Honvezel at Sacred Heart Church of Tacoma.

R. A. Long of the Store Department is off duty on account of serious eye trouble; an operation appears to be necessary. G. H. Kirkland is relieving him.

Two of the Store Department employes are rejoicing over additions to their families: Mr. and Mrs. Byron L. Heward are the happy parents of a girl, and Mr. and Mrs. John Sahler are the proud parents of a boy.

C. S. Stowell bid in the clerk's position at Snoqualmie Falls May 1.

F. M. Sever landed the first trick as operator at Spokane May 1, vice Mr. Beal, who went to train dispatching.

We are decidedly glad to see W. B. Alleman back on the job again, after a spell of sickness. His son Eddie has landed a job as messenger to the yard in his spare time—extra, of course.

R. H. Barrett is keeping time for extra gang 105 on the Coast Division East and Robert Davidson is doing the same for extra gang 104, replacing ties on the Tacoma Eastern. Edward James, clerk from Spokane, had bid in the warehouse job at Raymond, formerly held by Davidson.

Mr. and Mrs. A. B. Worthing, retired asst. trainmaster on the Superior Division, left on No. 16 Apr. 14 for their home at Channing, Mich., after spending six weeks visiting friends and relatives at Tacoma and Sumner.

E. N. King, formerly on the extra list and then working for the federal government at Seattle, has returned to work as yard clerk at Tacoma.

John Hartman, Jr., took over section 67 at Tacoma Yard Apr. 16, relieving Leo Disch, who took over extra gang 105.

Arthur Green, boilermaker helper at Tacoma Shops, and Mrs. Green left May 16 for a six-week vacation with friends in

Ohio, and plan to return by the southern route.

Jack Hoheim, Jr., brakeman, is slated to go to the Naval Aviation School at Pensacola, Fla., or Corpus Christi, Tex., in the near future. Here's wishing him happy landings.

Harold L. Ziemer, son of Yard Clerk C. W. Ziemer of Tacoma, has taken the job as clerk at Sumner, beginning Apr. 1.

Miss Elizabeth Clinch, stenographer at the Store Department, was a week-end visitor at Vancouver, B. C., May 3 and 4.

Engineer F. J. Linville and wife, of Tacoma, left here May 4 for a trip to Chicago, New York, Washington, and his old home in Missouri; they expect to be gone about a month.

Jim Jones of the Store Department force quit work for the good old Milwaukee Road May 1 and took a better position as secretary for the country club at Tacoma.

O. L. Wheeler, who has been on the job as night operator at MA office, Tacoma, has now been appointed as regular man on that job.

Business is continuing to increase right along; the figures for April indicate a 25 per cent increase over last year.

The Tacoma Eastern had the pleasure of seeing a real passenger train going up to Morton recently when a CCC train went up there. Though a heavy revenue line, it has been about 15 years since passenger business was discontinued on that line.

Three new men have been employed at the Store Department: C. E. Hagberg, C. G. Ottum, and D. McDonald.

Ira Dennis Yant retired Apr. 30; he was a boilermaker helper at the Tacoma Shops, in the Locomotive Department. He expects to continue to reside in Puyallup.

Tacoma Car Shops

Gil Garrison, Correspondent

A large host of railroad friends were sorrowed by the passing of Frank Meisenburg who died May 2 in a local hospital at the age of 67.

After coming from the now Hitler ruled country of Luxemburg, Frank started railroading with the N. P. in 1906. In 1910 he joined The Milwaukee Road as asst. wrecker foreman at Tacoma. In 1914 he was promoted to wrecker foreman at

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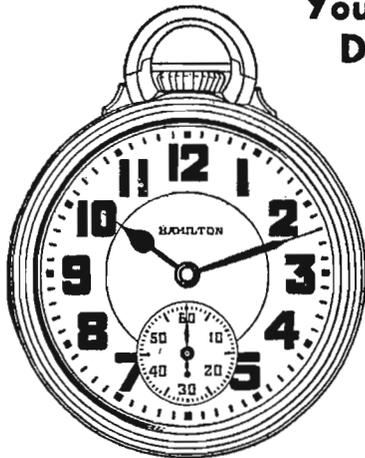
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Othello, which position he held until the wrecker was abolished at that point in 1931. During these years he was in charge of many of the Milwaukee's worse wrecks. In 1931 he returned to Tacoma Shops, remaining until 1937 when he retired. Besides his widow he leaves a son, Robert, and a brother, Jack, of Tacoma.

Ira Dribelbis, carman, retired Mar. 1, and Mike Sankovich, carman, retired Feb. 1.

Carmen returning to work in April after having been laid off since the shut-down in 1931 are: Tom Seeley, Nello Ceccanti, Martin Erickson, Duncan Fraser, John Swager, Alvie Wampler, Joe Sunich and Paul Herrin. New men hired in April are Al Christy and Ralph Johnson. To all we say welcome.

Walter Ellenberger, our popular file clerk, says June sure is a great month. No, he's not getting married. Walt says it's better than that. His selective service number comes up in June and he just can't wait.

I&SM Division—West

E. L. Wopat, Correspondent
Wirock, Minn.

Al Brakke, conductor on patrol, took a two-week vacation down in Georgia visiting with his brother. Al tells me that good old Minnesota is still by far the best state.

H. S. Lewis, operator at Albert Lea, has been appointed agent at Junius, S. D. Wally Belling of Chandler is doing the relief work at Albert Lea, which is on bulletin.

We extend congratulations to Mr. and Mrs. Swede Bloom of Okabena on their new daughter.

I&SM Division—East

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

Engineer Edw. H. Kough desires to take this opportunity of thanking every one for their many acts of kindness, flowers, cards, etc., during his recent illness. Mr. Kough retired from service Apr. 1, and I am sure his many friends will be interested to know that he is feeling fine.

Our sincere sympathy is extended to the bereaved relatives of Jim Rogers, fire-knocker, Austin roundhouse, who died at his home on May 1.

The many friends of Condr. Frank H. Doering will be sorry to learn that he suffered a heart attack at LaCrosse, after arriving there on his regular run, and it is doubtful whether he will ever be able to return to work.

Delegates to the State Credit Union convention from the Milwaukee Employees Austin Credit Union, held at the Nicolet Hotel, Minneapolis, May 17, were Guy B. Williams and Ray H. Hoffmann. Yours truly attended as a delegate from the Austin Chapter.

APPOINTMENTS

H. S. Lewis, operator, Albert Lea, was senior applicant for the position of agent at Junius, S. D., which is getting back into home territory, as he was agent at Roswell for a number of years.

Temmen Johnson, Hayward, appointed section foreman, Lanesboro, Minn., to replace A. M. Olson who recently retired.

Delbert E. Gale, Faribault, appointed first section laborer of sec. 49, with headquarters at Faribault.

Harlan Hunter appointed first section laborer, sec. 45, with headquarters at Montgomery.

LEST YOU FORGET

The Austin Service Club is joining in with the Minneapolis and St. Paul Service Clubs to hold a joint picnic at Alexander Park, Faribault, June 8, and all employes and their wives and children are invited to participate in the celebration. Train and engine crews are donating their services, the company is furnishing the equipment, and all you have to do is pack your picnic basket, put on your play clothes, board the special train leaving Austin Sunday morning and returning in the evening, and get set for a gala occasion, make new friends, renew old acquaintances, and have an all 'round good time. See you there.

FLASH

Guy B. Williams, cashier, came in for second place prize money in the City League Bowling Tournament May 10, with a score of 675, which is a lot of wood in any man's alley.

Mistress (hearing crash in kitchen):
"More dishes, Mary?"
Mary: "No, Ma'am, less."

Iowa Division—East

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

Roadmaster George Barnoske of Marion and Eastern Iowa Division has been receiving the congratulations of all comrades and friends on having completed, Apr. 29, 50 years of service on The Milwaukee Road. It has been a long, fine service and well worthy of recognition.

W. H. Robinson was appointed third trick operator at Cedar Rapids Apr. 15.

Born on May 5, to Mr. and Mrs. J. R. Strong of Marion, a daughter. Mr. Strong is a Milwaukee Civil Engineer.

Mr. and Mrs. J. F. Coakley of Cedar Rapids have moved to Chicago to make their home with their son, Lloyd, at 7016 East End Ave. Mr. Coakley is retired.

Retired Dispatcher L. A. Turner of Waverly, Ill., visited Marion friends and former comrades a few days in April.

Retired Chief Dispatcher and Mrs. H. C. Van Wormer went to their summer home at Ox Lake, Minn., on Apr. 19.

Mrs. George R. Barnoske of Marion returned Apr. 29 from a two-week visit with relatives in Los Angeles and San Diego, Calif. (She is a stenographer in the Superintendent's Office.)

Retired Fireman N. W. Harry and wife of Marion returned May 1, having spent the winter in Florida.

Charles R. Youtsey of Cedar Rapids, former employe in the Marion office, died May 6.

C. D. Emerson of Marion went to Perry to do extra train dispatching. He has been drafted for the U. S. Army but has been granted a deferment.

Operator C. W. Bevington is working third trick at Marion temporarily.

Iowa Division— Middle and West

*Ruby Eckman, Correspondent
Perry, Ia.*

On Apr. 27 Forrest Keenan, west Iowa Division brakeman, and Miss Phyllis Diddy, were married at the Christian Church in Perry, Ia. Forrest is a son of Conductor E. G. Keenan.

Mrs. Wilbur Swanson, whose husband is employed in the Track Department at Perry, Ia., died at the family home Apr. 25 following a long illness.

Mr. and Mrs. Floyd Lutze took a vacation trip to Portland, Ore., in April and as a result the family enjoyed several cans of fresh salmon. They went salmon fishing in the Columbia River and Mrs. Lutze pulled in a 19 pound fish. It was taken to one of the canneries and canned so she could bring it home. It dressed down to 12 pounds when processed, but that was enough.

Retired Engineer Milo Dillon, who has been making his home in Excelsior Springs, Mo., for a number of years, has been very seriously ill. Milo formerly worked on the Iowa Division and made his home in Perry. Edgar Langdon, brother of Herbert Langdon of the Perry roundhouse office

force, returned from China the latter part of April. Edgar has been importing farm machinery in China for the last few years. Business and war conditions are such there at the present time that he decided to come home for a few months.

Frank D. Rodesevitch of the Granger Section force was granted a furlough while taking his year of military training.

Darrell Emerson, who works an operator's job in the Marion office, came to Perry the first of May as a relief train dispatcher while the Perry dispatchers take their vacations. Chief Dispatcher Kindig was the first on the list to be relieved. Darrell will no doubt have to start his year in military training after completing his work in Perry, as he was drawn in the draft just before coming to Perry but was granted a three-month deferment to enable him to handle the work at Perry.

Jesse Moore of the Perry roundhouse force has been on enforced vacation for several weeks as the result of an accident. He tripped over a plank in a friend's garage and fell, breaking his arm at the elbow. Jesse is the official "Santa Claus" at Perry during the Holiday Season.

At Portsmouth, Ia., on Apr. 22 F. A. Zeiser, agent at Portsmouth, was married to Miss Bernadette Rosenthal. Rev. Father Perion of Manilla performed the ceremony at St. Mary's Chapel. E. L. Zeiser, operator at Persia, a brother of the groom, was the best man, and the bride was attended by her sister. They took a wedding trip to eastern Iowa and Wisconsin.

A. J. Kressen, general round house foreman at Perry, was in the Washington Boulevard Hospital in Chicago during May for medical treatment.

Customer: "Remember that cheese you sold me yesterday?"

Grocer: "Yes, why?"

Customer: "Tell me, did you say it was imported or deported?"

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Iowa Division—Second District

G. W. Munns, Correspondent
DF&PA Office, Des Moines, Ia.

W. C. Moody, baggageman, has been confined to a hospital in Savanna, Mo., for the past several weeks. Last reports were that he is doing nicely.

Baggageman Harry Berman recently moved into his newly completed five-room bungalow at 728-46th in Des Moines. It's brand-new and he expects to christen it in style with a first class house warming.

It looks as though Agent W. H. Roach at Clive is in for a spell of hard work, at least the construction of the Standard Oil Company's new "tank farm" at Clive promises to make things pretty lively around there. The ground work for several of the large tanks is already under way and new tracks are being constructed to serve the project and provide storage space for the empties.

La Crosse & River Division—First District

K. D. Smith, Correspondent
Portage, Wis.

Yard Clerk Ralph Jorns is taking an enforced vacation in St. Saviour's Hospital here after a minor operation. He will have time to catch up on his rest and reading for a couple of weeks now.

Edward Redding, veteran locomotive fireman, passed away recently at a Madison hospital after a long illness.

GOSSIP

Retired Conductor Julius Lawrenz and wife, retired Engineer Ralph Woodman and wife, and retired Yardmaster William Stafford and wife are back from a winter spent at Punta Gordo, Fla., where they report the fishing was fine and the weather ideal. They all look fit and are glad to get back to Wisconsin.

Train dispatchers, La Crosse Terminals, are quartered in air conditioned rooms but not noise proof as yet. They are looking for some one to patent a muffler for the engines that work under their windows.

RETIREMENTS

Agent C. W. Spoor, veteran of many years' service with our road, has taken his pension. This leaves the agency at Elm Grove open for bids. Charlie says

somebody else can send those doggone long train lists now and he can enjoy himself at home.

Locomotive Engineer P. J. McBride, after over 50 years of piloting our fast trains, has hung up his overalls for a well-earned pension. Pat is going to do his share of fishing, too, this summer. If he catches fish as well as he ran his engines, he won't go fish hungry.

La Crosse & River Division—Second District

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

I. G. Wallace, agent at Chicago Heights, was a recent visitor at Red Wing, renewing old acquaintances.

F. W. Brenner, transit clerk at Red Wing, has enlisted in the U. S. Naval Air Corps, has taken final examinations and is now waiting for call.

Roy Tackaberry of Frontenac has taken tests and examinations and expects to hire out as telegraph operator on the River Division.

D. W. Schnell has been appointed agent at Downsview, Wis.

Kansas City Division

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

Work has just been completed on the signals at Cone and Linby, Ia., details have been removed, and the interlocking plants modernized.

We now have a higher class coach trailer in service on trains No. 3 and No. 8, which is certainly meeting with the approval of the traveling public.

Lloyd Calloway was recently assigned to a regular trick as dispatcher at Savanna, Ill.

For about two months Dispatcher H. G. Barnard has been off duty because of ill health, being relieved by Extra Dispatcher Coleman.

Agent Summers at Cone is taking his annual vacation of 30 days, and Extra Operator R. E. Robinson is back on the division relieving at Cone, after an absence of several years. We are glad to have him back and hope we can keep him steadily.

Retired Dispatcher Morrison, always known as "Wiggle," has been a visitor in Ottumwa for a month, will return to his home in California on June 1.

Employees in Ottumwa are taking an active part in the various festivities occasioned by Morrell Days on May 14, 15 and 16. Over 200 of the Milwaukee ladies were entertained at breakfast by John Morrell & Company at the packing plant the morning of May 13. The Morrell film, "Meat and Romance," was shown and the women were then escorted on a trip through the packing plant.

Joe Fiscella has recently retired from the service, having been in the Maintenance of Way Department, working as a section laborer at Rutledge, Ia., just prior to his retirement.

Wm. B. Reynolds, son of Conductor M. Reynolds, will leave a private industry in New York on June 1 to accept a professorship in chemistry at the University of Chicago. He will continue as a consultant for the Inter-Chemical Corp. and return to New York once each month.

Retired Engineer J. T. Sweeney of Manhattan, Kan., is the writer of the song dedicated to Mr. and Mrs. Wm. Shea in celebration of their golden wedding anniversary on May 6, and which was sung to the tune of Auld Lang Syne by the "Kitchen Queens," entertainers.

On May 15 Roadmaster F. M. Barnoske celebrates his 50th year as an employe of the Milwaukee. He began on the Iowa Di-

vision, working with a steel gang at Newhall on May 15, 1891, under Superintendent C. A. Goodnow of Marion. Previous to entering the service of the Milwaukee he had spent four summer vacations in the employ of the Erie and Pennsylvania railroads in Indiana. We really believe he is good for 50 more years.

Seattle Terminals

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

Stanley Eriksen, car cleaner in Seattle for the last two years, has been made extra switchman of the Seattle yards. John Frazzini, who has been working for Section Foreman S. C. Wilson, has been assigned to the car cleaner job.

Miss Mildred Fetters of the local freight office recently returned from a few weeks' visit to old Mexico City. She reports a very enjoyable trip and from what the writer can learn, she is intending to go back again soon to tour other parts of Mexico.

Harry Keller, chief car distributor from N. A. Meyer's office, is chasing rattle snakes in eastern Washington. We fail to see what he finds so nice about snakes, but he will go after them every time he gets a vacation.

Willa Lindsey, that popular young lady from Alki Point, has taken over the position as assistant claim clerk in the local freight office; vice Stanley Holtum who will take over another position in the same office.

W. J. McMahan, our agent in Seattle, has again been chosen to represent the Seattle railroad agents at the annual session of the Freight Station Section of the Operating Transportation Division Association of American Railroads, which will be held in St. Louis, Mo., on June 17, 18 and 19. We know that Mr. McMahan will come back with a chest full of suggestions and information for his association in Seattle.

L. G. Fox, retired, and wife recently returned to their home in Seattle after several months spent in the far East, middle East and the South.

Roy Tidd, chief clerk in Car Foreman Medley's office, has been reported on the sick list, but is able to be around again.

Spokane and Inland Empire

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

Locomotive Fireman Fred Krebs of Spokane left on May 11 for Winnipeg, Canada, to visit relatives and friends.

Ed. (Big Tiger) James, who has held fort at the Spokane freight house for some time past, has accepted the position of agent's clerk at Raymond, Wash.

Extra gang No. 106, tie gang on the POR line, started to work on Apr. 16 at Dishman, Wash., working 16 laborers. Section Foreman V. L. Schultz of Whittier, Wash., has been assigned to the job of foreman of the gang.

We are glad to see Conductor H. B. Vandercook back on his old run, trains 7 & 8 between Spokane and Butte, Mont. Van has been off sick since last January.

Conductor A. L. Titus left on May 6 for a 30-day trip to Wisconsin.

F. M. Sever was assigned to first trick operator at Spokane on May 14, as Fred B. Beal has taken the third trick dispatcher position.

Wayne Henry, messenger boy in the Union Station offices at Spokane, has accepted the position of clerk at Metaline Falls, Wash.

The sheep movement for the summer range is now in full progress, and it is expected that several hundred cars of sheep will be moved to the green hills of Washington and Idaho by the end of May.

Wm. O'Bryan of St. Maries, Ida., steam shovel and ditcher engineer on Lines West

since 1907, retired and took the pension on May 1. Bill had previous railroad experience with the Cincinnati Northern and the Queen & Crescent Route, before entering the services of the Milwaukee when construction of the Coast extension was started. He also did some railroad contracting. Mr. and Mrs. O'Bryan will continue to make their home in St. Maries.

Madison Division

*W. W. Blethen, Correspondent
Superintendent's Office
Madison, Wis.*

Train Dispatcher Wm. McDonnell, the confirmed bachelor in dispatcher's office, was married to Miss Margaret Evans, of Madison, on May 17. We extend congratulations and best wishes to the newlyweds.

Rae Scherneck, clerk in Madison freight office, is at St. Mary's Hospital, recovering from an operation.

On Apr. 28, the stork arrived at the home of Mr. and Mrs. Geo. McCue, Janesville, leaving a 7¾ pound son, which they have named John William. George is the genial baggageman on Nos. 11 and 22. Congratulations.

Chas. Wadsworth, retired engineer, passed away at his home in Milwaukee on Apr. 28. Mr. Wadsworth spent most of his time on the east end of the Madison Division.

Chas. Gregory, retired yardmaster of Janesville, passed away May 12, having been in poor health for some time.

Brakeman Willard Shipley and wife announce the arrival of a daughter at their home on May 13.

Hogs jammed the stock gate closed at Boscobel, catching Agent Coleman at the nose, skinning it from north to south.

Albert Hessman inquired at roundhouse about the procedure for making applica-

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CHICAGO

tion for retirement. Bill Kline said to see Llegois. Albert said, "Then give me another time book."

The Betty Cass Educational Special with Hiawatha Engine No. 4 and eight streamlined cars, with 398 passengers, from Madison to Chicago, May 17, was a huge success. "Marsh" Olson and his force should be congratulated for the fine way this special was handled.

Chicago—Fullerton Avenue Building

Eugene D. Heing, Correspondent

I was a bad boy last month. Someone told me "No news is good news," which tends to disprove the old axiom. Here are a few gleanings from some of the departments, about some of the people, that do some of the things, that make some of the news around here.

Courtship, matrimony, and wedded bliss make up a portion of this column. Some of the principals in this category include Virginia Skaja Theobald, who annexed the third name on May 10. Frances Popeck was married to Clarence Bigelow on the same day. Helen Perison and Margaret Skaja are proudly exhibiting diamonds. Erna Johnson has left the service to make her home in California. Marie Polzin has also terminated her employment. Marie Peterson is now Mrs. Klein.

Fran Swanson makes a habit of walking Harry Reinhart home. Irene Barry, jurist without peer, served in the local courts last month—we hope she will be lenient when she judges this bit.

John Sebastian, the first draftee from the freight auditor's office, received a giant letter from his former fellow employes, and returned a similar one with many of his friends at Camp Lee, Va., making up the message.

The softball team of this building looks good and has enrolled in the Lincoln Belmont Y. M. C. A. League. They play at Hamlin and Paul Revere Parks.

Some of the car accountant's employes are in the limelight. Marion Lynch's picture was in the Chicago Tribune a few weeks ago; Val Anderson has her eye on the state championship for baton twirling. She is connected with Gladstone Post.

On the north end of the fifth floor, Harvey Zunker, of Milwaukee, is a red-hot money bowler, taking second place in a tourney in Milwaukee. He also rolled in the A. B. C. and should be with the winners when the final tabulation is made. Bob Noot has taken a three-month leave.

Bill Tidd is back after a long illness. It is swell to see him again. Honest Ed Madden for some unknown reason is dealing in second-hand wrist watch straps. We hope he makes good.

Joe Riplinger and LaVerne Hall vie for the honors connected with tonsorial vacancies. Both are thinning somewhat, Mr. H. has trouble keeping the hair out of his eyes (on the way down).

In this big town, where anything happens, it has been found that farming and farm life is included in the lives of some of the folks here. Pauline Fisher (Barrington) and Elaine Sybeldon (Kenosha), two pretty farmettes, are among the toilers of the soil.

When you want to hear something good, listen to A. J. Frandsen tell, in his newly acquired accent, about Boston shore dinners and all else that goes with the Bay State. His vacation has had some effects.

Carl Kemnitz will tell you about Judith, his baby girl. . . . Lorraine Reed visited her husband at Camp Forrest on May 11. . . . Carl Jensen is in the army, also at Camp Forrest. Edna Johnson made a trip there to see a friend.

After 50 years of faithful and continuous service, W. E. Nichols retired from active duty on June 1. He started as secretary to H. P. Elliott, then freight claim agent;

Mr. Nichols was later promoted to head clerk in charge of unpaid claims, and for the past several years has served as revisor. During his railroad career Mr. Nichols has been an ardent traveler and expects to tour the world again, now that he has time for it. In commemoration of his achievement of 50 years of service, a banquet was held in his honor at the New Lawrence Hotel on the evening of May 29, where his associates presented him with a diamond signet ring. A beautifully decorated scroll was also given him on behalf of the management. His genial personality has won the respect and admiration of all his fellow workers. They wish him continued health and happiness for many years to come.

The Pioneer Post will have its sixth annual employes' picnic on June 8.

As it has been said, "The time has come to call a halt." Take it easy.

Council Bluffs Terminal

Vernon C. Williams, Correspondent
Yard Clerk, Council Bluffs, Ia.

IN THE OBSERVATION CAR OF PEOPLE WE KNOW

Who should rank a front rank seat this month but Marty Schmidt, the proud dad of an image born late in April? Congrats to you both, Mrs. & Mr. M. P. S., Jr. Another good car toad on the way.

Also in the front line we find Frank Adrian, who is riding the crest toward the new position of relief yard clerk vacated by Herbie Childs, and doing a darned good job of it. Glad to have you join us, Shorty.

Headed for home is good old Everett "Piggy" Burrows, yard hogger, who retired Apr. 30 after some 50-odd years of faithful service with the road. Bon Voyage, Piggy, and many happy returns. The 4 p. m. switch job he held for so many years was taken by Bromo Selsor.

Fred Olsen, car repairer, also reserving a plush chair, visiting his son who is serving with Uncle Sam in the Air Corps, in the East.

Talking about the fine art of piloting a plane, here's one we hope the old man with the white beard and tall hat will overlook at the opportune moment. Seems that some time back "Tail-Spin" Kinder, our flying box oiler, was taking a few solo hours of flying to qualify for his commercial pilot's license. Everything was progressing as per schedule (if soaring at 3,000 feet by your lonesome is progressing) when all of a sudden our hero Eddie found himself in left field with a catcher's mitt. And boy, he did wind up in left field—a nice, flowing, 10-acre patch of hybrid sweet corn. After the said landing, which ripped off about 'steen stalks of good old Iowa corn, the Red Knight made a one point landing, and to his utmost surprise and chagrin, right in the middle of said farmer's hybrid corn. Damage? To the plane, nominal. But about 40 bucks worth of good sweet corn had to be paid off to satisfy all concerned. A regular "Wrong-Way CORNigan."

OUR GOOD NEWS DEPARTMENT

Our pats to Mrs. Earl Hannum, wife of the night yardie, for being elected to the office of grand regent of the Catholic Daughters of America at their annual convention held in this city early this month.

And to Walter Scott, who "hit the Pot o' Silver" at a local drug store drawing, to the tune of 66 bucks. Pretty nice goin', Scotty.

And to St. Paul for again placing in the limelight, getting the National High School Music Contest being held in that city, beginning May 18. The choir of Thomas Jefferson, who rated a number one in the district contest held at Creston, being sent there by virtue of their own efforts, funds being raised by sponsoring a dance held here May 13. And, incidentally, yours

truly's brother, Jim Huyck, will be among those present. While on the subject (of course not boasting) he was also appointed Lt. Colonel of the T. Jefferson High School R.O.T.C. at their Military Ball. Are you listenin', Corky?

Kell Madsen, car inspector, who was seriously ill, is now well on the road to recovery.

Trans-Missouri Division— West

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

The month of May brought with it several changes in the division offices' personnel at Miles City, particularly in the Traffic Department, with Agent J. W. Corbett and Clerk George (Festis) Flynn moving to Butte. Mr. Corbett, taking with him his unostentatious smile, has accepted a position as trick dispatcher in the mining city, and Festis, not leaving behind his appetite, will be employed as city ticket clerk at that point. Homer E. Stone, of Seattle, will replace Mr. Flynn at Miles City, but as yet Mr. Corbett's successor has not been announced. A third familiar face to leave our midst is the Irish-eyed rodman in Division Engineer Johnson's office, M. V. Davenport, who was transferred to Savanna, Ill., as instrumentman on May 1.

We were happy to receive the news of the marriage of Henry B. Rivers, retired chief carpenter, and Esther Shine, daughter of retired Conductor W. J. Shine.

Our old friend and former fellow worker, Robert K. Burns, dropped into the office to exchange greetings and renew acquaintances while in Miles City the fore part of May. Mr. Burns is now city freight agent at Spokane.

The rail relay and ballast work west of Miles City is progressing very satisfactorily, according to Roadmaster Geelhart. It is expected that the project will be completed by the middle of May, after which Foreman Hale's gang will proceed to the south branch lines where they will be engaged in tie renewal work.

Parke D. Burns, heretofore the Miles City office's No. 1 eligible bachelor (next to Joe Peschi, of course), on May 14 relinquished his claim to that title. Mrs. Burns was the former Katherine Shea, daughter of Power House Engineer Dan Shea. Parke is employed as clerk and stenographer for the division engineer. Congratulations to you both, Mr. and Mrs. Burns.

Superior Division

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

Abe T. Guy, chief clerk in the agent's office at Menominee, Mich., has been appointed vice-mayor of Menominee. Mr. Guy is quite active in civic affairs at Menominee, and we want to congratulate him on his appointment.

O. H. Czmanske, chief carpenter, is becoming quite an athlete. The other day he was at Crivitz, Wis., on an inspection trip with the superintendent and Car Foreman Hansen, and while there put on a 100-yard sprint in nothing flat. The reason was a big police dog.

Roundhouse Foreman F. W. Bunce has been appointed assistant general roundhouse foreman at Milwaukee Shops. We sure hate to lose Mr. Bunce, as everybody liked him, and he made a great number of friends during the time he was at Green Bay. A dinner was given in his honor at the Beaumont Hotel the other night and he was presented with a gift. J. J. O'Conner has been transferred to Green Bay as roundhouse foreman in place of Mr. Bunce.



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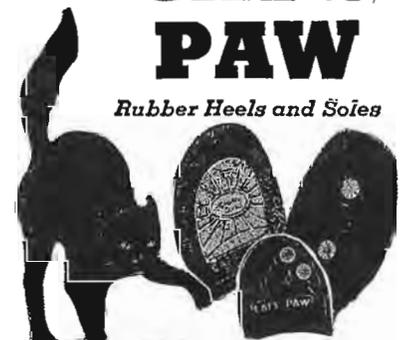


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