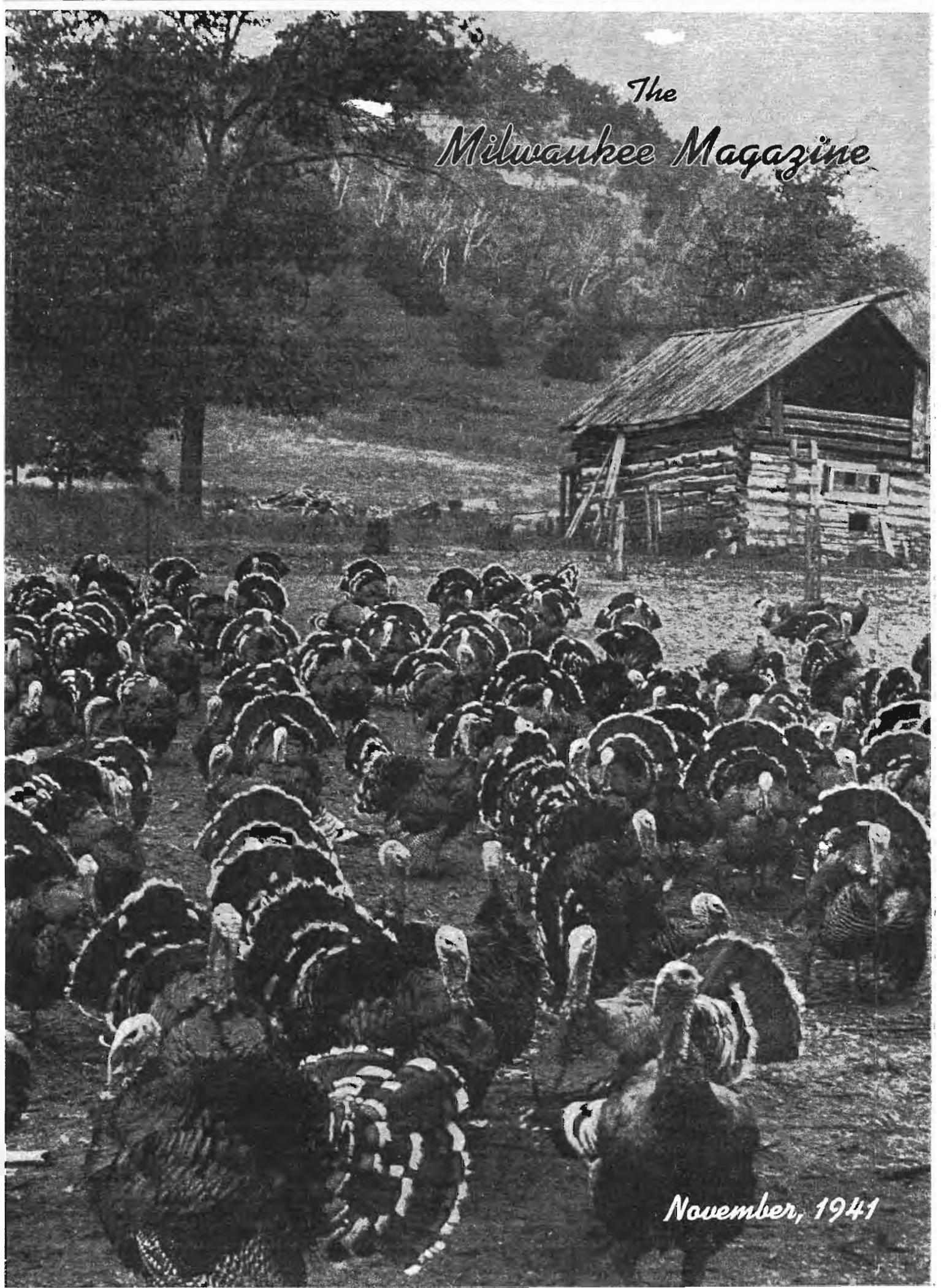


*The
Milwaukee Magazine*



November, 1941

Railroad Aid in Defense

In recent months the railroads have had the opportunity to show how important they are to the nation, particularly in time of stress. For more than a decade they had been working far below capacity. Although they are not now working at full capacity there has been a heavy increase in tonnage, and they are giving a good account of themselves.

For some time to come defense preparations will give the railroads a large volume of traffic. Recently this has been partially offset by a falling off of regular commercial tonnage. No one knows to what extent defense tonnage will increase or what decrease there will be in regular traffic.

We do know the railroads are likely to be called upon to handle a greater tonnage than they are now moving. Because The Milwaukee Road has kept its plant in first class condition it is equipped to handle much additional business if everyone will do his particular job to the best of his ability.

To obtain the most use of equipment we must continue to cooperate closely with shippers and consignees who have given splendid assistance in loading cars to capacity and in avoiding delays to cars while loading and unloading. We must keep trains moving on schedule; avoid waste of materials and damage to shipments; keep tracks and structures in good condition; use machinery and tools to the best advantage. By such efforts we will demonstrate that Milwaukee Road people in all types of service understand their business and realize their responsibilities.

We all have pride in our railroad and we want it to be second to none in performance, whatever may be the demand upon the nation's indispensable transportation agency in the months that lie ahead. We have done well so far. Our sense of loyalty to our country and our pride in accomplishment will spur us on to greater efforts to aid in the tremendous task the nation has undertaken.

A handwritten signature in dark ink, appearing to read "H. J. ...", is positioned at the bottom right of the page. The signature is written in a cursive, flowing style.

Railroads and the New Taxes

The major contribution of railroads to the nation's defense effort—like their major contribution to ordinary commerce and everyday living—is the essential, universal mass transportation which they provide.

But railroads, like others, are being called upon, through increased taxes, to help bear the financial burden of national rearmament. The railroads cheerfully accept such increasing burdens as part of their contribution to the welfare of the country. Employees might like to know, however, what the new United States taxes on railroad companies will amount to.

Under the new Revenue Act of 1941 the regular income taxes of railroads will go up approximately 30 per cent, and will amount to nearly one-third of their taxable net income.

The industry, for the most part, will not earn enough to get into the "excess profits" class, but in those rare cases where there are such earnings the government will take back more than half of them in the form of excess profits taxes.

In the performance of their daily tasks, railroads use vast quantities of materials and employ many services furnished by others, upon which they will be called to pay increased excise taxes under the new revenue law.

In addition to the foregoing, there is a new government tax of five per cent on the amount paid for transportation of persons. This tax is to be paid by the purchaser of the transportation, but the cost of collecting it, of maintaining the records, and of making returns to the government, falls upon the railroads.

The railroads will bear these burdens, as other industries and other citizens will bear their like burdens, without complaint and as a contribution to the necessary defense of the nation. Attention is called to their existence merely as one more example of the vital part which railroads play—in peace, in war, or in preparation for defense.

Railroad Employment at a Ten-Year High

Railroad employment in September reached a total of 1,211,258, according to the mid-month count of the Interstate Commerce Commission. An increase of about 38,000 thus has been shown since the July count. The total number of railroad employes has not been as great since 1931 as it has been during recent months. It sank to 939,171 in 1938. There has been an increase of almost 275,000 in the total number of railroad employes from that level.

More carloads of bituminous coal are handled annually by the railroads than any other commodity.

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MARC GREEN,
Editor

A. G. DUPUIS,
Manager

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Interest Accruals and Taxes Head in Opposite Directions

While railroad tax accruals have been mounting, year by year, railroad interest accruals have been decreasing. Interest accruals in 1940 were slightly greater than tax accruals, but tax payments actually were greater than interest payments, for the reason that earnings on numerous railroads were not adequate to cover payment of all the interest charges accrued. Interest accruals in 1940 amounted to \$414,871,000, but \$127,944,000 of that amount was not paid. Taxes paid last year consequently were more than \$100,000,000 in excess of actual interest payments. Interest accruals in the first half of 1941 were \$5,288,137 less than in the first half last year, while tax accruals were more than one-third greater than last year.



Extent of Traffic Diversion from Railroads

Where railroads formerly transported 98 per cent of the country's live stock to 17 principal markets, about 63 per cent of it now is transported by trucks. With the petroleum production index last year showing an increase of more than 100 per cent, since 1923, the petroleum traffic index of the railroads showed a decline of 18.2, because of the increased use of pipelines, ocean tankers, inland waterway barges and trucks by the oil companies. Inland waterway traffic index figures for 1940 were three times as high as they were 15 years ago. Twenty years ago there were about 10,000 registered buses in the country. Now there are about 141,000 such buses. Five hundred times more passengers were carried in aeroplanes last year than in 1926.

Notwithstanding all these increases in the traffic handled by other forms of transportation, it has been increasingly apparent since the beginning of the war in Europe two years ago that in the pinch the nation still must rely upon the railroads for transportation service that no other agency can supply. The railroads therefore were called upon, even last year, to supply more ton miles of freight service than they did in 1922, even though they were paid about \$450,000,000 less than they received in 1922 for performing the smaller volume of service.

Export Railroad Traffic Approaches World War Peak

THE present volume of freight being lightered at New York is approximately 85 per cent of the volume at the peak during the first World War, according to a recent statement of George C. Randall, the A.A.R. manager of port traffic. There is ample storage and pier capacity at New York for substantially increased movement. The situation at all the other ports is equally easy, and the capacity has not been reached at any one of them. The manner in which the railroads are handling not only export traffic but the greatly increased domestic volume makes clear the reasons for the recent statement by Chairman Eastman of the Interstate Commerce Commission in which he said: "The railroads have done a splendid job so far. We have had no occasion to exercise the emergency powers of the Commission. The railroads have shown, in what they have done, what improvements have been made in railroading in the past several years. They are handling with less cars now, traffic as heavy as was handled in 1930, and it is mounting and drawing up to the 1929 level."

Approximately 10,000 cars are handled daily through some of the larger freight-terminal yards.



Himself

Let's Talk

Turkey

Wisconsin Turkey Farms Meet a Large Part of Nation's Demand for Thanksgiving Delicacy

The Cover

The cover picture was taken on the McKune Bros. turkey farm near Spring Green, Wis., late in October.

Norman-Willets Camera Stores, of Chicago, have requested permission of The Milwaukee Magazine to use this picture and others taken on the McKune farm, for display.

Exposure data: Shutter speed 1/75th sec.; stop opening f. 8; film, Plus X; overcast sky.



Tony Schroeder, of Cross Plains, Wis., markets approximately 600 birds like this each year. Individually wrapped in cellophane and sold directly to the customer, these turkeys have won an enviable reputation for the Schroeder Turkey Farm. Many of his customers order their turkeys far in advance and the birds are "custom fed" to suit particular preferences.

TAKING note of the fact that the country will soon lay its worries away long enough to take sides in the perennial dark meat, light meat controversy, the Magazine has been thinking quite a lot about turkeys. Assisted by the road's Agricultural Department, and the University of Wisconsin, to say nothing of a bit of firsthand observation, it discovered a number of things that rather lifted its eyebrows.

Among other things, it found that there are turkey farms in several sections of Wisconsin, supplying a large percentage of the nation's total requirement, and that there is a veritable nest of them along The Milwaukee Road near Madison. But that part of the story can wait for the nonce.

Despite the methods devised by science to prevent the extremely high death rate among turkeys, farmers who specialize in raising them still have to face financial risks that would drive less hardy individuals back into the chicken business, or off the soil altogether.

Turkeys, although an apparently amiable lot and certainly unrivaled in picturesqueness, seem to be possessed of a suicide complex. If alarmed by a low-flying airplane or other unusual noise, they are apt to break into a frenzied scramble, rush into fences, pile up, and leave hundreds, sometimes thousands, lying dead.

If the weather is too hot and they have no shade for protection, they will smother. When grown they can endure severely cold weather with no apparent ill effects, but when small they die if they get their feet wet. Having quite an eye for bright and colorful objects, they frequently attack one of their fellows who happens to be cursed with an exceptionally bril-

liant feather. They seem to be crazy on the subject of standardization. Once wounded, a turkey has no chance whatever, because the sight of blood attracts the rest of the flock to the kill.

Although in the turkey world the hen does the courting, the toms manage to do considerable fighting over particularly attractive hens, thus adding heart interest to the long list of causes of mortality.

But the hazards which attend the raising of the Thanksgiving favorite do not end with those arising from the birds' frailty and innate peculiarities. Let a person walk up to a flock, and immediately the toms, always eager to display themselves, will strut all over the lot, following the visitor wherever he goes. The farmers point out that they prefer not to

have too many visitors around, because too much strutting makes the white meat on the breast of the turkey flabby, thus reducing his value on the market.

However, if they don't die of wet feet, smother to death in a stampede, get overheated, get carried off by owls when young, or meet their demise as the result of too brilliant plumage, they arrive at the age of six months with a very attractive price on their heads. One of their peculiarities may be that they are aware of that fact all along and consequently aren't particularly interested in whether they reach maturity or not. Late or soon, a turkey

always has a rather violent rendezvous with death.

A short distance from Spring Green, Wis., on the Milwaukee, are two of the most scientifically operated turkey farms in Wisconsin. One is owned by Gerald McKune, and the other by his brothers, Tom and Earl McKune. The two latter operate under the name of McKune Bros.

The McKune Bros. farm, which will have placed slightly less than 10,000 birds on the market by the first of the year, is typical of most of the turkey farms



Thanksgiving dinner—about May 1. These turkey poultts were one day old when the picture was made.

in the state, and like most of those within reach of The Milwaukee Road, uses the railroad for inbound shipments of feed, gravel (it aids the turkey's digestion), and other supplies.

The practice among turkey farmers has, until recently, been to hatch the eggs around early April in order to have the birds prime by fall, and most of the birds are still hatched in the spring and marketed around November, but because of the improved methods of turkey raising which enable a farmer to hatch, mature, and market his birds continuously, turkey is becoming increasingly popular as an all-season delicacy.

On the McKune Bros. farm the newborn poults are kept for several weeks

birds concentrate on simpler fare, only in ever-increasing amounts. Altogether, the average turkey eats about 80 pounds of feed before he is marketed. One of the McKune birds, sold in October, got along so well on the food provided him on the scientifically operated farm that when rough-dressed and ready to be sold, he weighed 32 pounds, a new high for that particular farm.

A number of modern farms have installed vacuum machines which suck the feathers off the freshly killed birds faster than you could bat your eye.

All things considered, turkey farming is no job for an ordinary farmer, because a turkey is no ordinary bird.



Frequently, when going from high ground to low, turkeys take to their wings and fly like pheasants. Picture made on the McKune Bros. farm.

in a brooder house which has chicken wire stretched a few inches above the floor for the little turkeys to walk on, thus keeping their feet dry.

The food they eat is a highly complicated, scientifically prepared mash of oats, corn, and other cereals, with various other nutritive elements added, making the whole fairly hop with vitamins, minerals, calories, and the like. It has been found that protein in the diet of young turkeys helps ward off fatal diseases, so for the first few weeks of their lives their food is about 25 per cent protein. Later the protein content is greatly reduced and the

(Below) The McKune brothers, with their dog, Rex, look over one of their flocks which is about ready for market. The hilly, partially wooded land is perfect for turkeys.



These 5-week-old turkeys are still on wire (note bottom of picture). At this age the birds have not been roosting long, and don't know too much about how it should be done. Note some of them in the upper left, sleeping with their heads hanging straight down.

John S. Butler Retires

JOHN S. BUTLER, accountant in the office of the auditor of expenditure, retired effective Oct. 1, after almost 61 years of service.

His father, who died in 1879, had 20 years of service and thus their combined service of over 80 years spanned the period of development and growth of The Milwaukee Road.

Mr. Butler entered the service at Watertown, Wis., on Dec. 1, 1880. From 1882 to 1893 he was located at Milwaukee, serving part of the time as clerk and part of the time as chief clerk in the superintendent's office there.

In the spring of 1893 he came to Chicago and took a position in the Accounting Department, in which department he remained until the date of his retirement. During the period from March, 1913, to January, 1920, he was assistant auditor of material accounts. Subsequently he occupied the positions of traveling and special accountant.

Mr. Butler may well feel proud of his long and honorable record of service. His many friends wish him comfort and happiness in the days to come.

Some boys in Kansas City were showing a Texas rancher the town.

"What do you think of our stockyards?" they asked him.

"Oh, they're all right, but we have branding corrals in Texas that are bigger," he said.

That night they put some snapping turtles in his bed. When he turned back the cover, he asked what they were.

"Missouri bed bugs," they replied.

He peered at them a moment. "So they are," he agreed. "Young uns, aren't they?"



J. N. Davis.

AT A JOINT meeting of the Pacific Northwest Advisory Board, Spokane Chamber of Commerce, and Spokane Transportation Club, held at the Davenport Hotel in Spokane, Wash., on Sept. 26, J. N. Davis, assistant to trustee, and our company's general attorney at Seattle, presented an address which he entitled, "The Iron Horse is the Wheelhorse Today."

In opening his remarks, Mr. Davis asserted that it was his purpose to answer the questions: "Why is transportation a vital problem, and is the Iron Horse equal to the tremendous task that is his?" and "How does our transportation plant today compare with that of the last world war?"

The meeting before which Mr. Davis appeared was the 49th session of the board and was open to the public. It was widely attended by shippers, receivers, manufacturers, distributors, agriculturists, ranchers, bankers, and other representatives of industry and agriculture.

Transportation Changes Have Been Profound

He developed in his talk that "In the 21 years since the government turned the railroads back to their owners, changes in transportation have been so rapid and so profound that their whole meaning has not been grasped even yet," and that "In those 21 years the terms 'transportation' and 'railroads' have ceased to be synonymous." He told the assembly that notwithstanding the many changes which have come into the picture in the two decades under consideration, the railroads have not lagged in maintaining and improving their plant, but that they have expended 10½ billion dollars during that time to remake their facilities.

Mr. Davis spoke of the railroads' part in the present urgent national defense program. "The week after the present war broke out in Europe," he said, "the

The Iron Horse Is the Wheelhorse Today



heads of the railroads, meeting in Washington, canvassed the situation and reported to the country that there would be adequate rail transportation for traffic then in prospect, and that any additional equipment which would be needed as demands developed would be acquired. Some doubt was expressed at the time as to the ability and capacity of the railroads to do the job then ahead of them, but in the month of October, 1939, they handled 42 per cent more business than they moved 5 months earlier and did it without congestion and delay and with a sufficient surplus of serviceable cars.

"Six days after the German forces invaded the Low Countries, the President of the United States asked Congress for an appropriation for national defense of a little over a billion dollars.

Railroads Take Stock

"With the beginning of American rearmament the railroads again studied their situation, made the best possible appraisal of future demands and began preparation to meet them. It was apparent in the summer of 1940 that the supply of cars would be ample to meet the peak loading of that fall—as in fact it proved to be. But looking ahead to 1941, the Association of American Railroads on July 16, 1940, recommended to its members a program of providing 100,000 additional freight cars for service in the following year. That program is being carried out as recommended.

"By May, 1941, the American rearmament program had doubled and re-doubled and re-doubled again, until at present there is being spent on the defense program every month approximately as much as was proposed just a year ago for the whole 12 months.

Tribute to Government Agencies and National Defense Contractors

"The promise for the future is in the record of the past. Here are some highlights of that record: Since the fall of 1940 the railroads have been delivering an average of 5,000 carloads of defense material every day to more than 150 widely separated government projects. Not a single government project has lost any time on account of failure of railroad transpor-

tation, a record for which credit is due not only to the railroads but also to the government agencies and contractors who unloaded and released cars in an average time of only 1¼ days per car."

Calls for Government Co-operation, Not Government Operation

Mr. Davis enumerated the mistakes which resulted in the congestion of transportation facilities during World War No. 1. "At one time," he said, "more than 200,000 freight cars loaded with government materials—enough to form a train 1,400 miles long, choked stations and yard tracks for hundreds of miles back from the seaports. Congestion and car shortage were the inevitable result of this situation, not because the railway plant was inadequate if put to its proper use, but because its equipment and trackage were used for storage instead of transportation purposes. There will be no repetition of this costly mistake in any future emergency—for plans have been carefully worked out by the Association of American Railroads, the War Department and other government agencies, which will in any future military emergency insure the prompt and expeditious handling of government freight under private management. In other words, government *co-operation*, not government *operation*, does the trick."

Skeptics Wrong—We Can Do It!

Mr. Davis vigorously added, "There are skeptics in certain quarters who doubt the ability of the railroads to handle the tremendous volume of traffic that lies ahead, but they are wrong. WE CAN DO IT."

The foregoing is a condensation of just a few of the highlighted and pertinent statements presented for the consideration of the board and its guests. Mr. Davis' concluding statement was that "The railroads can with confidence say, 'Individually and in co-operation with one another and with the Government of the United States, and the shippers and receivers (of freight), we will continue to meet the full demands of commerce and the needs of national defense.'"

Sewing for Service and Sociability



These women were present on Oct. 15 for the first fall meeting of the Chicago Chapters Sewing Guild (Milwaukee Railroad Women's Club). The officers, shown seated around the sewing table, are l. to r.: Mrs. Carl Barclay, president of the Chicago-Fullerton Avenue Chapter; Mrs. George L. Dempsey, president of the Chicago-Union Station Chapter; Mrs. Isabelle C. Kendall, co-chairman of the Guild; Mrs. H. A. Scandrett, chairman of the Guild; Mrs. W. W. K. Sparrow, co-chairman of the Guild; and Mrs. J. T. Gillick, secretary and treasurer of the group.

SEWING for service and for sociability has always been one of woman's ways of killing two birds with one stone. The old-fashioned quilting bee where tongues and fingers flew, produced not only warm coverlets for the pioneer family but gave lonely people a chance for much-needed social life.

One morning each month there come into the airy, attractive club rooms at Fullerton Avenue, women from both Chicago chapters of the Milwaukee Railroad Women's Club. It is 10 o'clock—time enough to put one's own home in order before meeting for this day of work for less for-

By Mrs. Chas. T. Jackson

unate people. Chairs are drawn into a circle and the work begins.

A vivid imagination might picture a long parade of the small garments that go forth from that room. Dresses of gay print that take little girls happily to school, warm pajamas that mean comfortable nights for small bodies, layettes to welcome the new baby, and soft comforts to keep him warm. All fashioned by women who are just visiting with their friends.

Then comes lunch around a long table in the dining room, another hour's work and home again by 3:30. Plenty of time to greet the children after school and be ready for the husband's homecoming.

Front and Center!



Pvts. Robert Hoferer (left), and Frank Beno.
November, 1941

ROBERT HOFERER, formerly carman helper, and Frank Beno, formerly an acetylene cutter, both of the Milwaukee Shops, Milwaukee, are now both stationed at Camp Callan, San Diego, Calif., doing their bit for Uncle Sam in the Coast Artillery.

PVT. JOHN SEBASTIAN, formerly of the freight auditor's office, Chicago, is now stationed at Camp Livingston, La. That thing wrapped around his neck is a letter, written on adding machine tape by his friends back in the railroad office. Sebastian and a horde of his mates correspond with the freight auditor's force right along, all done on the adding machine tape. The result is as remarkable a conglomeration of well wishes, love making, and weather reports as you would ever hope to behold.



Pvt. John Sebastian

Service Clubs

Objectives of the Milwaukee Road Service Clubs

IT shall be the purpose of the Service Clubs

- to promote cooperation and good will among members;
- to stimulate interest in the affairs of our railroad;
- to keep before club members the importance of making traffic tips;
- to offer suggestions for improvements in service;
- to promote courtesy and friendliness in dealing with the public;
- to develop cooperative relations with civic and commercial groups.

THE foregoing brief summary of the purposes of Service Clubs is printed for the benefit of those who are not yet identified with these groups.

Cooperation and good will are important as they enable people to work together without friction, and perform their duties more satisfactorily to all concerned. By meeting together regularly and getting acquainted with those in other types of service, friendly relations are established and the foundation is laid for better team work.

Everyone should be interested in the business with which he is connected. Railroad business is our business and we should be on the alert to promote it in every way we can. If we who are supported by it do not give it our support, who will? The stiff competition railroads now have, and the prospect of much stiffer competition for the traffic that remains when wartime stimulation ceases, should spur us all to greater efforts.

These efforts can be made by obtaining traffic tips; by discussing transportation affairs with people we meet and giving them the facts they may need; by inviting local business, professional and farmer friends to special meetings occasionally; by letting our friends know of the importance of our railroad to our community; by supporting our Service

Club's regular activities; by suggestions pointing out the possibility of improvements in service; and by other means.

Cooperation of Service Clubs with civic and commercial clubs affords fine opportunities to make friends by accomplishing something for the benefit of a community. There is no reason why a Milwaukee Road Service Club should not be as important and as well recognized as any other club in its community.

It ought not be necessary to refer to the importance of courtesy and friendliness in our dealings with the public, but we continue to hear that air and highway competitors are far ahead of the railroads in this respect. It is up to all of us to make every person we contact a friend of The Milwaukee Road.

This magazine has carried many articles about the special activities of various Service Clubs. Other Service Clubs should be able to find in these items, and those that will be printed in future, ideas which they can adopt and thereby create greater interest, build up their membership, and win the approval of their fellow townsmen.

The objectives cover a field wide enough to afford the officers and members of every club an opportunity to show what they can do to carry out its program and build up its prestige.

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

Division	No. of Tips			Division	No. of Tips		
	Passenger Tips	Freight Tips	Per 100 Employees		Passenger Tips	Freight Tips	Per 100 Employees
Madison Division	518	1	73.7	Terre Haute Div.	7	49	6.1
Seattle Gen. Offices.	32	18	29.2	Twin City Terminals.	79	18	5.2
Iowa and S. Minnesota.	78	138	27.9	Trans-Missouri Div.	39	9	5.1
Dubuque and Illinois.	135	96	16.6	Rocky Mountain Div.	38	11	5.0
Iowa and Dakota.	152	48	12.5	Iowa Division	50	17	4.8
Hastings and Dakota.	85	16	9.1	La Crosse and River.	61	15	3.4
Milwaukee Division	58	44	7.9	Coast Division	48	12	3.4
Superior Division	22	26	7.9	Milwaukee Terminals	66	6	1.9
Kansas City Div.	12	40	6.7	Chicago Terminals	27	29	1.7
Chicago Gen. Offices.	76	65	6.3	Miscellaneous	5	1	1.0
TOTALS					1,588	659	7.9

Addendum

AT the time the October issue went to press the Magazine had not had an opportunity to round up all of the human interest details that attended the big Ottumwa (Ia.) Service Club picnic on Sept. 21. However, firm in our belief that it is such things as the following that make living worth the inconvenience, we offer them belatedly here for the good of the soul:

The Story of a Railroad President Who Lost His Garter

(From the Ottumwa Courier)

YOU may have heard already about the president of The Milwaukee Road losing his garter before 5,000 people. It should go down in the books as one of the local classics.

It happened Sunday at the big picnic in Leighton Park. President Scandrett came from Chicago. He had heard his glowing introduction. With dignity and carriage, this successful man of industry strode across the big platform.

A yard from the "mike" he halted, looked down in dismay, kicked something.

The audience looked, too.

Horrors!

There, slipping gently from below the right trouser leg was—A RED GARTER!

The crowd wondered what would happen next. Would the situation unnerve this chief of a far-flung transportation system?

The suspense was brief.

With the stage poise of a John Barrymore, H. A. Scandrett took the situation in hand—in both hands.

He simply reached down, pulled his trousers leg up to

his knee, pulled up the garter and its attached sock, coupled it firmly and neatly around a well-shaped leg, dropped the pants back into place, and straightened up—to face his highly amused onlookers with a wide grin.

It was the winning gesture of the entire day. The crowd howled and applauded.

"That," declared the president of the Milwaukee, "is probably the biggest hand I'll get today."

Bread and Butter Letter

On the day of the picnic C. W. Riley, Ottumwa Club chairman, dispatched some of his assistants to the American Home Finding Association in Ottumwa, where they loaded a bus with 35 children and took them to the park for a fling at the carnival rides, the ice cream, and soda pop, all at the expense of the club. A few days later Mr. and Mrs. Riley received a flood of letters from the little ones, written of their own volition. The following is typical:

I'm writing a few lines to tell you that I enjoyed the picnic very much. I rode on everything except the little cars, which I'm a little too big for.

I liked the Ferris wheel the best.

I had two ice cream cones, and one bottle of pop. I was full then.

I liked the show about where the redheaded man had so much trouble about what 3 x 4 was. It's 12. I liked the man that balanced the three chairs. I wish I could do that.

I appreciate it that you invited us. I'll sign off now. Can't think of any more.

(Signed) Beverly Garrett,
(age 13)

Lines East

SERVICE CLUB SIDE-LIGHTS

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

There Really Is a Santa Claus

This fact was substantiated at the Second Anniversary Birthday Party of the Minneapolis Service Club on Oct. 15. Members of the J. H. Foster Chapter and also of the St. Paul Service Club were guests of the Jacob Schmidts Brewery at the Rathskeller in St. Paul, where a lavish smorgasbord and refreshments were served. The only requirement was a membership card in either of these clubs, which permitted over 200 members to partake freely of the refreshments, entertainment and fun.

Headlining the entertainment bill was Miss Gall Brancel and her two educated fox terriers. The old ballyhoo of playing before the crowned heads of Europe doesn't mean much these days, but to be able to say that one has entertained for Mr. and Mrs. Clark Gable, Uncle Ezra of radio fame and other celebrities, is really something. Miss Brancel was on the program to entertain these stars at a banquet held in Watertown, S. D., while the Gables were on their pheasant hunting trip recently. Gall and her terriers do a clever act of balancing upside down or any side up. Incidentally, Miss Brancel is a favorite niece of Public Relations Representative Lisle Young, so it's all in the family.

Rube Holmquist, tenor, favored us with a group of songs and led us in some lively



Gall Brancel and her pals, Jack and Jill, who entertained an audience of 200 at the Oct. 15 party of the Minneapolis J. H. Foster Service Club in the Jacob Schmidts Rathskeller, St. Paul.

community singing. Johnny McDonough strummed some very good tunes on his banjo, with Lester Friedl at the piano, and Al Kurzejka and his gang, who are always the life of any party, entertained with songs. Toastmaster Frank P. Rogers was the chairman of the committee on arrangements for this party, and it was agreed that he did a great job.

Thanks for a lovely evening, Jacob Schmidts Brewery, fine entertainers, and Mr. Rogers.

Arrow Club Entertains

The Scandinavian Club in Sloux City was the scene of a party put on by the Arrow Service Club on Friday evening, Oct. 17. A number of guests shared the evening's entertainment and good fellowship: Among these were Mr. Petrick of I. Miller & Co.; Mr. O'Connor, from the U. S. Department of Agriculture; Dr. Paul Curry, director of the Scandinavian Club a capella choir; and Mr. Moore, business manager of the Council Oaks Stores in Sloux City.

All expressed their appreciation of the opportunity of being present, and Mr. O'Connor promised to give a talk at some future date on his work with the Department of Agriculture. Dr. Curry also offered to entertain the club with his choir some time in the future.

The International Globe Trotters, professional entertainers, pleased the audience with their juggling and contortions. Miss Adams claims the distinction of being the only contortionist in the world who can do a backward forward sommersault with a glass of water held between her knees, and after witnessing this feat, there were none present who cared to challenge that statement.

A fine dutch lunch was served—yes, in the Scandinavian Club, which shows what can be done in a democracy. Credit for a nice party goes to Chairman Lux, Vice Chairman V. P. Bailey and Secretary Broome.

Lines West

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

Electric Club

Losing no time in lining up with the Service Clubs' new civic affairs program, Chairman H. W. Mellon of the Electric Club, at the meeting on Oct. 14, appointed Art Woolman to represent the Service Club on the Powell County Service Board.

Composed of business men and ranchers in Powell County, Mont., the Service Board was organized to give local selectees a proper send-off when they are called for service, and assist them in getting jobs when they return from training. On the eve of their departure, the selectees are feted at a dinner by the Board, leading citizens pay them tribute, and they are given a token of the high esteem in which they are held by the home folks.

The Electric Club has a long list of worthwhile accomplishments. Most recent is the improvement of loading facilities at Champion, where a new loading platform and a truck turn-around were built as a result of suggestions for the improvement of service made in a club meeting.

With all this, the Milwaukee Roaders at Deer Lodge are not neglecting the traffic tip department, as was proved by Chairman Mellon's report that they have consistently turned in about 50 per cent of the traffic tips originating on the Rocky Mountain Division.

Northern Montana Club

Plans for a card party, to be held at an early date, to finance a Milwaukee Road bowling team in the Great Falls, Mont., city league were made at a meeting of the Northern Montana Club on Oct. 7. The ladies of the club will provide the refreshments, and the men will supply the prizes, and the appetites.

D. W. Amick, Frank Steiner, and Charlie McCabe were named by Chairman Bob Ray on a committee to organize the event.

Following the business session, the ladies gave out with coffee and doughnuts. We noted that there was a considerable oversupply of the succulent crullers. Now that Charlie Winship has gone to Miles City, there is a noticeable slacking off in the doughnut dunking department.

POST NO. 18 HANDLES HIAWATHA TUMBLERS

Milwaukee Road Post No. 18 of the American Legion, located in Milwaukee, Wis., has procured and is offering for sale nine-ounce tumblers that bear a design showing a Hiawatha train, together with the quotation,

"Swift of foot was Hiawatha;
He could shoot an arrow from him,
And run forward with such fleetness
That the arrow fell behind him."

Mention is made of it here in the belief that individuals or club groups might like to take advantage of the offer. Those who are interested should address:

Earl L. Solverson,
207 E. Deer Pl.,
Milwaukee, Wis.



Shown here in the Schmidts Rathskeller, St. Paul, are some of the ringleaders in the big party held by the Minneapolis Club on Oct. 15. They are, l. to r.: A. G. Neese, roundhouse foreman, South Minneapolis; H. V. Allen, secretary of the club; D. T. Bagnell, superintendent, Twin City Terminals; Alice Treherre, St. Paul correspondent for the Magazine; F. M. Balcom, chairman of the Minneapolis Club; Mrs. L. A. Hindert, president of Minneapolis Chapter of the Women's Club; F. M. Washburn, chairman of the St. Paul Club; F. P. Rogers, treasurer of the Minneapolis Club and Twin Cities division editor for the Magazine; and Lisle Young, public relations representative from Aberdeen, S. D.

ACTIVITIES IN GENERAL

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

Perry Area Club

All of the officials of the Iowa Division were on hand to assist the members of the Perry Area Club in the dedicating of their new club rooms in the American Legion Hall in Perry, Ia., on Sept. 24.

The new rooms allow ample space for meetings, and have, in addition, a fully equipped kitchen, the latter fact probably accounting for part of the large attendance at the dedication. The ladies helped things along with a fried chicken dinner with all the trimmings. The club plans to have similar dinners each month, and already new and prospective club members have started marking their calendars.

East Kansas City Division Club

An Autumn Dance, sponsored by the East Kansas City Division Club, was held in the Rendezvous Hall at Washington, Ia., on Oct. 18. Well over 350 guests and employees were present to enjoy the music of a seven-piece orchestra and take part in the other festivities.

The dance was such a complete success financially and socially that the members, in a fancy frame of mind, cooked up a new idea in the way of Service Club activities. They plan on having a coon roast after the season opens in November.

A GLANCE AT SOME OF THE CLUB MEETINGS

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

Old Line Club

LeRoy, Wis., was selected as the location for the Sept. 24 meeting of the Old Line Club. An interesting business meeting,

presided over by Chairman Whitty, was held in the large hall before adjourning to the dining room for what was termed a lunch, but which seemed to be more like a delicious old "home-grown dinner."

After the hunger of all had been satisfied, the members returned to the hall and a four-piece old-time orchestra played for the dancing which continued until quite late.

Madison, Wis., Club

Joe Tomlinson, section foreman, was elected chairman of the Madison Club for the coming year at the Oct. 7 meeting. Other officers for the new year are Bob Slightom, vice chairman; E. P. Kingston, secretary; and A. J. Fischenich, treasurer. Retiring chairman, Mr. Liezois, presided over the interesting meeting and program which featured the talented daughters of Bob Roberts, engineer. The girls sang several duets, and concluded their part of the program with a song, the words for which were composed by their dad.

Green Bay Club

Mr. Colburn, superintendent of Park Board for the City of Green Bay, Wis., was the guest speaker at the Sept. 23 meeting of the Green Bay Club. Movies showing the work at the various city parks were shown, and an interesting discussion of how the Park Board attempts to give the taxpayer the most for his money was presented by Mr. Colburn.

Rockford Area Club

Chairman W. P. Hyzer presided over the Oct. 2 meeting of the club held at the Social Hall in Rockford, Ill., and reports an active discussion of club affairs.

Mr. Hyzer's announcements are always very interesting and usually contain some bits of poetry, such as the following, which appeared on the one for this last meeting:

*Why Worry about things that never come?
Get out and join our railroad gang,
Let's boost our job and business some,
And start the Fall with a real BANG!*

Their next meeting is scheduled for Nov. 6 and an early prediction is that it will be very interesting.

S P O R T S

IN the Annual Report published by the American Bowling Congress for the year 1939 there is a timely story with which some of you are likely familiar. It is worth repeating:

"It is an historical fact that Sir Francis Drake, the famous English admiral and circumnavigator of the globe, who lived from 1540-96 A. D., was an ardent disciple of the game of bowling, and assisted in making it memorable by refusing to stop a match game in which he was engaged.

"Even when informed that the supposedly invincible Spanish Armada was approaching in attack formation, he refused to become unduly alarmed. While Drake and other officers of the English fleet were engaged on the afternoon of July 19, 1588, in the immortal match on Plymouth Hoe, a small armed vessel, a Scotch privateer, ran into the harbor. Fleming, her commander, said he had that morning seen the Spanish Armada off Cornwall, but Drake insisted that the match should be played out, saying there was plenty of time both to win the game and beat the Spaniards.

"He took the principal part, although second in command, in destroying the great Spanish Armada. His supposed recklessness in finishing a game of bowls while the Spanish fleet sailed past him up the English Channel is a famous historical episode. It was really strategy, as Drake was holding off so that the Spanish fleet would become jammed in the narrowest part of the Channel."

This bit of strategy would not work today but it proves bowling was popular in the old days.

MITCHELL, S. D., reports that they are striving for an eight team league and have room for a few more bowlers, so if any of you men around Mitchell would like to bowl, get in touch with C. D. Wangsness, local correspondent for the Magazine.

ABERDEEN, S. D., reports everything going along just fine in their league . . . the Arrows are in first place with five games won and one lost, followed by the Hiawathas and Sioux . . . Bert Hoen leads the individuals with a 178 average, followed by Bothum, 172, and Irving, 170.

MILWAUKEE, WIS.—This section always has a lot to report and we'll start out with bowling. The Marquette team is on top with 9 and 3, followed by Chippewa and Iron Country tied for second with 8 and 4. . . . J. Pluck leads the individual group with 191 for nine games, followed by H.

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

A PRELIMINARY survey has been made to determine how many employes are bowling this season in Milwaukee Road leagues throughout the system. There is every reason to believe that the list is incomplete, as the season has been open only a short while and, possibly, all leagues have not yet reported to the sports editor. The line-up follows:

City	Number of Teams	Number of Bowlers
Aberdeen, S. D.	8	59
Chicago, Ill. (men)	16	85
Chicago, Ill. (women)	10	55
Milwaukee, Wis.	20	120
Minneapolis, Minn.	8	40
Mitchell, S. D.	6	36
Seattle, Wash.	4	30
Tacoma, Wash.	10	65
TOTAL	82	490

Zunker with 188 and F. Kuklinski with 181. . . . G. Jung has high game of 245 . . . and W. Marshall is next with 235. F. Shannon and C. Hohl are tied for third high game with 234. . . . J. Pluck has high individual series of 632.

The dart ball team competing in the city league of Milwaukee trimmed the Pabst Blue Ribbon team. . . . The Athletic Ass'n. got their own league under way in this dart ball game on Oct. 22, and some 16 teams with nine men to a team competed with each other for the supremacy of accuracy with the feathered dart. . . . John "Kewpie" Marquardt is responsible for the interest shown in this new game. . . . The Milwaukee Road Athletic Association of Milwaukee announces a dance to be held at Harmony Hall on Nov. 15 . . . for the information of those of you who might want to attend, he advised that the hall is located at South 6th Street and Mineral Avenue. . . . All are invited.

MINNEAPOLIS, MINN.—The Fast Mail team is leading the league in this section with 13 wins and 2 losses, followed by the Arrows with 12 and 3. Collin leads the league with a 179 average. . . . V. Borgeson follows with 176, and T. Tadsen is third with 175. . . . O. Nelson has high game with 256.

TACOMA, WASH.—The Milwaukee Bowling League of Tacoma is very proud of its leading bowler, Charles Collins. . . . Charley moved in with the start of the City League 30 years ago and has been prominent in bowling activities ever since. . . . Collins has been the president of the Milwaukee League at Tacoma many times since it was organized 13 years ago. . . . He was also responsible for establishing the first Ladies Bowling League in Tacoma

back in 1913 . . . at present he continues to lead The City Bowling Ass'n. of Tacoma as its president. . . . Not only is he a natural leader in office, but on the bowling lanes as well. . . . His average at the present is 181 and is tops, followed by Seldelman with 177 and Hutchison with 174. . . . From your Ed here in Chicago, Charley, congratulations, and keep on showing how.

SEATTLE, WASH.—The Generals are in first place in their Milwaukee League, followed by the Yards, Locals, and Engineers. W. McFadden is practically running away with the individual average group with a 187 . . . next in line comes Morgan, Webster and Swanson with 168 apiece . . . you boys better hurry up and give Mac some competition.

CHICAGO—The boys finally got to bowling on Tuesday, Oct. 21 . . . and I think we are all agreed that the establishment is the finest in bowling . . . in case any of you folks come to Chicago for a visit, make it your business to see the new Bowlium at Sheridan Road and Montrose . . . it's just like an A. B. C. setup . . . 32 alleys with nothing to obstruct your view, it's a sight that is really something to see . . . not much was accomplished in scores, as the boys just kept looking around and admiring everything. . . . Four teams are tied for first with three games won and none lost . . . and a newcomer to our ranks, Ulrich, rolled a 594 to lead with a 194 average, followed by our friend and engineer, E. Martwick, 191 . . . and Geo. Walling with 187. . . . Ulrich had high game of the evening with 243 . . . and, considering the newness of the alleys, the boys did pretty well . . . the Fisherman team, of Chicago, will bowl a special match with the De Kalb Quality Hybrid team of the Dundee Bowling Ass'n. Sunday, Nov. 9, at 2:30 P. M. at the Bowlium.

Chicago Women's League . . . The gals did pretty well on their opening night . . . the Hiawathas lead with three games won and none lost . . . in second place are the Chippewas, Olympians, Arrows, and Varsity, all tied up at two games won and one lost . . . V. Johnson leads the girls with 148, followed by E. Witt, 137 . . . D. Huseby (the gal with the charming smile) holds down third with 131.

A girl may wear a swimming suit when she can't swim, but when she puts on a wedding gown she means business.

The Milwaukee Railroad Women's Club

Austin Chapter

Mrs. H. J. Keck, Historian

Our regular general meetings have been postponed until such time as our new club rooms will be ready, and we are all looking forward to a grand party to celebrate the occasion. Our club rooms were formerly in the old depot, which has been torn down and a new modern structure is now under construction. The old depot was erected about 75 years ago and is one of the early landmarks of Austin. Its passing brings a lump in the throat of those who can think back to those early days and can remember the history entwined around it.

Our September board meeting was held in the Y.W.C.A., a dessert luncheon being served by Mrs. F. F. Luskow and Mrs. John McCarthy. Mrs. O. C. Peed, Welfare chairman, reported \$15.02 spent for food and clothing in September, and a mattress, bedding and clothing to the value of \$10.00 given without cost to the club; also one family assisted to the extent of \$12.61 during the summer months. Mrs. L. L. McGovern, Good Cheer chairman, reported nine telephone calls and eight personal calls, four cards and one bouquet, and 11 families reached, six bouquets, and 12 Good Cheer cards sent, and 23 personal and 26 telephone calls made during the summer. During the summer \$19.05 was received and \$7.45 was received in September on Ways and Means. Our membership is 339, of which 122 are voting and 217 contributing. We received a membership prize of \$32.50 for going over the top.

Mason City Chapter

Mrs. C. E. Kemp, Historian

Regular meeting held Sept. 30 was called to order by Mrs. Balfanz, president, and opened with reciting of club motto and singing of "God Bless America." Minutes of previous meeting; correspondence and reports were read. Good Cheer, 29 personal and six telephone calls, 35 cards of sympathy, get well and congratulations. Treasurer receipts \$35.00; disbursements \$7.59. Membership 489; aid given one family.

Montevideo Chapter

Elizabeth May, Historian

Work in our chapter went on as usual during our summer recess—relief, flowers, and serving of meals at funerals, many sick and good cheer calls, and one small dress for a burial made and given.

Our Oct. 3 meeting was our first Fall get-together. We had a very good attendance, including some of our new members. A \$1.00 attendance prize was given. Reports, bills, and thank-you cards were read. Mrs. Gust Holtie sang two beautiful solos. Luncheon followed. Red Cross sewing will be taken up at our November meeting.

Deer Lodge Chapter

Mrs. J. J. Flynn, Historian

Our September meeting was held the 19th at the clubhouse. To compliment the Butte Chapter, a 1:30 luncheon was served to 26 members. Contract was played; high score was held by the Butte delegation. Mrs. F. Kroll of St. Maries, Idaho, and Mrs. Wm. Brautigan, received the door and traveling awards. The club emblem was used in the tallies and place cards. Garden flowers in profusion were used. Each Butte member was presented with a large bouquet. The party was in charge of Mrs. Earl Wilson, chairman, and Meses. John Coey, W. H. Graeter and Joe Healey.

Aberdeen Chapter

Mrs. R. A. Burns, Historian

Aberdeen Chapter opened its Fall meetings on Sept. 8, by singing "America" and giving the "Pledge to the Flag." Minutes of June meeting, also report of Auditing Committee, were read. Regular monthly reports indicated voting members June 30—381; contributing, 580; Good Cheer expenditures, \$5.40. The door prize was donated by Mrs. Glen Smith and was won by Mrs. Roy Burns. Our president expressed the appreciation of the club to Mrs. Lundquist, who is moving to St. Paul, for her untiring service, and Mrs. Dodds presented her with a gift. Mrs. Solke reported that Red Cross work was to be done under the auspices of our club. Following adjournment Mrs. Glen Smith, our president, exhibited elaborate carvings and embroidery pieces sent her by her son from Bombay, India, last Christmas, which arrived here in June.

Wisconsin Rapids Chapter

Mrs. H. C. Parker, Historian

The first Fall meeting was held on Sept. 16 with a 1 o'clock luncheon attended by 56 members and guests, including visitors from the New Lisbon, Wausau, and Merrill Chapters. After the luncheon a brief business meeting was held, which was followed by cards. Mrs. A. J. Akey, chapter president, presided over the meeting. The Good Cheer chairman reported many personal and telephone calls made during the summer. A drawing was held for a prize, which was awarded to the writer. Honors at bridge were awarded Mrs. C. H. Randy and Mrs. S. Hoffman; in "500" to Mrs. Bert Nelson and Mrs. Wm. Adamscheck; in "Schaskopf" to Mrs. Ratelle and Mrs. McKegney; bunco to Mrs. A. E. Berg. A message was received from Miss Lindskog.

Minneapolis Chapter

Mrs. S. F. Philpot, Historian

The Minneapolis Chapter Board met on Aug. 26. Plans were made for our Fall activities, which include a rummage sale in November.

On Sept. 25 our chapter, as hostess, held a joint dinner with the Service Club. About 70 members of these two clubs enjoyed a roast beef dinner, and much credit is due to Mesdames J. J. Murphy and Carl Matzoll, co-chairmen, and their committee, for its success. The tables were decorated with the colors foremost in the minds of all of us these days, red, white and blue. We were happy to have with us Miss Etta N. Lindskog, secretary general, of Chicago.

Following the dinner a short program was presented. Community singing was ably led by Mrs. McKeever. Our guest singer, Ruben Holmquist, delighted us with Irish songs; Prof. Venton Spence, guest speaker, gave a short, interesting talk on defense as applied to the home and our children. Miss Lindskog brought greetings from Mrs. Kendall, and gave a brief report on total membership and activities of all the chapters, including the great amount of relief work the club is doing. Supt. Bag-nell, and F. M. Balcom, chairman of the Service Club, spoke briefly.

Each club then held its meeting separately. Mrs. L. A. Hindert, president, presided at our business session. Membership report 103 voting, 601 contributing; Good Cheer 5 cards sent. After discussion it was voted to hold our meetings for the time being at 2733 Park Ave. We also welcomed as guests Mrs. F. M. Washburn, General Director, of St. Paul, and Mrs. E. A. Beichler, president of St. Paul chapter.

Seattle Chapter

Mrs. W. L. Mason, Historian

Our only summer meeting was a lawn party at Rose Cliffe, the home of Mrs. Harry Rowe. The ladies from the Tacoma Chapter joined us in a picnic luncheon.

The Fall club season began with a luncheon and card party. The object of the luncheon was to enjoy a truly social meeting. It was found many ladies who are not in a position to take an active part in the club business meetings did enjoy dropping in for luncheon and some were able to stay for a while and play cards. While the luncheon was not held primarily to raise money, there was a nice little addition to the treasury. Mrs. A. Magill and Mrs. M. R. Pence were assisted by Mrs. E. R. Johnson and Mrs. E. H. Barrett in serving. Mrs. Carson and Mrs. Barkley had charge of the prizes.

Madison, S. D., Chapter

Mrs. George McKinney, Historian

First regular business meeting of the Fall was held Sept. 9. Our Good Cheer chairman has been active during our summer recess. She reports three cards, and flowers to four, 12 telephone and three personal calls made. Membership chairman reports we went over the top and won membership prize. Our first Fall social meeting was held Sept. 22. Bridge and whist were played with prize for bridge going to Mrs. Elmer Farmer and in whist to Mrs. Leslie Beck. Lunch was served by committee.

Green Bay Chapter

Mrs. A. J. Maloney, Historian

On July 27, our chapter, together with the Service Club, sponsored a picnic at Pamperin Park. The Channing High School band furnished music for the afternoon. The Women's Club served dinner for the band members. A special train was run from Channing and about 400 persons came from the north. About 1,000 persons in all attended. With games and sports for young and old the picnic was a decided success.

On the first Monday in August our Board held a potluck dinner at the summer cottage of our president, Mrs. Bloomer. Fishing and cards were enjoyed. Our regular October meeting was held on the 2nd. Fall Red Cross work was discussed and reports were read. Cards and lunch ended the evening.

Bensenville Chapter

Mrs. L. E. O'Donnell, Historian

A board meeting was held August 26 at which time plans were formulated for the Fall activities. Fourteen members of the board attended this first meeting after the summer's recess, with President Alice Harney presiding.

A regular meeting of the Bensenville Chapter was held Sept. 3 with a splendid turnout of interested members. Lunch was served by Members Bodenberger, Holquist and Steffins. Two members received birthday gift handkerchiefs.

The various chairmen reported there had not been much activity on account of the summer vacation, but they now are planning many more things for the future. One outstanding report was from the Welfare chairman who told of dental work for a member in the amount of \$50, which was done at no expense to the chapter. The Ways and Means chairman told of the \$27.50 membership prize received from the governing board, telling its own story of the activity of the Bensenville Chapter.

More books have been added to the library through the faithful work of Mrs. Estelle Newcomer, who has devoted an entire evening each week for several years to this work. Thirty-six sick calls have been made since last meeting.

Cards were played with Mrs. Findley high in bridge, and Mrs. Bob Smith high in pinochle.

Tomah Chapter

Mrs. Wm. Monahan, Historian

Our chapter on Oct. 1st held its Fall birthday luncheon at the Legion Hall, members having birthdays during the last six months of the year entertaining members with birthdays in the first six months of the year. There was a large attendance. A short business meeting was held, with treasurer's report showing balance of \$221.61, Ways and Means \$3.51 earned, membership 185 voting and 214 contributing, a total of 399 members, Good Cheer seven messages sent and four personal calls made. A committee of three was appointed to investigate possibilities of beautifying a portion of the depot lawn. A musical program was presented by high school students. Door prize was won by Mrs. Ben Shaw.

Our first meeting of the Fall was held Sept. 3. Welfare Committee reported \$3.89 spent aiding one family, Good Cheer 95c spent, and four persons reached. A short program followed. Mrs. Leon Johnson won the door prize.

Sparta Unit-Tomah Chapter

Mrs. Wm. Hovey, Chairman

Our Sept. 18 meeting opened with a one o'clock Italian dinner at the armory, which was served and donated by Armand Cimarrone, manager of the Sparta super market. Officers and chairmen assisted as hostesses. Mrs. Horning, president, and six members from Tomah joined the party as 26 ladies were escorted to a beautifully decorated table on which was a corsage for each member. A short business meeting followed the dinner. Red Cross work was discussed and will be taken up again for this winter. Ways and Means reported \$5.50 earned, Good Cheer two sick cards and one personal call, membership 24 voting and 22 contributing.

Ten Sparta ladies enjoyed the Tomah one o'clock luncheon Oct. 1. Door prize was donated by officers and chairmen. Flowers were sent to the sick and to our veterans. A social hour was enjoyed by all.

Wausau Chapter

Mrs. Geneva Lathrop, Historian

An inspirational visit and talk by Miss Etta N. Lindskog, and much enthusiasm for constructive work marked the first Fall meeting of the Wausau Chapter on Sept. 9. The organization started the season with 61 voting members, 56 contributing members, and a treasurer's balance of \$176.40.

Mrs. Guy Reynolds is the new acting secretary, succeeding Mrs. Ed Gongaware, who has moved from the city.

Favors in bridge were won by Mrs. Emily McCarthy and Mrs. Felix Slomske, and in "500" by Mrs. Emelie Randow and Mrs. Walter Freebern. Later lunch was served by Mrs. James O'Brien, chairman, assisted by Meses. J. E. Dexter, William McEwen, E. J. Reinhold and Myria Livernash. Mrs. Ralph Clemons, Milwaukee, a guest of Mrs. D. O. Daniels, was present. The club gave a farewell party for Mrs. Ed. Gongaware before her departure for her new home.

Beloit Chapter

Mrs. John Callahan, Historian

Our third annual dinner honoring veterans of the railroad from Rockford, Milwaukee, Freeport, Elkhorn, and Allen Grove, was held Sunday, Oct. 14, with covers laid for more than 100 persons. Speakers were John Stewart and N. P. Thurber; toastmaster was Edward Norks. The program included music and song entertainment by Mr. and Mrs. Lombard, accordion solo by Miss McKee, and two whistling numbers by Miss Bird.

On Sept. 10 a potluck supper was served preceding our regular meeting. Reports were read indicating a membership of 226 and \$2.75 spent on Good Cheer. October meeting was held the 8th. Mrs. Yohn reported card party receipts \$25.00. Sunshine chairman reported many calls and messages of cheer.



Group in attendance at the Fall Birthday Luncheon of the Tomah Chapter on Oct. 1, at which members celebrating birthdays during the last six months of the year entertained members with birthdays in the first six months.

Spokane Chapter

Mrs. H. W. Prosser, Historian

After a short vacation Spokane Chapter held its first Fall meeting on Sept. 23. Board meeting called for 12:30. Regular meeting at 1:30. The usual reports were given. A short talk by our president, Mrs. M. C. Helmer, on the district meeting which was held in Seattle. Meeting day changed from fourth Tuesday to second Tuesday of the month. A no-host card party was planned for Oct. 14 following the regular meeting—23 members present.

Black Hills Chapter

Mrs. George Saxer, Historian

Our first meeting after our summer vacation was held on Sept. 8 with Mrs. A. M. Saxer and Mrs. George Saxer, hostesses. A pot-luck dinner is being planned for the coming month. Our annual picnic was held July 20, jointly with the Black Hills Service Club, with a large attendance.

Mobridge Chapter

Lottie Green, Historian

After its summer's vacation Mobridge Chapter met Sept. 15 for its first meeting of Fall. Reports filled the business hour, when it was reported that we had gone over the top in membership drive and won an award of \$22.50. During the program hour which followed, Miss Joyce Batson gave a piano solo and played a piano duet with Mrs. G. Baun, chapter pianist; Miss Joyce Becker also played a piano solo, and Miss Bonnie Jo Schueler gave a twirling demonstration. Mrs. Roy Keating won the door prize. Lunch was served by Mrs. Larry Hourigan and Mrs. Baun.

Butte Chapter

Margaret Hickey, Historian

Although we had no meetings during the summer months, Mrs. C. G. Bleichner, our Good Cheer chairman, has been very busy reporting for the months of July and August, 17 personal and phone calls, five messages of good cheer and sympathy, with seven persons reached through good cheer.

The joint Milwaukee Women's Club and Service Club picnic was held at Gregson, Hot Springs on July 27, with 65 in attendance. During the afternoon swimming, racing and baseball were featured (between showers). Luncheon was served at 5 p. m. with plenty of ice cream and pop for the children. All who came to the picnic reported a very pleasant afternoon.

Terre Haute Chapter

Mrs. Chas. Garrigus, Historian

Terre Haute Chapter has had no business meetings since June, when we held the annual summer picnic for members and families, but we enjoyed fine picnic suppers on the regular meeting dates in July and

August. The Membership Committee and Mrs. Walter Glass, our president, have been very busy and our present membership is 150 voting and 339 contributing members, putting this chapter "over the top."

The regular meetings started Sept. 18— with a pot luck dinner, followed by a business meeting.

St. Paul Chapter

Mrs. O. D. Wolke, Historian pro tem.

St. Paul Chapter is back in the saddle again after a three-months' vacation. Our first Fall meeting was held Sept. 9 with Mrs. Ed Beichler, president, presiding. Routine business was conducted. Welfare chairman, Mrs. F. M. Washburn, reported \$63.00 spent during the summer; membership chairman, Mrs. E. Johnston, reported 101 voting, and 294 contributing members, St. Paul Chapter going over the top and receiving a prize of \$32.00. Treasurer, Mrs. J. Maher, reported a balance of \$119.38; Good Cheer chairman, Mrs. L. Hillard, reported four telephone and three personal calls made, and one sympathy and one retirement card sent. Meeting was followed by a social hour and refreshments.

Our annual Boo-Ya has come and gone. We extend thanks to all who worked and purchased books. Mrs. Beichler, our president, thanks each and every member who so willingly gave of her and his time and effort to help make the boo-ya the success that it was, also to the Minneapolis Chapter and employes for their attendance and co-operation. There were 165 gallons of boo-ya made in a huge kettle over a wood fire out in the open. All but 15 gallons was sold. This was given to an orphanage and to the city firemen, who declared they had never eaten such good boo-ya. Large quantities of candy, ice cream, peanuts, popcorn, cold drinks, hot dogs and coffee were also sold. Receipts for the day were \$304.50, and a profit of \$94.50 was realized by our chapter. This amount will go far in helping us handle welfare work during the approaching winter months.

Much credit is due the men for their untiring work in helping us handle the boo-ya. It is our general get-together of the year, and an occasion where men, women, and children, young and old, can find enjoyment, renew acquaintance, and meet fellow workmen and their families.

Milwaukee Chapter

Mrs. Donald McKenna, Historian

Due to the American Legion Convention held in Milwaukee, our regular meeting was postponed from Sept. 15 to Sept. 22. After our business meeting bingo was played, netting \$3.20. Ways and Means chairman reports \$17.30 profit on luncheon and card party held in our clubroom, Sept. 25; \$3.50 on award; welfare reported \$5.90 spent— one family aided. Sunshine, two good cheer and one sympathy cards sent, four telephone and three personal calls made. Membership Oct. 1, voting 244, contributing 577, total 821.

Veteran Employes Association

Statement of Receipts and Disbursements August 1, 1940, to July 31, 1941

WE have, at the close of this year, a total of 5,845 members, slightly less than at the time of the last published report, which is accounted for by the fact that I recently made a complete canvass of the members who, for two, three, and even four years, have been in arrears with their dues. The death of a number of members who were previously carried on our books has altered the total rather markedly. Many of these deaths occurred several years ago but word had not reached this office. During the last year we have lost by death 390 members, but, in the same period, enrolled 377 new ones.

Another very encouraging feature is the fact that, almost without exception, our retired men wish to continue their affiliation. I am sure that we are all very proud to have been able to make the presentation to the Milwaukee of the "iron lung" which is a companion to the one presented by the Milwaukee Railroad Women's Club and it will be a long time before we forget our splendid Silver Anniversary Convention of August, 1940.

With best wishes for the health and happiness of each and every member and hoping that you will continue to spread the gospel of our splendid association and bring in as many members as possible.

Respectfully submitted,

Mrs. Grant William, Secretary.

LADDERS



to avoid
this

- 1 Place ladder at proper angle
 - 2 Have top and base firm
 - 3 Do not lean out too far
- NATIONAL SAFETY COUNCIL

Fred A. Griffing

Fred A. Griffing, who, for 52 years prior to his retirement in 1939, served The Milwaukee Road as an engineman, died on Oct. 14 at the home of his daughter, Mrs. Marjorie McKinley, in Elmhurst, Ill. A son, Alston, also survives. Mr. Griffing was widely known as an outstanding locomotive man and for many years pulled the throttle on Illinois Division passenger trains No. 7 and 8.

In 1940, the total receipts of the Class I railroads for 34 days were required to pay taxes, compared with 23 days in 1929.

BALANCE—Cash on hand and in Banks—July 31, 1940.....	\$14,908.38
RECEIPTS	
From—	
Initiation Fees	\$ 347.00
Dues	5,022.00
Overpayment of Dues.....	.70
Sale of Membership Buttons.....	6.01
Miscellaneous Receipts	3.30
Interest on Savings Bank Account.....	68.95
TOTAL RECEIPTS	5,447.96
	\$20,356.34

DISBURSEMENTS	
Postage	\$ 92.69
Printing and Stationery.....	87.50
Office Supplies	9.21
Overpayments Refund70
Dues Refunded	3.00
Miscellaneous Expense	2.00
Collection Expenses	9.41
T. Hammersmith—Membership Buttons.....	288.64
Secretary's Salary	1,200.00
Auditing of Accounts.....	25.00
Office Desk Purchased.....	17.46
United Ass'n. of R. R. Employees—Dues for 1 year.....	10.00
American Hospital Supply Corp.—"Iron Lung" presented to Milwaukee Road by Veterans' Association.....	1,516.68
Bank Exchange and charges.....	28.05
Expenses in Connection with 1940 Convention—	
Wm. Kruckstein—Change and incidental exp.....	\$ 300.00
Western Badge & Novelty Co.—3,000 badges	510.91
Frank Spamer—Orchestra and entertainment	555.00
Chicago Roosevelt SS. Co.—Use of steamer	2,150.00
Betty Klemm—Entertainer	35.00
Betty Kelligan—Phone operator	10.00
Morrison Hotel—787 luncheons	971.40
Wm. Mooney—Flowers	18.18
House of David—1,514 luncheons and refreshments.....	1,228.50
Twin City Motor Coach Co.—Buses at Benton Harbor.....	227.10
Chicago Motor Coach Co.—Sightseeing buses	341.00
J. L. Salver & Co.—Signs and posters.....	23.45
Rand, McNally & Co.—Menus and tickets.....	397.85
Hotel Sherman—2,100 dinners, refreshments.....	4,445.34
Fred Harvey—Breakfast for Milw. R. R. Band.....	25.80
Total Convention Expenses	\$11,239.53

Less—	
Received from Mr. Kruckstein—Proceeds from Sale of Coupon Books	\$2,266.00
Hotel Sherman—Refund	8.10 2,274.10
NET Convention Expenses	8,965.43
TOTAL DISBURSEMENTS	\$12,255.77

BALANCES—	
First National Bank of Chicago—Checking Account.....	\$1,865.93
First National Bank of Chicago—Savings Account.....	5,568.95
Cash on hand	665.60
	\$ 8,100.57
INCOME ACCOUNT—	
Total Disbursements—August 1, 1940, to July 31, 1941.....	\$12,255.77
Total Receipts—August 1, 1940, to July 31, 1941.....	5,447.96
DEFICIT	\$ 6,807.81

NET WORTH—	
Cash Balances as at July 31, 1940	
First National Bank of Chicago—Checking Account.....	\$ 4,153.76
First National Bank of Chicago—Savings Account	10,062.50
Cash on hand	692.12
	\$14,908.38
Investments	2,000.00
Net Worth—July 31, 1940	\$16,908.38
Less:	
Deficit—August 1, 1940, to July 31, 1941	6,807.81
Net Worth—July 31, 1941	\$10,100.57

Consisting of:	
Cash Balances in—	
First National Bank of Chicago—Checking Account.....	\$1,865.93
First National Bank of Chicago—Savings Account.....	5,568.95
Cash on hand	665.69
	\$ 8,100.57
Investment in University Court Apartment Bonds	2,000.00
TOTAL	\$10,100.57

ON THE STEEL TRAIL

Twin City Terminals

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

Minneapolis General Offices

As forecast in the October issue, Oct. 15 was moving day for the superintendent's office force in the Twin City Terminals and they are now occupying their new streamlined office in the southwest corner of the second floor of the Minneapolis Passenger Station. If pleasant surroundings, good light and ventilation are conducive to efficiency, then this gang should turn out a greater volume of high grade work than was possible in their former quarters.

Effective Oct. 13 Frank Corcoran, veteran car distributor in the Twin City terminals, was appointed terminal car supervisor with jurisdiction over car distributors and yard clerks in Minneapolis and St. Paul. Frank can keep the cars moving promptly in this territory.

Police Captain Conway has returned from his vacation spent on the West Coast where he toured from Seattle to the Mexican border.

Evidently some folks think there is a long, hard winter ahead of us and are taking time by the forelock. Roadmaster O'Connor is stockpiling 10,000 tons of screenings at Bass Lake Yard, but we will wager that if it gets so cold that we need 10,000 tons of coal to keep warm next winter, some of the local gentry will hie themselves to Mexico, Florida or some other sunny clime—hi Bob!

The stage is set for Indian Summer's grand finale, and what a beautiful setting it is. For a de luxe showing, we suggest the Hiawatha Valley between the Twin Cities and LaCrosse.

Minneapolis Local Freight and Traffic Dept.

Florence McCauley, Correspondent
Freight Office

Congratulations and best wishes for continued success are extended to the following: their recent promotions: Marvin Edwards to chief clerk in Duluth; Everett Alloran to chief rate clerk; George Baker assistant rate clerk; Nick Kosta to assistant to the chief clerk; Bob Bach to resigning clerk, and Darrell Newcomb to acting clerk. . . . The Traffic Department wishes to extend their welcome to Jim Ischelder, new office boy. . . . Paul Geh started hunting on the opening day and earned with his quota of ducks, so he is. . . . Paul Dugan, right-of-way engineer from Chicago, is back again after two weeks in the East. He visited in New York, Boston and Portland, Me.

The office has been received of the death of Harry H. Walworth at Arlington, Va., on Oct. 1. Previous to his retirement in 1938, Walworth was employed in the Minneapolis freight house for a great many years since that time he has been a frequent visitor. He will be missed by his former associates, who extend sympathy to Mrs. Walworth.

Joe Carter, formerly of the freight office, will now be found all over the terminals at any time, in his new capacity as car t.

St. Paul

Alice Treherne, Correspondent
General Agent's Office

THROUGH THE LOOKING GLASS

Excitement ran high at the fifth annual "Waldorf Olympics" held Sept. 15 at Fawn Lake, Minn., summer retreat of Al Connel, traffic manager for the Waldorf Paper Products Co., when D. M. McGeen, general agent, and Art Peterson, city freight agent, who were taking part in the program of ingenious sports events, proceeded to make chumps out of the other competing champs by copping practically every prize. This event, which has become increasingly popular with its guests each year, is patterned after the genuine Olympics, and winds up with a wonderful dinner. Mr. McGeen not only made a neat "haul" for himself, but he and Pete won two handsome wooden medals—not the kind one would pin on his uniform, but one that could easily be converted into a fireplace log.

We have reports that the Milwaukee Road service was at its best en route to Seattle recently, on the special with the Minnesota football team and its fans, and that its convoys, F. N. Hicks, PTM, Chicago, J. J. Osile, AGPD, and John Guzy and Ollie Anderson, PTA's, this office, were the busiest goodwill men one ever saw.

Another bouquet for our line are the favorable comments received almost daily on our new Diesel locomotive and its rapid acceleration.

Dan Cupid has been invading this territory for some time now, and has certainly been a busy young man. In fact, we think he's been working overtime, as there have been weddings to the left and right of us. Wedding bells rang Sept. 20, for "Bart" Flaherty, switchman, and Miss Helen Schelen, daughter of John Schelen of St. Paul. Joe Sullivan, trainmaster's clerk, and the bride's sister, Grace, were the young couple's attendants. . . . Joe Sullivan also figured in a wedding of much local interest at St. Luke's Catholic Church, Oct. 18, when he served as one of the ushers at the Jack McNeil-Rosemary Reardon nuptials.

. . . Henry Johansen of the roundhouse, and Miss Lyla Nelson, daughter of Harry Nelson (also employed in the roundhouse) spoke their marriage vows on Sept. 20, too. . . . while Frances McDonald, daughter of D. E. McDonald, train supervisor in the St. Paul Union Depot, and Raymond Ray-

kowskie, yard office clerk, chose Oct. 4 for their marriage at St. John's Catholic Church. Our heartiest congratulations and best wishes to all you newlyweds!

The marriage bug must have bitten Glen Nicolin, too, after he ushered at that swanky Lampert-Plunkett wedding a short time ago, for on Sept. 14 he and Miss Shirley Berg, daughter of Mr. and Mrs. L. D. Berg of Edina, Minn., were married at Faribault, Minn. Our congratulations to you and the missus, Glen! At this time they are vacationing on the West Coast, visiting with his mother and brother in Los Angeles, stopping at San Francisco and Seattle on their return here. Most fellas would be satisfied with one venture at a time, but not Glen! He also stepped out and acquired a furniture store.

The passenger boys seem to get all the breaks when it comes to meeting men and women of note, especially those traveling over our line. Last month we reported Frank Gappa met Secretary of Labor Frances Perkins, as she departed on our Morning Hiawatha for the Capital City. Some time back Don McMillan, general agent, escorted Mrs. F. D. Roosevelt down to our noon Hiawatha, en route to the East. And the past month, Stu Olsen, CPA, had the rare opportunity of meeting former Chief Justice Charles Evans Hughes, who left on our Morning Hiawatha for Washington, D. C. However, Ray Pfeiffer, CFA, reports that while vacationing at Jasper National Park recently, he nearly rubbed elbows with the Duke and Duchess of Kent, AND Former Justice Hughes, in the main dining hall of the hotel there. But then, all of the rest of us had the opportunity to get a quick glimpse, at least, of Wally and the Duke of Windsor when they arrived in St. Paul Sept. 27, en route to their ranch in Canada, and we think all those nice things they've said about Wally and her beautiful smile are just about right.

Edward Swenson, employed in the roundhouse here for the past eight years, completed his apprenticeship as a boilermaker on Sept. 17, and is now employed in that capacity in the Minneapolis Shops.

Carl Sorlien, Passenger Department, who returned recently from a honeymoon trip to California, reported that he ran into a little bad luck in Nebraska with one of them thar deputy sheriffs. First he hit Carl's car and then he ran, but Carl gave chase, and was that sheriff's face red when Carl caught up



The Golden Gophers (U. of Minn.) glide into Seattle Sept. 26 in a Milwaukee open observation car to trounce the Washington Huskies on Sept. 28 to the tune of 14-6.
(Photo Courtesy of Minneapolis Star-Journal)

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INSURANCE COMPANY
CHATTANOOGA, TENNESSEE**

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MATERIALS
and
COAL TAR
PRODUCTS**

**Republic Creosoting Co.
Minneapolis**

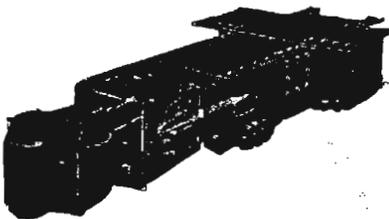
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with cast steel yoke, offers the advantages
of less parts, less weight, and less cost.

**THE BUCKEYE STEEL CASTINGS COMPANY
COLUMBUS, OHIO
New York - Chicago - Louisville - St. Paul**

with him! The moral of the story is that
it's safer to travel by train than to motor!

The Transportation Club of St. Paul, of
which D. M. McGeen, general agent, is
president, held its Annual Golf Tournament
on Sept. 16, at the Hillcrest Golf Club. Ev-
eryone present received some kind of a door
prize, or a golf prize. Next morning in
the office all the boys were bragging and
comparing notes on the wonderful prizes
awarded and what they had received—just
like the day after Christmas. There were
golf shoes, can openers, fruit juices, ra-
dios, shirts, and what not. Looks, though,
as if "Horseshoe" Ray Pfeiffer's luck must
be running out; his share of the spoils was
a mere can opener, compared to Art Peter-
son's swell \$15.00 golf shoes. Too bad
somebody couldn't have won a couple of
good fly swatters, as Harry Lutz' is about
shot, and they're very much in demand
around here these days. . . . On Oct. 21
and 22 Mr. McGeen attended the national
convention of the Associated Traffic Clubs
of America in Milwaukee, as representa-
tive of the Transportation Club, together
with a group of about 25 members of the
club, who took our Hiawatha.

The butchers, the bakers, and candle-
stick makers, all take our line eventually.
It was necessary to add five extra cars on
the going and returning trips of our Hia-
watha the latter part of September to ac-
commodate the Bakery and Confectionery
Workers here for their 10-day national con-
vention. Their good judgment in choosing
our line shows these folks certainly know
what to do with their "dough."

Our office is a little congested at this
writing, and our force augmented consider-
ably, what with painters and the auditors
here working, all at the same time. How's
that for a combination?

The entire carrier salesmen force of the
St. Paul Dispatch and the Pioneer Press
newspapers, numbering 400, were treated to
an outing recently by their employers, and
had the thrill of riding a special on our
line to Red Wing, Minn. Vic Barquist con-
voyed the gang, and says the Milwaukee
has a lot of prospective passengers among
that crowd. As a result of the sales contest
held for the same group, Mr. Barquist se-
cured a party of 33, Oct. 24, on our noon
Hiawatha. They made an all-expense, 3-
day trip to Chicago.

South Minneapolis Shops

*Orlone M. Smythe, Correspondent
Car Dept.*

Bowing deeply from the hips, Messrs. G.
C. Macina, H. J. Dow, A. C. Hendriksen,
and W. O. Parrott, inventory observers
from Mr. Kiley's office, backed out of the
door and out of our lives for another year
after concluding that if our inventory was
no better, at least it was no worse than
ever. These are the boys we greet with
such mixed emotions. Their coming is al-
ways the certain advent of much work and
worry as we count and sort each and every

little nut. However, it's interesting to spec-
ulate how warm would be their reception
should they choose a "neutral season" to
pay their respects.

Twin City dental offices have placed a
ban on fond parents' accompanying chil-
dren to the chair since Papa Allen Temple-
ton nervously and absent-mindedly threw
his son's wax impression away under the
dentist's amazed stare.

The Minneapolis Shops have increased
activities to include work on gun mounts.
Busy, busy.

The combined Community Fund-USO drive
is starting as we go to press. We safely
predict that Southtown will do its honest
part to boost the 1941 quota, and that we'd
all appreciate having our great charity
come back a hundred-fold to us about in-
come tax time.

Chief Clerk Capon, Price Clerk Ross,
and Mrs. Fennstrom's stenographer, Paul
Kronebusch, all incurred a few doc-
tor bills during the past month but are
now back in circulation.

A visit of one week from Chief Clerk Bill
Moriarty of Aberdeen proved remarkably
fruitless for local bachelor hunters. Bill
was industriously engaged all day spreading
inventory, and spent his evenings quietly
indulging in Bill Creighton's idea of cards.
He may since have decided there are great-
er risks than women!

We welcome the new Store Department
clerk, Lester Borner, blonde, single and
handsome.

Two former Car Department employes
were greeted at the shops recently—Harold
C. Anderson on furlough from Fort Lewis,
Wash., and Clifford Wendell, from Camp
Claiborne, La.

Mrs. Smythe is enjoying a visit of her
son and his wife. He is 1st Lieutenant J.
M. Smythe, on leave from Fort Eustis, Va.
Minnesota is still their favorite state.

Robert Ingvaldsen, a former carman help-
er, responded as a selectee Oct. 13 and will
soon learn the ways of the army.



Four Terre Haute Division engineers whose
service dates back to the Southern Indiana
and Southeastern days. Standing, l. to r.:
George McGinnis, Ben J. Spellman, and James
A. Richard. Seated, James Brough. Their
combined ages total 303 years.

Terre Haute Division

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

Heartiest congratulations to our good
friend, Jack Vraney, on his recent promo-
tion to the chief traveling auditor's posi-
tion.

Ralph Fallowfield of the F&PA office,
who has been in our midst these past 15
years, has accepted a position in the office
of Walter Bledsoe & Company at Terre
Haute, effective Oct. 15. We wish him
luck.

Late vacationers—Sam Whitaker, of the
Terre Haute freight office, fishing down at
St. Petersburg, Fla., and William Nadzelka,
also of the freight department, touring the
Great Smokies.

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- HEMLOCK

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

**The Webster Lumber Co.
2522 Como Avenue, West
ST. PAUL, MINN.**

Victor J. Neal, yard conductor at Bedford, Ind., retired from service on Aug. 31. Mr. Neal's service with this company began in 1910.

The new rodman in the Engineering Department is Thomas Driessen of Madison, Wis.

Carman Helper Edgar Gauer, Jr., has resigned in order to accept an appointment as city police officer in Terre Haute.

The associates of Woodie Durham, triple valve cleaner, Terre Haute Car Department, were glad to see him back on the job after a serious illness of about six weeks.

Returning to work after being on furlough a number of years are Engineers Peter Brassea, Arthur Horne, and Charles Lawniczak.

Milwaukee Shops

Davies Yard

J. J. Steele, Correspondent

Congratulations to Edward Starosta! Ed, a member of Uncle Sam's vast family, is stationed at Camp Walters, Tex., and has been recently promoted to corporal.

Married life seems to be an inspiration to Frank Pfeiffer, Jr. Since his marriage Frank has invented a deep sea diving helmet and has just finished building a model airplane which is powered by a gasoline motor. This plane is controlled from the ground by a set of wires and will travel at a speed of 90 miles an hour.

Ray Stark, who is stationed at Camp Polk, La., likes the army very much, but has only one regret. Ray has won a great many trophies playing tennis and since he has entered the army he has found no opportunity to play.

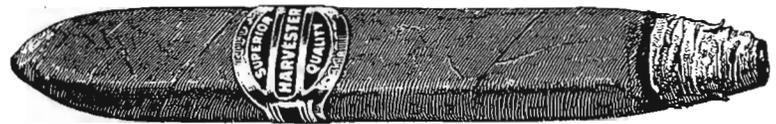
Hunting season is here again, and Fred (Dead-Eye Dick) Ramer is in his glory. Fred hunts on an average of four times a week, but never shoots any game. Fred feels the shells he is using are the reason for his failure.

Joseph Cienian, the boy with the golden pipes, will be home some time before Christmas due to his having reached the ripe old age of 29. At the present time Joe is stationed at Camp Roberts, Calif.

Mike Flanders had never handled a gun in his life, but after hearing some of the hunters relate their hunting experiences, he decided to try it. So, on Sunday, Oct. 12, he drove to Horicon Marsh and after spending 10 hours on the lake he succeeded in shooting a duck and two mud hens.

Smoking is just a habit

to a lot of people. But smoking a Harvester Cigar is a *pleasure*. Try it yourself.



HARVESTER CIGAR 5¢

Best wishes and congratulations to Chester Wezek who was married to Miss Victoria Manski on Oct. 25.

Andy Schilhansl and a party of friends, who are skilled in the art of shooting with a bow and arrow, spent a week-end up North. Andy reported that he found the deer travel faster than their arrows.

Fred Schiebel has buck fever these days. All he has talked about for the past three months is the number of deer to be found around his summer home at Minocqua, Wis. For the last three years Fred has been unable to bag a deer. Might we suggest a machine gun, Fred?

Next to picking mushrooms, Martin Wertschnig likes eating them best. Martin has a very unique way of hunting this delicacy. Every Sunday morning for the past

month Martin has climbed aboard his early 1915 model motorcycle with sidecar attached, and driven into the woods. He keeps right on riding across farm lands in search of this treasure of the woods until his side car is full. Then one can see Martin peacefully wending his way home, none the worse for wear.

Car Department

George L. Wood, Jr., Correspondent

During the past few months we've found good old Uncle Sam laying a paternal hand on many of our local males. On the other hand, Cupid has been zinging his darts all about us. Our column might well be dedicated to Affairs—Marital and Martial.

They are principally marital this month and so-o-o. Congratulations to the following. . . Carman Helper Edwin Wasielewski and Miss Helen Wawrzyniak co-starred in "Matrimony Preferred" on Sept. 27. . . Also on this date Airbrakeman Joe Schmitt and Miss Ida Hammen crossed the threshold into the land of infinite happiness. . . George Hoferer, electrician apprentice, and Miss Anne Stephen agreed to everything on Oct. 4. . . On Oct. 11, Le Roy Kornfehl, who often does maintenance work around the Car Shops, agreed to maintain Miss Dorothy Owen for ever n' ever. . . A wedding which everyone is looking forward to in great anticipation is that of Ambrose Giles Sery and Miss Marie Klapper, which will take place Nov. 8.

Did you know Frank Olecki owns the cornerstone on the Court House since he sped down the Avenue several miles faster than a traffic officer thought he should? . . .

Speaking of speed reminds us that Leadman Ervin Ameringer moved into his new home at "Hiawatha Heights" and you'd never guess—it's on Hiawatha Boulevard. . . Welder and Mrs. Joe Prelec, Jr., have added a name to the cradle roll call. It is a baby girl born on Sept. 20. Congratulations to Mr. and Mrs. Joe, Jr., and also to Grandpa Joe, Sr., of the Blacksmith Shop. . . Upholsterer Helper Roland Roenspies is building a garage which is not helping our national defense program, as he is collecting scrap iron and tin for garage roofing.

AROUND OUR SHOPS



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Coal Miners and Shippers
 TERRE HAUTE, INDIANA

Rumors have it that Roland has taken several pieces of tin from his neighbor's yard, proving that he doesn't stay on his side of de-fence. . . . Congratulations to Crane Operator and Mrs. Jimmie Stelter who were blessed with a seven-pound baby girl on Oct. 11. . . . On Oct. 1 Foreman George Bilty was transferred to the Coach Shop, being replaced in the Freight Shop by Vincent Nystrom. . . . Incidentally, if you see any strange happenings such as our cafeteria attendants, Mrs. Gruber and Mrs. Kornfehl, pulling rabbits out of the soup, you'll know our new production engineer, Clarence Wellnitz, has been pulling some of his master magic. . . . We must not close this column for the month without first mentioning the main subject of conversation around the Caboose Shop. Harold Cederstrom, Fred Ellison, and Lawson Wilson have spent several evenings together and upon each of the several occasions have been very much "impressed," which should be spelled with a capital "E."

CONDOLENCES EXTENDED

To the family of retired Machinist Dennis Dallev, who passed away on Sept. 25. . . . To the family of Tinner George Bradshaw, who passed away on Oct. 5.

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

Howard H. Melzer, Correspondent

Now that the cooler weather has set in and the traveling air-conditioning experts are all back in for the long winter's hibernation, that office at the head of the stairs is more crowded than Maxwell St. on a Sunday night. About all that is missing is Russ Harrington's pipe, but in its place we find a pair of Joe Kolanda's spurs. "Two Gun" Kolanda, as he is known around Deer Lodge, spent a couple of weeks riding the range on his father-in-law's ranch. We didn't think that "Two Gun" had enough upholstery for a job like that, and Joe does admit that he didn't realize that an animal that eats as much hay as a horse does could be that hard to sit upon.

This fellow Royce Juell really gets around. Since our last report we could very well write the following headlines describing his recent actions: "Roy Makes Merry with the 'Merry Macs'"; "Roy Meets Popular Radio Personality, Graham M."; "Roy's Family Reunion Huge Success when Auburn-Haired Beauty Joins Family"; "Roy Meets Georgia Peach Near Third and Wells Streets." Roy's latest accomplishment is in the interest of national defense—he has become a meat-eating, two-fisted, give-and-take battler of the first water, and it is little wonder that his fellow workers gaze with some respect and astonishment at his recent transformation. We are at a loss to explain.

Oct. 1 saw the departure of Ben Benzer for the army. Ben, a first lieutenant, was called to Dayton, O., for active duty.

We are happy to report that Art Schultz is looking better since occupying that seat

along the windows, but it's the winter months that will tell the story. No luck with those storm windows, Art?

That dazed look on Bob Engelke's face at this writing might be explained by the figures 28-7, and 41-14, which represent the outcome of Wisconsin's first two games. Bob was somewhat consolèd when told that they are building character at Madison this year.

OFFICE HASH

Larry Cochrane in the hospital for a general check-up. . . . Hooks Erdmann deciding on Tuesday morning that Monday nights weren't so good for those B.A.R.E. meetings. . . . Harold Montgomery still trying to get that 500. . . . John O'Neill, special apprentice, scheduled to bolster the drafting room force. . . . Richard Schaffer, the new office boy, with that quart of milk every noon. . . . Betty Telderer losing weight, we think. . . . Betty see Richard. . . . Lisle Horton back from a jaunt to New Orleans without a southern drawl. . . . James Elder, Jr., of the Naval Reserve still making New York his headquarters.

Locomotive Department

John A. Macht, Correspondent

OFFICE

Horace Gittens has been transferred to the Test Department and is now a chemist. Understand the ceiling over his head has been reinforced with steel—just in case! John K. Dean is the new man replacing Gittens.

Ed Zimmerman was called to army camp at St. Louis because of the illness of his son who is suffering from a burst appendix. He is reported getting along as well as can be expected.

Have you noticed that streak flash by? That's Otto Moeller on his new scooter putting in three days' work in one.

SHOP

The son of John Gerlach, foreman in the machine shop, has been inducted into the navy; the boy is now located at Great Lakes, Company 150.

Machinist Herman Macklenberg, the Lone Fisherman, and his canoe, Sliver, are making a trip to Long Lake for some bass fishing. The rumor is Herman is taking along Richard Schoessow to see something of the world.

If you want to know anything about chickens, ask Machinist Fred Uhler; he has been building up a chicken farm to feed him when he retires.

That fellow who's been hustling around the shop all full of pep is Machinist James Meredith, just back from his vacation in the Canadian woods. He got stuck in the mud and says he just got out in his bare feet and pushed the car about a mile—nothing to it.

John Bong, machinist, who handled the motion work for a good many years, is now transferred to the upper machine shop, repairing gages in the place of F. Vierthaler, retired.

ROUNDHOUSE

The reason Owen Baird, the cotton picker, machinist in House 2, has been strutting around with the buttons popping off his vest is because he just recently became a grandpa. His son has a new daughter.

FOUNDRY BLASTS

Cyril and Richard Marek have found out a 12-gauge shotgun kicks. You will notice their right shoulders are still a little out of line.

A human power plant is Stanley Kleczka. He arrived home at 3 a. m. one Sunday morning, took out the stop light bulb of his car, and it lit in his hand; or so he thought. After some persuasion, his brother-in-law convinced him this was not the case.

In recent months the following important events took place: Joseph Lingel, Stanley Stockfish and Ruben Harden were married.

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STERLING PRODUCT CO., Inc.

121 No. Jefferson Street

Chicago, Illinois

New arrivals in foundry families were:
 7 lb. girl to Mr. and Mrs. Sheenan.
 10 lb. boy to Mr. and Mrs. Norman Le-May.
 7 lb. boy to Mr. and Mrs. Lipinski.
 7 lb. girl to Mr. and Mrs. John Konske.
 Congratulations, boys, keep up the good work.

Store Department

Earl Solverson, Correspondent

Main Store Department Office. Several changes and additions have been made to the force due to inventory, change of procedure, and additional work. A sincere welcome is extended to the new co-workers—Norman Boyd, Elsworth Faltz, and Chester Raasch.

John Cassidy, we are informed, is in a Milwaukee hospital with pneumonia. We suspect that the nurses there may be the incentive. Cy Verfurth, formerly of Section H, took over the duties of storekeeper at Bensenville for a day or two. Almost got hooked for a week's advance room and board and for the Community Fund but the recall came just in time. He has returned to the office of general storekeeper.

Builders' Section. All those who know Vic are urged to write to him as Private Victor Sliwinski, Company D, 86th Infantry, Camp Roberts, Calif. He would appreciate news and the latest stories, the changes in railroading, etc. We know Vic would be interested in Epp's dartball team. When the subject of a dartball team was broached to Al Epp, to be called Epp's Builders Dartball Team, he readily consented to buy the balls. Buck Rogers is again with the Builders after having worked in various sections and on the supply train.

Lower Storeroom Section. Stockman Gilbert Leack is adept at finding and using new phrases to bewilder his co-workers. Has a new one with every phone call. During inventory, when many of the boys worked late and possibly only subsisted on a candy bar, the one and only William Luebke had his wife (newly married) bring him a warm lunch. Something for the rest of the boys to ponder how he commands such service.

Nut and Bolt Section. So many changes being made in personnel that Stockman Freuler can hardly keep tab on who's who, where an employe last worked and what he is to do next. One of the Chicago inventory observers took back with him one of the major world's series baseball pool prizes—one buck. John Wendorf, of the Hiawatha Band and several orchestras, is back in the section. Frank Tomaschko did a great deal to line up the material for inventory. Beau Brummel Herb Reidy joined the builders' section for a short time and is now with the stockbook bureau. Hardly recognized him in his tweeds—suit, tie, socks, etc.

Garage. Supervisor Paul Metzfeld's daughter was married recently and a large reception was held in Stanton's Hall. We enjoyed hearing of the good time had by all. We do hope the new Mrs. will not forget the customary birthday cake on her husband's birthdays which is passed around the section. Real cake, too. Congratulations to all. Mechanic William Fues' son was home for a few days on a recent furlough from the eastern camps.

Supply Train. It is reported that Jerry Meyer has returned to work at the shops after his several weeks' vacation on the supply train. He is afraid such report will cause his former co-workers on the S. T. so reported that he was framed to dance with a large blond at Harlowton and she is nicknamed "S-2" because of her size. The Klisanic is all set for the next trip east.

Lumber Yard. All sections report they've been too busy with inventory to hear any worthy news, as is the case in the Lumber Yard Section. Lumber

FLEMING COAL CO.

STRAUS BUILDING CHICAGO, ILL.

Miners and Shippers of

**West Virginia Smokeless & Bituminous
 Eastern & Western Kentucky
 Illinois and Indiana Bituminous Coals**

Baron Kulk gets over to the Car Department cafeteria occasionally for his zoup.

Dan Phillipe, from Camp Livingston at Alexandria, La., called at the shops. Looks fine and reports everything quite O. K.

I&SM Division—East

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

I'm glad to report that Joe Larkoski is back in harness again as of Oct. 1, and getting along first rate. Larry Reichow is assisting with the ballast work on the first district, and when they finish with that we are really going to have a streamlined first district track.

Dick Williams, yard clerk, Austin, was inducted into the army on Sept. 30. He has been placed in the signal corps as car distributor and was sent to Fort Monmouth, N. J.

F. W. Walton, extra train dispatcher, was senior applicant for the position of regular dispatcher at Newport, Minn. "Greg" McGinn has been doing the temporary dispatcher's work at Madison, S. D.

Clair McMichael was appointed clerk at Hollandale, and Kermit Keen went to Albert Lea as warehouse foreman.

Kermit Olson took Dick Williams' shift in the yard office, Austin, and Claude Kelley was appointed to Olson's job.

Guy B. Williams, cashier, left Oct. 11 for Lake Kabetogama for a bit of late fishing and early duck hunting. Hope he took his "heavies" along with him, as it gets pretty chilly in that north country this late in the season.

Our bowling team has won seven and lost five. 'Nuff said. We hope to do better as the season progresses.

This column could be longer and much more interesting reading if you fellows would just take the time to drop me a note when you run across any news of interest. How about it?

* * *

A noted doctor is quoted as declaring that people who worry are slowly committing suicide. Well, doc, that gives us something else to worry about.

* * *

A man and wife, hiking in the woods, suddenly realized they had lost their way. Said the husband, "I wish Emily Post were here with us—I think we took the wrong fork."

* * *

"Now, Billy dear, what will you say at the party when you've had enough to eat?"

"Good-bye."



TREATED AND UNTREATED
CROSS TIES
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ACCIDENTAL DEATH. Total Disability, and Natural Death (Life Insurance).

ACCIDENT

Death by Accident which includes Life Insurance
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Monthly payments at age of application
16-49 inclusive **\$1.80** 50-64 inclusive **\$2.50**

Ages 65 or over, rates on application.

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

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HOSPITAL BENEFITS — You receive Monthly Benefits plus TWO DOLLARS per day for Hospital Confinement.

NO MEDICAL EXAMINATION REQUIRED

Good if you leave service on pension or otherwise.



EMPLOYEES MUTUAL BENEFIT ASSOCIATION

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STEEL FOUNDERS

CAR BUILDERS

ORIGINATORS OF THE



ONE-PIECE SIDE FRAME



OFFICE AND WORKS

BETTENDORF, IOWA

I&D Division

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

Marquette-Sanborn

Oct. 13th was a lucky day for Store-helper Roy Gouffer at Mason City. He is now the proud papa of twins, Ted and Therese. "T&T"—wow!

Speaking of luck, Herb "Lucky" Shipman, signal maintainer, Mason City, blew 60c on a World's Series pool up town and knocked them off to the tune of \$75.00.

Several of the employes have been around a bit: Grace Moran, steno. in DF&PA office, visited in California, and met several former Milwaukee employes. Car Inspector Julius Stevens and wife attended a wedding in Chicago. Geo. Nelson, carman, and wife visited her folks in Peoria, Ill., recently. Instrumentman K. N. Jones left Sept. 26 for Seattle to accompany his wife and children back to Mason City; they were visiting her folks.

HUNTIN' AND FISHIN' GOSSIP

Electrician Al Zack has been up north hunting several week-ends. My spies already report one fish duck and one shovel-bill. Frank Smith and Elmer Bahr of the Store Department, Mason City, have been seen out hunting again; sounds squirrely to me. Chief Yard Clerk Carl Dunovan and Ticket Clerk W. P. Woodhouse got their usual fish limit the other day and flipped a coin to see who would carry it home.

Carman Olaf Olson at Mason City has been on the sick list for a couple of weeks. Hope to have him back with us soon.

Janitor "Duke" Moore is sporting a new wrist watch. Said he was getting a stiff neck without one.

Dick Schmidt joined the ranks of the Mason City Store Department Oct. 1. Glad to have him with us.

Division Storekeeper C. C. Smola told his men if they completed the annual inventory on time a chicken dinner, plus, was in store for them—it was.

The wandering boy returned: John Ran-

Madison Division

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

C. E. Mahaffey, perishable freight inspector, Madison, has been appointed freight service inspector, and will work out of Mr. Ennis' office. Congratulations, Chauncey; the best of luck.

C. F. Martin, of Chicago, has been transferred to Madison as perishable freight inspector.

A. P. "Tony" McMahon, roadmaster, has his 10-gauge all oiled up and ready for pheasant hunting. Shall we place our orders now, or later?

Marsh Olson, district passenger agent, Madison, is all smiles these days over the arrival of his first grandchild. The little miss is named Karen Jean.

Geo. Valley, ticket clerk, Madison, has accepted a position in the Seattle ticket office. Congratulations, George. We'll be out to see you next summer.

Engineer Louis Malec is ill at his home. Paul Kingston, brakeman, is recuperating after an operation. Best wishes for a speedy recovery.

Neither Sambo nor Rastus could tell time, but Sambo, with an air of superiority, wore a big watch on a chain.

"What time am it?" asked Rastus.

Sambo hesitated and then extended the timepiece saying, "Dar she am."

Rastus looked at it carefully and replied brightly, "Darned if she ain't."

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(The Locomotive Water Conditioner)

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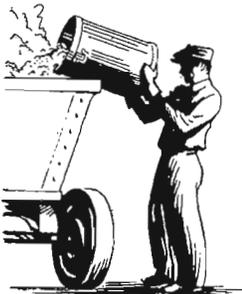
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Try GLENDORA the next
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The ASH MAN could tell you who uses the *Best Coal*

When the chimney belches black, sticky smoke, and several tubs of ashes are set out every week, it's a certainty that GLENDORA—"The Wonder Coal" is NOT being used.

GLENDORA burns clean and hot and leaves only a fine white ash. No troublesome clinkers; easy on furnaces and grates; won't crumble, less dust.

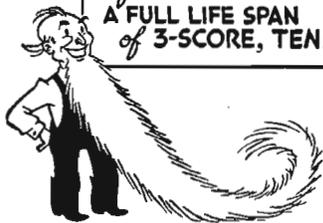
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The Wonder Coal
ORIGINATING ON THE MILWAUKEE ROAD

8 So. Michigan Ave., Chicago

**SAFETY'S REWARD
for CAREFUL MEN:
A FULL LIFE SPAN
of 3-SCORE, TEN!**



som, waiter-in-charge, formerly on 11 and 22, and now on 3 and 18, is home every other night now compared with once in six months before. Says his wife works him to death on his days off.

Walter EauClaire, carman helper at Mason City, Ia., was called by Uncle Sam Oct. 6.

W. F. Millard, formerly agent at Spencer, is now agent at Garner, Ia. D. C. Boles, who was at Garner, has been appointed agent at Hartley.

Also understand that Fireman C. M. Reisdorf is to be married Oct. 18 to Miss Pauline Hicks; both are of Mason City, Ia.

The division was saddened by the passing of the following members of the railroad family:

Conductor Roy W. Lang, who passed away Sept. 21.

Mrs. R. L. Jones, wife of switchman, Mason City, Ia., who passed away Oct. 1.

If you fellows out on the line will only send me some news, I will be more than glad to send it in each month. Let's see what you can do.

Sioux City and Western Branch Lines

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

Engine Foreman A. J. Nystrom recently lost a couple of weeks because of sickness.

Albion McMaster is the handsome young man in the DF&PA's office, who replaces Miss Arlene Searles; we understand the latter will soon be married.

Roy J. Worthington, captain of police, recently invested in a brand new uniform. Due to the fact that we have been unable to get him to give us a preview, we are unable to either affirm or deny the rumor that the trousers have a built-in bustle.

Elmer M. Isaacson, formerly operator in the chief dispatcher's office is now a full-fledged train dispatcher. Congratulations, Ike!

We have it on good authority that

NALCO SYSTEM OF WATER TREATMENT

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

NATIONAL ALUMINATE CORP.
6216 West 66th Place CHICAGO, ILLINOIS

Brakeman Frank L. Claney will soon take the fatal plunge into matrimony.

Fireman John Jelkin and Ray Robinson, who have been off the railroad for several years on account of illness, have returned to service.

Sioux Falls Line

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

Check Clerk E. J. Erichson, Sioux Falls, comes up with the first hunting accident; or was it an accident? A stray hunting dog followed him home and the identification on the dog's collar indicated it belonged to some one in Kansas. Notice was sent the owner and, while awaiting reply, Eric used the dog on a Sunday hunting trip. Returning from the trip, the dog, which was in the seat with Eric, took a notion to bite his hand and put him in stitches—six of them. He did not shoot the dog.

Kenneth V. Gray, operator at Elk Point, is the proud father of a boy born Oct. 2.

Engineer Roy B. Romslo and Marjorie Smith, Sioux Falls, were married at Canton on Sept. 18, and left for an extended trip to Chicago and the Colorado Rockies.

Time-Credit Plan

PERSONAL LOANS

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

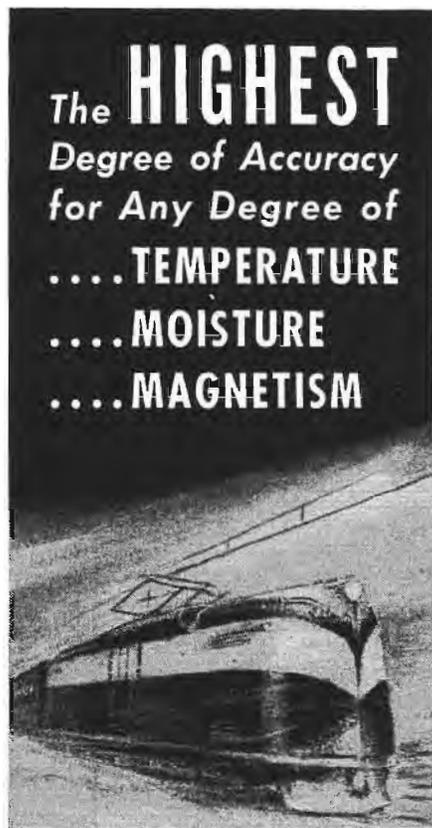
CASH YOU RECEIVE	MONTHLY PAYMENTS*	
	12 Months	18 Months
\$100	\$ 8.95	\$ 6.10
200	17.73	12.10
300	26.52	18.09
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*These installments repay your loan and cover all costs, including a \$2 service charge.

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Ask your watch inspector about this *completely* new watch that's unlike any other on the market. Even the most conservative veterans grow enthusiastic as they proclaim this new Hamilton 992B the finest 21-jewel railroad watch ever offered in America. HAMILTON WATCH COMPANY, LANCASTER, PENNSYLVANIA.

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Put Hamilton watches at the top of your list of worthwhile gifts. There's a Hamilton to please every member of your family.



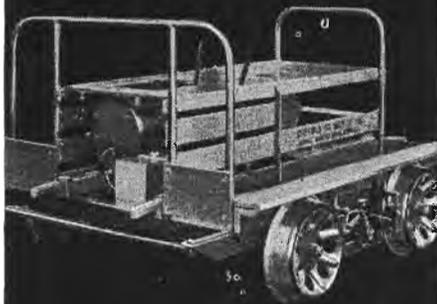
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FOR A FULL SECTION CREW
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Has the Clutch That
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HERE'S the newest model in a famous line—a lightweight standard section car weighing only 929 pounds.

Despite its capacity, the new Sheffield 53 is light enough for one man to handle. 125-pound rear-end lifting weight. And it is sturdy, safe, powerful, and dependable.

Not just one or two good features recommend it to you . . . it has good design and rugged, precise construction throughout. Thus it fully maintains the standards that have kept Sheffield's leaders since the day 44 years ago when Sheffield introduced motor cars to railroading.

There's a full line of Sheffield Motor Cars for every railroad need. Write for complete details and specifications. Fairbanks, Morse & Co., Dept. K-51, 600 S. Michigan Ave., Chicago, Ill.

Instruction books and parts lists on any Fairbanks-Morse railroad equipment will gladly be sent on request.

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**FIFTY YEARS
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Back in the days when woodburners ran the rails, Continental Health Insurance for railroad men. Today as then, it continues to offer the greatest protection for the lowest possible cost. Service, backed by thorough knowledge of railroad men's problems, is your guarantee of insurance value.

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

Signals for safety on any railroad are the new Twin-Grippers . . . on Cat's Paw rubber heels and soles! They stop slipping double-fast . . . give greater protection, longer level wear. For two good reasons: the vacuum-action Twin-Grippers, fused into the rubber to keep you on your feet. Play safe! Insist on genuine Cat's Paw heels and soles—for all your family's shoes! Cat's Paw Rubber Co., Inc., Baltimore, Md.

**CAT'S
PAW**
Rubber Heels & Soles

AT ALL FINE SHOE REPAIRERS

The Sioux Falls Service Club held its election of officers and H. P. Peters was elected President, Edw. Hoelwarth, Vice President and Vernon Landmark, Sec'y-Treas. At the close of the meeting refreshments were served.

The latter part of October brought regular passenger service again to Baltic, Dell Rapids, and Trent, when the Colton Line was discontinued and the Sioux Falls-Bristol Line trains Nos. 315-316 started to operate via this new route.

Grant and Warren Kemp, sons of Crossing Flagman C. E. Kemp, Sioux Falls, left Oct. 11 for Los Angeles where they obtained positions in one of the aircraft plants.

Trainmen Zane Jenkins and Harold Peters seem to have the record for getting their limit of pheasants. They went through a slough near Bradley and in 30 minutes had their limit.

Switchman Elegice Miller has been busy moving into his new home purchased from Tom Crelin on South Menlo Ave.

Sanborn—Rapid City

C. D. Wangness and Paul Ashland,
Correspondents
Mitchell, S. D.

W. K. Peterson, agent at Interior, has been named scoutmaster for the Boy Scouts at Interior. Among other duties that take up his time, he has also found time to hunt the Bad Lands for fossils. To date he has found some good specimens of oridont, running rhino, and three-toed horse.

The old speed merchant, J. Barnhardt, agent at Sanborn, made a hurried trip to Chicago the first of the month where he took some lessons in race horse driving.

W. A. Peterson and wife, agent at Sheldon, enjoyed a vacation trip to Seattle and report a very nice trip. By the way, we would like to mention the many flowers of various kinds that adorn the Sheldon depot. Bill states he has always liked flowers; the station is a credit to the city and the road.

Don Miller and Orville Peterson have been set up for firemen on the division and we extend greetings for their future.

We are glad to report that retired Agent

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

WALTER BLEDSOE & COMPANY

J. J. Elker is able to be up and about after being on the sick list.

Baggage man Harold Johnson and family have moved into their new home, which was recently completed.

Engineer Andres is building a new modern home in the city.

F. McMahon, P. F. I., spent his two weeks vacationing with his son and wife in California. Mac says the rain down there is something to talk about.

We are glad to report retired Conductor Fred Wilson to be up and around again after his illness.

V. Drury is now holding down the temporary relief dispatcher's position while D. Burke is at Miles City.

The local yards give one the idea of a busy place over the week-end the past several weeks, due to the heavy stock movements.

Seattle Terminals

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

Harry Haynes, carman from the Tacoma Shops, has joined the Seattle Car Department.

We have been informed that our local freight agent, Roy F. Rader of Bellingham, has been a very sick man and that S. L. Alderson of White Bluffs has been taking his place.

R. L. Machlem, retired, for many years general warehouse foreman at Seattle, died late in September.

Clarence Allgaier, messenger, has resigned to accept a position in the post office. He has been succeeded by Gilbert Linscott, Jr., of Seattle. Young Linscott is the son of our former Gilbert Linscott, Sr., who spent several years in the local freight office, but who is now selling automobiles in Puyallup, Wash.

New employees in and about the Traffic Department are Harry G. Ehmer, Homer Stone, Shared Gray, and Earl Connelly, the latter three filling positions from which others were transferred, while Mr. Ehmer is a new employe.

Jack Barnett of the Tacoma Car Shops is being transferred to the Seattle Car Department.

Leo Kord of the demurrage desk has bid in the position as assistant inbound revising clerk in the local freight office and Bruce Kibble, who has been on the car desk, will take over the demurrage. Daisy Webb Heester is taking over the newly created position as counter clerk. These changes will cause a general shakeup in the local office and many other changes will be made in the near future.

J. F. Bahl, general passenger agent Lines West, is building a new home on his beautiful Triangle Lake site. We understand his son, George, is superintending the works. We are all looking forward to that big house party in the near future.

Business in and about Seattle is moving forward at a rapid pace, every employe doing his level best to create future satisfied customers for The Milwaukee Road.

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PASSENGER, FREIGHT
AND SWITCHING SERVICE

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IN SERVICE ON OVER 60 RAILROADS
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ELECTRO-MOTIVE CORPORATION

Subsidiary of General Motors
LA GRANGE, ILLINOIS

La Crosse & River Division—First District

*K. D. Smith, Correspondent
Portage, Wis.*

Congratulations to the Seldon Jowetts who are the very proud parents of a son. Seldon is night baggageman at Portage.

Hiawatha Engineer Oscar Muetzel's aged father, a veteran Milwaukee Road round-house employe at Portage for many years, passed away at Portage recently. The division employes extend their sympathy to the bereaved ones.

Mrs. Harry Pike, wife of Hiawatha Engineer Harry Pike, has returned from a visit with her two sons, Russell, at Washington, D. C., where he is employed in the United States Department of Agriculture; and Bud, a second lieutenant at Edgewood Arsenal, Maryland.

I can appreciate why tax collectors have headaches, after figuring up the daily ticket report and separating it from the war tax.

Never thought we would see the day that a Diesel would take the place of the sleek steam engines on our fast runs, but just try and count the cars on the Morning Hiawatha, with that Diesel pulling the train.

The first day of the duck season opened with the usual army of hunters congregated at their favorite spots for the kill. Came the zero hour, dawn. As a flock of mallards started to fly over Mulhern's Lake near Portage, two shotgun blasts from near shore shattered the morning stillness and a figure leaped up from a blind in front of the two hunters. Gesticulating wildly and pointing to his decoys, he yelled, "Hey, those are my decoys, and you just missed

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Carbon Paper

and

Inked Ribbons

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

M. B. COOK CO.

508 S. Dearborn St., Chicago

Present Day

SAFETY Requirements

DEMAND the Best

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LAKESIDE FUSEES

Fill the Bill

SAFE DEPENDABLE EFFICIENT

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FUSEE COMPANY**

Beloit, Wisconsin

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

FUELS of REAL MERIT



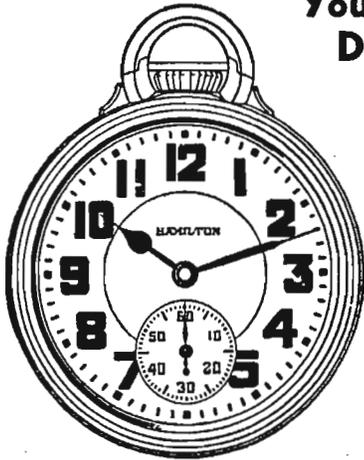
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 Blue Bell, East Kentucky
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 Union Station Bldg. -:- Chicago, Illinois

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 29 E. Madison Street -:- Chicago, Illinois

H. HAMMERSMITH
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 Watch In-
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Consult them when considering the purchase of Watches or Jewelry

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A For
 Wehr Every
 Steel Service

WEHR STEEL CO.
 MILWAUKEE, WIS.

DELICACIES FOR THE TABLE Specialties

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

E. A. AARON & BROS.
 CHICAGO, ILLINOIS

me, too!" It seems that Conductor Bob Edmonds mistook the decoys for the real thing. He says that hereafter he will stick to deer hunting, as the target is a little bigger.

La Crosse & River Div.— Wisconsin Valley

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

Godfrey Paulus, blacksmith helper, is receiving treatments at a local hospital. Brakeman Edward Beuperlant collapsed while at work in the Wausau Yards and was taken to Memorial Hospital. His condition at the present time is reported improved.

Ticket Clerk R. R. Sternitzky and wife recently enjoyed a three weeks visit at their home with their daughter, Marie, who is school nurse at the State Teachers College, Cheney, Wash.

The park opposite the passenger station will be greatly improved by the additional lighting system which is now being installed.

Howard Parker, agent at Rudolph, has taken over the duties of relief dispatcher at Wausau, replacing Frank Love, who will be train dispatcher at Beloit, Wis.

Engineer and Mrs. James O'Brien have returned from Chicago where they attend-

ed the wedding of their daughter, Jeanette, and Robert Kislow of that city.

Mr. and Mrs. Leo Ziebell have returned from an extended trip to Kansas City, Mo., Washington, D. C., and Annapolis, Md. At Annapolis they visited their son who is a student in the U. S. Naval Academy. Mr. Ziebell is with the Car Department at Wausau.

Chicago—Freight Traffic Dept.

Wesley S. McKee, Correspondent

The first order of business is the announcing of the recent arrivals—John and Marge Burke are the proud parents of a daughter, Kathleen Theresa, born Oct. 5. And Ray Sankey, too, has a brand new gal, Nancy Lee, born Oct. 10. Looks like we'll have to open up our infant welfare column again.

Speaking of California, Red Wixted just got back from his vacation there, and in old Mayhico—wonder where he got those nice postcards?

We are advised that Rose Ackerman had a rather hectic vacation. Seems like she and a tall, dark gentleman got off the train at a station to get a malted milk or something and the train pulled out sans Rose. Our hero, not to be outdone by an engineer, promptly hired a cab to chase the train. The train was gone when they arrived at the next station, but with a burst of speed they caught it at the second stop.

Rose took some swell moving pictures and everyone is invited to see them. Come one, come all—movies, pretzels and coffee.

New stars are always coming to the fore. Coach Kussmann recently discovered a stellar passer, one "Handball" Sauter. After he receives additional coaching from that former satellite, "Hank" Wille, a great future is predicted for him.

Our local draft board is busy again. The anti-ventilationists are in full swing. One of the boys heaved a sigh of relief the other day and Tom O'Malley complained of the draft, whereupon Wes Neff, that stalwart son of the outdoors, the Paul Bunyan of the Division Department, sealed up all the windows.

Looks like Art Gardner is taking his reading seriously, what with bringing eight or nine newspapers home every day. It couldn't be the fact that old papers are selling for 80c cwt. had anything to do with it.

We don't like to be ADVERTISING, but the King of the Zombies has gone to the dogs—that old tail-wagger.

Ray Tansey, our local sharpshooter, just returned from a hunting trip to South Dakota. He brought back his quota of pheasants.

About the time this issue comes off the press our annual Halloween party will be a thing of the past.

* * *

The weight of an average steam freight locomotive is 144 tons.

Rocky Mountain Division

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

There has been so much motoring on the Milwaukee, up and down hill on the R.M. Division that I fell by the wayside last month, and got called good and plenty on the lapse . . . so whatever I can think of at the last moment I will hereby mention . . . besides, I had to dig in my tulp bed some and plant other kinds of bulbs, so that is another reason.

Overheard Elmer Lee making a statement the other evening that he was going to be the boss in his family all right, ALL RIGHT! Sounds familiar some way . . . well, he may be.

No other but Joe Kolanda dashed madly into the telegraph office, shook hands and dashed madly out again, grabbing the rear sign of the eastbound Olymplan a few nights ago, after two weeks vacation out this way, part of which was spent with his wife's folks near Deer Lodge.

Young Louis Kirwan now has a wife. I did not learn her name, but they were married during September in Billings, and are now living in Bozeman. We extend our very best wishes to this couple. Louis is one of the Gallatin Valley brakemen working out of Bozeman, where they will make their home.

Eddie Smeltzer and Tommy Fairhurst both got a deer on the first day of the season. I didn't hear the details of Tommy's hunting trip, and if you ask me I don't see how anyone could help getting a deer, when they fall down over them wherever they go and the enginemen dim the headlights so the animals can cross the tracks . . . but to hear Eddle's story—well, climbing Devil's Tower in Wyoming was nothing to what he had to do to get his deer. But he got it.

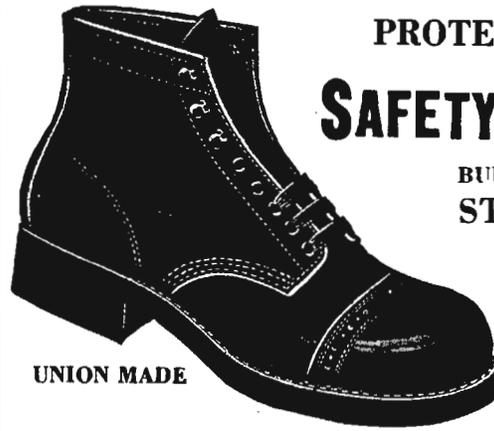
The death of Harry Buyers on Oct. 7 at his home here came as a shock to his many friends. Mr. Buyers was one of the best known conductors on this division, working here in 1909. He was well liked by everyone. His widow, one brother and one sister survive him.

Engineer McCollough from the Butte helper has taken the Lombard helper for awhile. Engineer Thompson is on the Butte helper for the present. Mr. Thompson has a new hat. No, he didn't need one—he just couldn't get his hat on one day. The reason . . . he is a grandpa, a new granddaughter having been born early in September. Her mother is their daughter, Marjorie.

Fireman Harry Keeney, who has been on the sick list for some time, is back at work again. We are all glad to see him return to the working list.

More new names on the train and engine registers: Brakemen Meng, Barncord and Carpenter, and Firemen Muir, Meeker and Heiser among them. The last two are from the T. M. Division. Mr. Heiser is on the G. V. local at present.

Elmer Lee says . . . Oh, guess we mentioned that . . . well, he may be. There are always exceptions.



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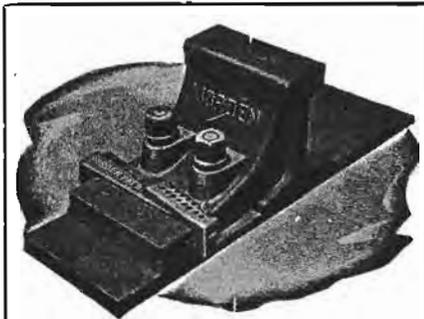
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Kansas City Division

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

Sickness seems to have visited the homes of many of our employes: A. J. Schutte, chief clerk to agent at Kansas City, is on a leave of absence because of ill health and his position is being held by W. A. Kinder, formerly of Clinton, Ia.

Word has been received of the serious illness of retired Engineer Bill Johnson, who left Ottumwa in August for Baltimore, Md., with his daughter and family. His son-in-law, Mr. Claypool, has a government position in Baltimore. Am sure Mr. Johnson would enjoy hearing from some of his old K. C. Division friends; he is in Room 134, St. Agnes hospital, Baltimore, Maryland.

A patient in the Ottumwa hospital is Conductor Claude Deam, who has been in ill health for some time. We wish him a speedy recovery.

On September 15, Conductor Bert J. Hart had a cataract operation which was a success and we hope he will soon be able to get back on the run.

Conductor W. B. Powers of Kansas City is a surgical patient in the Mayo Hospital, Rochester, Minn., where he has been confined for several weeks.

Brakeman Mike Carroll advises he and Stanley Nelson, Jr., E. M. Joseph, and Lon Cox have been kept busy working on the

Iowa Division during the rush and advises they find their associates very pleasant.

The latter part of September W. A. Moberly, general foreman of the system steel gang, took up his residence in Chillicothe, Mo., and effective Oct. 1 began his duties as roadmaster on the West Division, vice E. Schoech, who had been acting roadmaster since the promotion of C. L. Boland to general track inspector.

A motor trip through Oklahoma and Texas for a period of three weeks is how Engineer E. E. Gideon and wife spent their recent vacation. They visited with relatives in Ft. Cobb, Okla., and thence to Brownsville, Tex., where Mr. Gideon was stationed in 1916 while in the army. They continued down the coast to New Orleans and en route home stopped in Memphis, Tenn.

Others who have the wanderlust are Engineer H. H. Rasmus and wife, who are en route to Hot Springs, Ark. They will drive through the Smoky Mts., visit in Vicksburg, Miss., and other points of interest during the next month.

Born to Mr. and Mrs. Bernard Lebow, a son, at St. Joseph Hospital, Ottumwa, on Sept. 28. Mr. Lebow is in the Mechanical Department, West Yard.

Sgt. Mike Link, son of Joe Link of the Mechanical Department, Ottumwa, was selected to enter the officers' training school at Ft. Riley, Kan., where he had to report on Oct. 1. He enlisted in Troop C, Ottumwa, last January and had been stationed at Camp Bowie.

J. G. Myers, conductor, retired effective Oct. 1. He entered the service on Nov. 29, 1915, as a brakeman and was promoted to conductor on Dec. 3, 1922; almost 26 years' service with the company.

Lead carman at West Yard, Ottumwa, Mike Tullis, also retired on Oct. 1. He started with the company on Oct. 5, 1903, and during the entire time has been employed in the same capacity at West Yard.

Engineer L. Wilcox and wife, with Bill Hodges, engineer, and wife, took a very interesting motor trip through the "Shepherd of the Hills" country, including a trip through Ferry Cave and were in Eureka Springs, Ark., one of Ripley's "Believe It or Not" cities, which has 230 streets and not one crossing the other.

D&I Division—

*Eunice Stevens, Correspondent
Superintendent's Office
Savanna, Ill.*

CONGRATULATIONS TO:

Mr. and Mrs. John Klinger of Davenport on the arrival of a daughter on Oct. 9. Mr. Klinger is employed in the DF&PA office in Davenport.

Mr. and Mrs. Matt Christensen, of Sabula, on the birth of a daughter on Sept. 30. Mr. Christensen is employed in the B&B Department.

Mr. and Mrs. Louis Vaccaro of Savanna, who celebrated their 35th wedding anniversary on Sept. 28. Mr. Vaccaro is employed in the Mechanical Department at



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Savanna. They were married in Italy, coming to the United States 32 years ago. Fireman and Mrs. Wm. Arno of Savanna, who celebrated their 28th wedding anniversary on Sept. 21.

SYMPATHY IS EXTENDED TO:

Engineer Geo. McKay and family upon the death of Mrs. McKay in the family home at Savanna on Sept. 23, following several months' illness.

Iowa Div. Conductor J. A. Hensley and family of Savanna upon the death of Mrs. Hensley on Sept. 13.

Leonard Johnson, retired locomotive engineer, died at his home in Savanna on Sept. 21 following a long illness. Mr. Johnson entered the service of The Milwaukee Road in 1893 as a fireman and was promoted to an engineer in 1902, retiring from the service in December, 1938.

Iowa Division

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

East End and Branches

Sorry, but there will be no news from the Middle and West Iowa Division this month. Our correspondent, Ruth Buckley, had one of those quick tummy aches one night, called the doctor and he says, "It is an appendectomy for you." Ruth is doing swell and will be back on the job soon.

Time Revisor F. J. Cleveland and the Mrs. are spending their annual vacation in California and Tennessee. Isn't it swell to have the family distributed, so that the vacation can be spent in the warm climate?

The boys and gals have had a little open season on their golf during the unseasonable weather, but it won't be long now until the decision is made as to where the golf clubs are to be stored during the winter, and I am afraid some of the boys will not make the decision for themselves.

Art Vaughn, retired Iowa Division engineer, passed away at Tucson, Ariz., Oct. 10. Burial took place at Tucson. He retired May 4, 1940, under the disability clause because of poor health.

Two East Iowa Division conductors, Dan Hickey and Max Henninger, have turned the key in the caboose lock for the last time and have joined the ranks of the retired folks. Dan retired Sept. 1 and Max Oct. 1.

B. C. Snyder, agent at Dawson, Ia., has done the last of his key pounding, having retired recently to join those that seem to enjoy themselves so much in the sunset of life.

The Milwaukee Road's Marion-Cedar Rapids softball team finished in second place this year in the Marion softball league. Last year they finished in first place, but with faster competition they dropped a notch. This league is one of the fastest in Marion or Cedar Rapids.

The birds have started to migrate to the sunny South for the winter and the retired employes on the Iowa Division have also started their trek to the meccas of warmer climate.

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

**UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin**

Second District

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

The Hiawatha had a distinguished passenger the fore part of October in the person of Charlie McCarthy, who, with Edgar Bergen, made the trip to Chicago after having made a personal appearance at the Shrine Auditorium here. The presence of "Charlie" at the Union Depot created quite a stir, and a good many autograph-hunters were on hand to see him off.

H. B. Dyson, formerly agent at Spirit Lake, has been promoted to traveling auditor on the Trans-Missouri Division. His headquarters will be at Moberg, S. D., and he will move there with his family in the near future.

T. D. Hakes, until recently auditor in this district, but now working out of Sioux City, was also a Des Moines Division agent, whose last agency was at Sac City. D. G. Calhoun is filling the temporary vacancy at Spirit Lake. Relief Agent C. J. Bartle, who spent most of the summer as agent at Brokaw, Wis., is back on the Second District again, relieving W. H. Roach at Clive. R. L. McDowell filled in at Rockwell City for a couple of weeks in September, and E. S. Cochrane is relieving at Arnold's Park.

Vacationers to northern Minnesota need have no further worries as to where they'll while away their idle hours. J. S. Moore, conductor, has just purchased what sounds like a paradise on Agency Bay, Leech Lake, in Minnesota. The 20-acre resort is on Onigum road just three miles north of Walker, and we have seen pictorial proof that it is a fisherman's haven. Several cabins and a large lodge are already on the spot, with prospects of several new cabins in the spring. A fine sandy swimming beach is another feature of "Moore's Lodge" and that, added to the fact that it is located in a sheltered bay, where fishing at

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all times, regardless of wind, is possible, makes it sound quite attractive.

We were favored with a special train of 23 carloads of 1942 model automobiles the latter part of September.

Council Bluffs Terminal

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

THE OBSERVATION CAR OF PEOPLE WE KNOW

Floyd Lacey, third trick operator, is rating a seat this month, but should really be in a tourist sleeper by virtue of his mad dash one frosty a.m. over hill, track and dale to the "high switch," where 107 comes roaring around the bend, whistle blowing and wide open. Charlie Paddock, the former fastest human, would have opened up his orbs if he could have spotted this performance. But the race was won, by none other than our local Jesse Owen Lacey.

Homer Britt, switchman, to Chicago and Peoria for a little visit early in Oct. Our congrats as this student really handled his job in an old-head manner, working his first two months without a layoff. A deserved vacation.

Our three operators are all taking a delayed vacation (but also deserved after a very busy summer); Gene Disburg is relieving. And a plug right now for Manilla, for turning out some very good student operators.

On Sept. 24 Perry, Ia., held its monthly Service Club meeting, our night yardie, E. L. Hannum, attending to pick up a few pointers. And by the way, that man Speck Banyard has been turning in an ace high performance in the way of the "go-get-'em" business department.

SIGNS OF THE TIMES

In keeping pace with the ever-increasing speed and first class performance the rails are giving the public, this West Iowa Division is sitting right on top. Mallas' gang of laborers has finished graveling the main

line through to the Union Pacific Transfer, speeding up train operations and making for all a safer and better railroad. With a gang of 300, this outfit made some sort of history around these parts, attracting commendable publicity, as this is supposedly the largest gang of its kind now employed by any road, and the local papers carried stories and pictures to that effect creating good publicity.

R. Corey, switchman, is proud to announce the arrival of a new son, christened Stephen. Seems as if the gods of fate work hand in hand with perseverance, for he is a new man in the yard, diligently learning the business and working every time he is called.

Also our new yard clerk, Frank Adrian, whom we mentioned last issue, believed in his new position to the extent of a home, purchased practically with his first full check.

It is things like this, placing a trust in their new-found jobs and the belief that the rails are a darned good investment for him and his family, that makes a fellow who has been around for quite a spell sort of sit up and take note of his own sometimes tedious job, his fellow-workers, and himself in particular. Any way, a curtsy to all the new men who have been engaged here the past few months who have stepped right in during this extremely heavy rush of business and handled their own end of the pump in very good fashion.

Well, this was the day. At this writing, exactly 8 p. m. Oct. 12, our very good friend, Holgar Anderson, some place is getting hitched. Leona Seaburg is the name of the bride, and very good wishes and happiness to them both.

"This is the first cigar I've smoked in six weeks."

"What was the trouble?"

"Had lumbago and couldn't bend over."

Cedar Rapids Terminal

Clifford R. Taylor, Correspondent

Congratulations are in order for John Felereisen, general clerk in our office. On Sept. 27 John and Miss Frances Zitek were united in marriage.

The Cedar Rapids office has been the scene of many changes the past month or two: Fred Stalker, formerly of Perry, took the position of yard clerk in Cedar Rapids yard, made vacant when Clyde Williams transferred to the position as switching clerk in the freight office made vacant when Vic Zobl took the position as assistant rate clerk, when Kenneth Taylor transferred to Mr. Warren's office in Des Moines. During all the changing Mrs. Allene Dick and Mrs. Frances Cocayne helped out on the various desks for a few days until the regular assignments were made and the new men took over their duties.

Switching Clerk and Mrs. Thos. Felereisen have completed construction and have moved into their new home in Kenwood Park. We have heard house warming mentioned to Tommy several times but I am afraid a certain cigarette burn on the kitchen floor at the last house warming at Tommy's might be a governing factor.

Assistant Cashier Frank Wiley and Assistant Rate Clerk Vic Zobl have both been on the sick list for a few days; we will all be glad to see them back at their desks again.

Milwaukee Terminals

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

With the discontinuance of the medical car "Metz," formerly used for the physical re-examination of employes in train and

engine service, operators, signal, track, B&B, and other departments, special arrangements had to be made to take care of the men in these departments due in for re-examination this year. For the Milwaukee area the number to be re-examined amounts to upward of 1,200 men, too large a volume to be efficiently and properly taken care of by the regular company doctors in their offices.

Room No. 17, on the second floor of the Milwaukee Union Depot, has been arranged into a suite of rooms to be used by the doctors in the physical re-examination of the men. There are two private examination rooms, nicely furnished, fully equipped and adequately supplied to take care of the examinations. The waiting room, which is quite large, has been newly furnished with table, chairs, desks, and hall trees. The entire suite has been repainted and refurbished. The doctors and the employes, who have visited the room are quite satisfied with the arrangements. The offices being ideally located and very handy for the men to reach, they like it.

The re-examination of the employes was started on Oct. 9, with the office hours set by the doctors, and at the present time they are examining one man every 15 minutes. The arrangement will very nicely take care of the employes in this district.

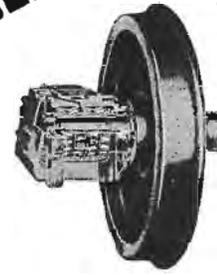
It appears that some of our correspondents are holding out on us. I understand there was an important news item in the station group which would have made interesting reading. The episode occurred on bowling night several weeks ago, and had something to do with the art of holding hands. Maybe the correspondent could enlighten us a bit. We're curious.

Muskego Yard

F. J. Ladwig, Correspondent

The temporary suspension of this column last month due to the annual vacation resulted in our being scooped by our Minne-

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"Delivering the goods" is a cherished tradition of American railroading. From pioneer days when 30 miles an hour was high speed down to the present era of 100 miles per hour—and more, the railroads have surmounted obstacle after obstacle.

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	No. M-17 Remington Knife with Link Attachment	.40 ea.	
	No. M-11 Remington Two-Blade Knife	.40 ea.	
	Milwaukee Road Golf Tees (Bulk 100)	1.00	
	No. M-94 Cigarette Lighter	.20 ea.	
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	No. M-250 Snap-It Key Holder	.10 ea.	

Check or Money Order for \$ _____ enclosed.

apolls contemporary on the news of the nuptials of our assistant superintendent, John J. O'Toole, and Miss Genevieve C. Mullaney of Minneapolis, which took place at White Bear Lake, Minn., on August 21. Congratulations and best wishes, and a hearty welcome to Milwaukee, Mrs. O'Toole.

Yardmaster C. A. Tenant returned from his vacation on Oct. 6, with so much vim and vigor that the boys claim he is running after trains in the West Yard, chasing them out of town.

Cliff (Cookie) Hale acted as day yardmaster in the absence of Mr. Tennant, and had just about gotten his eyes adjusted to the bright sunshine when it was back to moonlight for him.

Mr. and Mrs. Bernard Peplinski celebrated their 25th wedding anniversary on Sept. 9. A remembrance ceremony took place, and was an event in the Jackson Park district. Congratulations, and we are all looking forward to the next anniversary. Mr. Peplinski has been employed in the Airline Yard at Milwaukee for most of the 25 years he has been married.

The boys on the Airline feel a little sheepish these days after a trimming by Kentucky Nell and her little daughter. Nell made the rounds of the railroad yards with a hard luck yarn about getting to Lo'ville, and collected enough here for a round trip ticket to Alaska. The boys wouldn't have minded if she hadn't been overheard to remark that "The yardmastuh heah is the slowest collectuh ah evah did run across."

It is rumored that Henry Shaw, who puts on a swell caveman act at all of the local doings, has cast aside his cave man act and will try to make a revival meeting out of the next Service Club affair.

Chestnut Street, North Milwaukee, North Avenue

Richard J. Steuer, Correspondent

Making the headlines this month is that genial rate clerk of Chestnut Street, Bill McGrath, who with his wife, visited the Southland. New Orleans was the chief point of interest and Bill reports seeing many of Uncle Sam's boys down there. He came back with a slight Southern drawl and adds that the temperature remained around the 90-in-the-shade mark.

Another vacationist was Ernie Reinhardt, yard clerk. Ernie reports that while there wasn't much fishing at Post Lake, there were other interesting things to do, including hiking, eating, and enjoying the good clean air and scenery. Can you imagine a yard clerk hiking on his vacation?

A few changes have been made on the Beer Line. They include the transfer of Tom Regan to Gibson, "Boomer" Lefty Eckhart to Humboldt, and Johnny Reith to West Allis. The boys are certainly getting around these days.

The army got Leo Trabert, son of George Trabert, PFI man on the Beer Line. We understand that he is now at Fort Sheridan, Ill., getting acquainted with army life, and enjoying it very much.

Coach Yard

L. J. Cooke, Correspondent

And so the National American Legion Convention has come and gone and gone also are the fears of the few who had heard fantastic tales of hell-raising and property damage done in other cities by the "fun at any price" Legionnaires.

The folks in Milwaukee who witnessed the four days (and nights) of high jinks the 200,000 Legion members put on will remember them kindly. Their fun may have been somewhat broad at times but it was spontaneous and genuine. In all the hours of those four days there wasn't a dull moment. The boys really woke Milwaukee up and kept it awake. Everybody in town came downtown to see the fun—everybody, that is except the Milwaukee terminals employes and the extra help called in. They worked at top speed for long hours keeping the cars rolling.

Geo. S. Schneider, coach yard supervisor, saved most of his vacation for the convention—He probably needed it then, the absence of fish stories from him makes one wonder if he didn't use that vacation to catch up on the sleep he missed.

Ralph Haslan, the new Coach yard time-keeper, has signed up for the new coach yard dartball team. He isn't just exactly sure what the game is all about but most of the rest of the team aren't either, so it looks like "a horse apiece."

Ralph Mick, the Coach Yard's gift to the army came back home on a two-week furlough and wished he was back with the gang for good. When you go back Ralph, leave us that little black book with the phone numbers in it.

Doug Allie had a birthday recently. He must have reached 21 because we heard "At last I am a man" several times a day. Congrats, kid—I mean, sir.

Freight Traffic Department

Richard J. Casey, Correspondent

The past few days have seen a housecleaning in the Traffic Department. The desks and chairs in the office are being renovated and all the ugs and gals have been doing their work standing up, with the exception of Rudy Koch, who has a bad case of lumbago and has to handle all his affairs from a seated position.

Henry "Schusnigg" Hefty, our black-haired Broadway idol, keeps his curly locks covered with a brand new Nottingham hat. Rumor hath it that Henry won the chapeau by betting on the Yanks in the world series.

Dorothy Blask had a birthday this month and treated the gang to a homemade cake. As to Dorothy's age, your guess is as good as mine.

"Salty" Wallace has got himself in a jam again. He ordered the Rate Department a new set of lights and insisted on putting them in himself. Since then we have had a carpenter, painter, and electrician remodeling Salt's work.

Emil Klabunde won four of our five world series baseball pools. He was so elated over his success that he treated the gang to hamburgers and onions.

Tacoma & Coast Division —West

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

Isaac Sherman Johnson, 72, retired since 1938, died on Sept. 22, while on a visit to his former home in Illinois. He leaves two sons, one of whom, Marvin, is one of our new brakemen; Mrs. Johnson preceded him in death several years ago.

Ralph Moyles, assistant chief yard clerk at Tacoma Yard, received the news on Oct. 1 that his brother, Edward Moyles, had died in San Francisco. Doubtless some will recall Ed Moyles, who went to work for the road soon after the local freight office was opened here in 1909 and worked as expense clerk along with Al Goldsborough and others.

James Hogan, TF&PA at Portland, died recently after having undergone several operations. He was formerly city passenger agent at Tacoma for the Milwaukee; then for 11 years with the N. P. and U. P. at Tacoma and Olympia; for the last four years he had been with this road again. He is survived by his wife, a son, his mother, two sisters, and three brothers (John, of Chicago, being with the road).

Conductor Chester C. Fay, holding seniority date on this division since Apr. 30, 1911, retired on his 65th birthday, Aug. 13. He and Mrs. Fay will retain their home in Tacoma.

W. S. Burroughs, ticket agent at the passenger station, Tacoma, with his wife is on a month's vacation, visiting their son and his family at Washington, D. C. George Russell is taking his place, while C. W. Zierner is working in Russell's place.



George J. Ellis of the Tacoma Store Department proudly displays his new kiddy car. He used to be the marathon wa'ker of the Tide Flats, but no more—except when his one-pint gas tank goes dry.

I regret to chronicle the passing of Mike Sankovich, who died Oct. 5. He had been a carman since 1917 and had been on pension since December, 1940.

Conductors Dave Naslund, Charles McKee and Clayton Hilligos and Brakemen Claude Parrish, Jack Gregor, and Eugene Lewis are organizing a safari (vulgo: a hunting expedition) into Okanogan County, for the purpose of slaying a deer or more; they expect to remain for a week or 10 days, depending on luck. The price of meat is apparently due to come down when they return.

Kingsley Clover, son of Cashier and Mrs. Fay Clover of the local office, who has been cook on one of the Foss Tug Company's boats for the past eight months or so, has seen enough of marine life for the present and has quit the vessel for a more prosaic existence, selling paint for Sears, of Tacoma.

Howard Montague, general yardmaster at Tacoma, took part of one day off recently to go to the Puyallup Western Washington Fair. He saw the fair very thoroughly; we are informed that he could be traced by the large cloud of dust that stayed behind him.

Gwen Guslander, formerly stenographer at the docks at Tacoma, is now working for the Great Northern here.

Mark Potter is now stenographer for Mr. Givens, the superintendent at Tacoma; Harold Wheeler and Clinton Montague are now at the yard as car clerks and L. Cowling at the yard as swing clerk; Oscar Dahl at the freight office as janitor and Donald Kidd as messenger. If we haven't mentioned it heretofore, Cedric Moyer is also at the yard as clerk.

R. W. Ashton is now on the job at Everett as weighmaster and Harold Zierner is at Sumner as clerk.

Joseph Hansen is a new clerk at the local office, Tacoma.

Conductor Henry Turner, who has been confined to his home by illness, expects to be back on duty soon.

James F. Bryan is temporarily in the freight office at Tacoma, helping Tubby Gleb juggle merchandise. Of course Tubby denies it, but just the same Tubby has grown more dignified of late, having someone to boss around.



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