

The Milwaukee Magazine

October, 1941



First of the Diesels

See Page 5

Keep Up Drive for Prospects

A little more than three years ago when our traffic tip plan was introduced to the people of our railroad, a staff of traffic tip supervisors was appointed so that in each group there would be someone close at hand to take care of the details of supplying tip cards, transmitting them to agents and traffic representatives as they were submitted by tippers, and stimulating their use by the members of his group. The results accomplished under the direction of our traffic tip supervisors speak for themselves. More than 90,000 traffic tip cards have been submitted by the approximately 12,000 persons in all branches of service who have so far participated in this effort to help our railroad obtain business.

It is clear that, on the whole, our traffic tip supervisors have done their job well. Our records have shown an almost continuously increasing participation in traffic tip card activity. This is gratifying evidence of the effectiveness of the efforts put forth by the people on the firing line—namely, the traffic tip supervisors—to keep the importance of traffic tip cards and their use uppermost in the minds of the groups they are serving. We hope they will not relax their efforts because of the current large, but temporary, bulge in railroad traffic as a result of the war in Europe and our preparations for defense at home.

We have all learned the value of this kind of cooperation in our business-getting efforts. The work of our tippers and traffic tip supervisors has done much to increase our business during the past three years. It is to be hoped that none of us will overlook the importance of continuing to find prospective users of *our brand* of transportation service. Our railroad will need this help in the future as it has needed it in the past, and the only way to insure a continuation of the same good results in the days ahead is to resolve that there shall be no letdown in the drive and enthusiasm behind our endeavors.



New Itinerant Measures in Four Midwest States

The Associated Producers and Distributors, which sponsors legislation for the licensing and regulation of gypsy peddlers, announces that governmental agencies have completed arrangements for enforcement of the four new itinerant merchant laws enacted in Arkansas, Illinois, Kansas and Oklahoma in 1941, all of which are now in effect.

Itinerant merchant bills were introduced in approximately 20 legislatures last winter but only four were passed and signed. Three of these were enacted in Arkansas, Kansas and Oklahoma under the direct leadership of the Associated Producers and Distributors, whose model bill was introduced and passed in Illinois.

This makes a total of 10 state itinerant merchant laws that are now on the statute books. In addition to the four which swung into line in 1941, these states include California, Iowa, Nebraska, Montana, Wyoming and Wisconsin. The Wisconsin, Iowa and Nebraska laws were also enacted under the guidance of the Associated Producers and Distributors, and this association counselled on the passage of the California, Montana and Wyoming laws.

The Arkansas itinerant law, which was the first to be passed in 1941, requires the itinerant merchant to pay an annual license fee of \$50; furnish a \$500 bond to guarantee payment of all state and local license fees and taxes, including the sales tax; provide a \$1,000 bond to protect the public against fraud; and take out public liability and property damage insurance on his truck.

In Kansas the itinerant must pay a 10 annual license fee; furnish a \$500 bond and take out insurance in accordance with the regulations of the Kansas Corporation Commission, which administers the law.

Oklahoma's law calls for a \$20 annual license fee; a \$500 bond and public liability and property damage insurance.

Kansas and Oklahoma have one bond and both are conditioned upon payment of state and local license fees and taxes, accurate representation and delivery of merchandise, and payment of any judgment obtained against the licensee for civil liability incurred in the conduct of his business. The Illinois statute specifies a \$2,500 bond, plus a \$20 annual license fee and insurance, but the insurance may be waived if the applicant can furnish satisfactory proof of financial ability to pay all damages.

More than 100,500 coal mine workers are employed to produce the coal consumed by railroad locomotives in 1940.

The first locomotive to reach Chicago, now the world's greatest railroad center, was the "Pioneer" which arrived on a sailing vessel in 1848 for service on the Galena and Chicago Union Railroad.

October, 1941

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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MARC GREEN,
Editor

A. G. DUPUIS,
Manager

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U. S. Railroad Workers Contribute to B. A. A. C.

Mrs. Marie N. Deems, vice president of the British American Ambulance Corps, announced on Sept. 23 that receipt of \$2,000 for the purchase of a super-capacity equatorial type ambulance had been received from Albert Phillips, general secretary-treasurer of the Brotherhood of Locomotive Firemen and Enginemen. The sum brings to \$94,150 the total contributions received from organized railroad employees.

The \$2,000 donation was created by a \$2.00 contribution on the part of each delegate to the Brotherhood's annual convention in Denver, Colo., recently.

Other donations include gifts from the employes of the Baltimore and Ohio-Alton Railroad, the Lehigh Valley Railroad, the Central Railroad of New Jersey, and the St. Louis-San Francisco Railway.



National Uniformity Impracticable

Despite all the "trade barrier" propaganda put out by trucking interests, the Interstate Commerce Commission has found that "for the most part national uniformity of standards is impracticable" in regulation of truck lengths and weights. The finding is made in a recent report to Congress by the Commission, in which some federal regulation of sizes and weights of motor vehicles is recommended, which the Commission says "should be confined within comparatively narrow limits and be resorted to only in particular cases upon clear proof that an unreasonable obstruction to interstate commerce exists."

The report also states that "the number of vehicles regularly affected by existing limitations is relatively small," it being pointed out that most of them are engaged in relatively long haul service competitive with the railroads. Most of the states indicated to the Commission their definite opposition to federal regulation of truck sizes and weights. The West Virginia expression, which illustrates the attitude of the states generally, was in part as follows:

"If uniformity of standards is desired, the federal government should assume the responsibility for the construction and maintenance of roadways adequate to the standards required."

Average Length of Passenger Automobile Trips

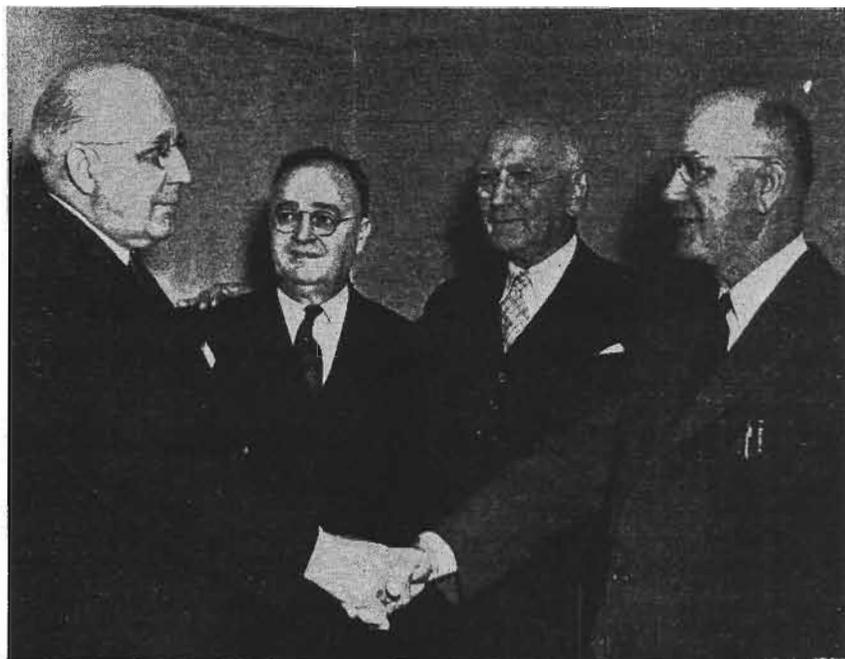
That passenger automobile trips of 200 miles or more amount to only 12 per cent of the total automobile mileage driven annually is indicated by "A Factual Survey of Automobile Usage," recently published by the Automobile Manufacturers' Association. The study further states that 34 per cent of all cars had made no journey as long as 200 miles during the year preceding, and that for another third the longest trip was between 200 and 600 miles.

Highway surveys are reported to have found that 30 per cent of farm owned cars make from 200 to 400 round trips annually on an average of only 12.5 miles. The study seems to indicate that an undue proportion of the gasoline taxes and other fees paid by passenger automobile owners is spent on highways of which most of them make relatively little regular use.

Because of the improvements in construction and maintenance of locomotives, engine failures on railroads are only one-seventh as frequent as they were 20 years ago.

Railroads moved approximately 5,415,000,000 pounds of United States mail in the fiscal year 1940.

Ralph W. Anderson Retires



At the Elks Club in Milwaukee on the night of Aug. 28 the road's master mechanics, assistant master mechanics, and general foremen, together with many other friends and associates of Ralph W. Anderson, assembled to pay their respects to him upon his retirement from the position of superintendent motive power. Mr. Anderson has held the position since 1920. He went to work for the road in 1906 as a machinist and night roundhouse foreman at Des Moines, Ia.

In the above picture Mr. Anderson (right) is shown receiving the compli-

ments of John E. Bjorkholm, his successor, while J. T. Gillick, chief operating officer, and Paul L. Mullen, newly appointed assistant superintendent motive power, stand by.

Mr. Bjorkholm, who acted as toastmaster at the farewell gathering, entered the road's service in 1908 as a locomotive fireman. Since 1919 he has been assistant superintendent motive power.

Paul L. Mullen started work for the road in 1903 as a call boy in Perry, Ia., and has been master mechanic at Savanna, Ill., since 1920.

Appointments

OPERATING DEPARTMENT

Effective Sept. 1, 1941:

John E. Bjorkholm is appointed superintendent motive power, succeeding Ralph W. Anderson, who is retiring from service at his own request.

Paul L. Mullen succeeds Mr. Bjorkholm as assistant superintendent motive power.

TRAFFIC DEPARTMENT

Effective Sept. 1, 1941:

J. O. McIlyar is appointed assistant to the western traffic manager at Seattle, Wash.

C. S. Winship is appointed division freight and passenger agent at Miles City, Mont., succeeding J. O. McIlyar.

H. B. Brownell is appointed division freight and passenger agent at Great Falls, Mont., succeeding C. S. Winship.

AGRICULTURAL AND MINERAL DEVELOPMENT DEPARTMENT

Effective Oct. 1, 1941:

John W. Melrose is appointed geologist with headquarters in the Union Station, Spokane, Wash.

L. F. Anderson, Commander of Pioneer Post 768

Leonard F. Anderson employed in the Stores Department, Chicago, was installed as commander of Pioneer Post 768 of the American Legion by Sixth District Commander Arthur C. Schroeder on Sept. 27, in the Chicago Union Station conference room.

Organized in 1935, Pioneer Post is composed of more than 150 employees of the road working in the Chicago area.

New locomotives installed in service by the Class I railroads in the first nine months of 1940 totaled 265, of which 73 were steam and 192 electric and Diesel.

* * *

There are approximately 33,200 freight and passenger trains in operation daily on railroads of the United states.

* * *

A train starts on its run somewhere in the United States on an average of every 2 2-3 seconds

Are Your Letters 1776 or 1941 Style?

*"We beg to advise you, and wish to state
That yours has arrived of recent date.
We have it before us, its contents
noted;
Herewith enclosed are the prices quoted,
Attached you will find, as per your re-
quest,
The sample you wanted; and we would
suggest
That up to this moment your order
we've lacked.
We hope you will not delay it unduly,
And beg to remain yours very truly."*

Practically every phase in the above poem, antique in style, is used by business letter writers today. We should take care to do away with trite expressions because by using them we not only create a false impression about ourselves and our company, but letters bogged down with time-worn phrases lack punch. They are not convincing and they do not read smoothly.

How can we correct this situation? Here's a good suggestion: Let's stop writing letters and start talking the letters we write. In other words, when you write a letter, let yourself go. Relax, talk to your correspondent just as if he were sitting on the opposite side of your desk. You will notice that your letters are more natural, more friendly, more convincing and read more smoothly.

—ROBERT STONE IN FORBES MAGAZINE.

John W. Melrose, Geologist

To aid commercial development of mineral resources in the areas served by the road, R. W. Reynolds, commissioner of the Agricultural and Mineral Development Department, has appointed John W. Melrose of Olympia, Wash., to the newly-created position of geologist for The Milwaukee Road, with headquarters in Spokane, Wash.

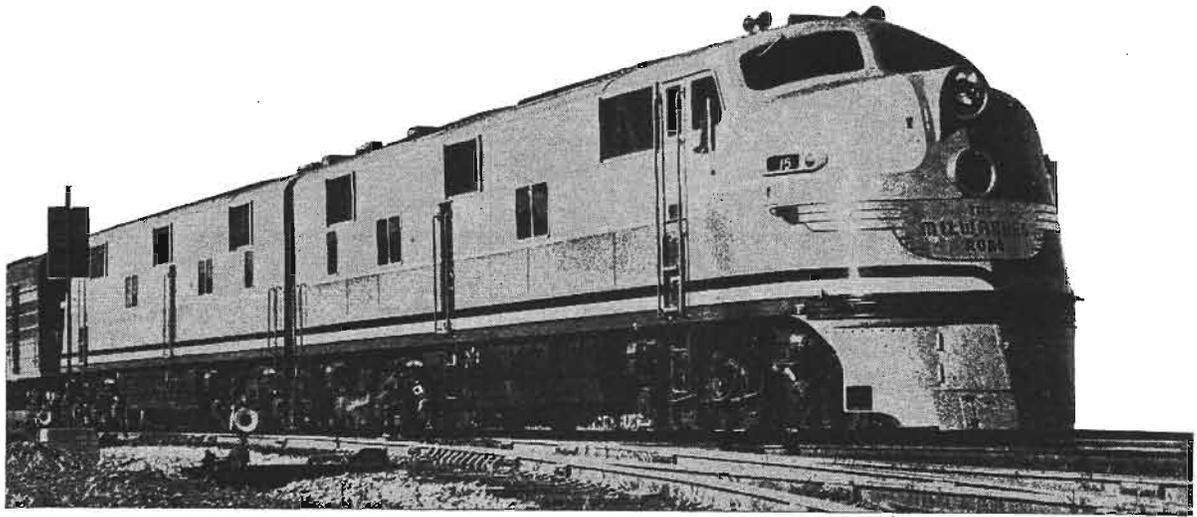


John W. Melrose

Mr. Melrose will make surveys of the industrial use of mineral deposits, both metallic and non-metallic, to assist those in search of or expanding mineral developments.

Mr. Melrose was graduated from Washington State College in 1933, and the following year received a Master's Degree in geology from that school. Later, he worked in the field of geology with the soil conservation service of the United States Department of Agriculture, and subsequently with the State of Washington, Department of Conservation and Development. Since February, 1940, he has headed the Washington Division of Mines and Mining as geologist, doing work similar to that he will do for the railroad.

He is a member of several professional and scientific societies.



First of the Diesels

THE COVER

Just prior to the departure of the new 4,000 h.p. Diesel electric Hiawatha locomotive from Minneapolis on train No. 6 Sept. 20, the locomotive was christened by Miss Janet Lowell, the only feminine member of the Twin City chapter of the Diesel Locomotive Fans Association. Arrangements for the christening were made by A. F. Dredge, Jr., of Minneapolis, president of the chapter; the entire membership was in attendance. Used in the christening ceremony was a bottle of water taken from the nearby Minnehaha Falls where, according to Longfellow, Hiawatha wooed and won his Laughing Water. To make certain that the Diesel fan who fetched the water actually got it from the Minnehaha Falls and not from the hydrant in his own back yard, the very exacting Diesel Locomotive Fans Association required him to sign an affidavit indicating that he went, dipped, and returned.

Shown at the ceremony are, left to right: Miss Lowell; D. T. Bagnell, superintendent of the Twin City Terminals; H. C. Munson, superintendent of the

LaCrosse & River Division; and E. F. Conway, captain of police, Minneapolis; the men at the right of the picture are, left to right: Carl Frank, electrician; M. S. Huber, locomotive engineer; and William Sukau, maintainer for the Electro-Motive Corporation.

The above picture shows a broadside of the locomotive, the first of the two new Diesel electrics which are being put into service between Chicago and the Twin Cities. Opportunity to compare the effectiveness of Diesel electric power with steam on high speed passenger trains now becomes possible since but two of the Hiawatha units will use Diesel locomotives, the other two continuing operation with steam engines. The locomotive here shown was built by the Electro-Motive Corporation; the other is being built by the American Locomotive and General Electric Company.

The cover photo is used through the courtesy of the *Minneapolis Star-Journal*.

Shades of Robin Hood

Aided by the reduction in the non-resident archer's license fee for deer hunting to \$5.00, Wisconsin's Sherwood Forest archery deer hunt and third annual pow-wow is expected to bring many archers to Marinette County, Wis., for the period Oct. 3 to Nov. 2. The pow-wow, including target competition and expert exhibitions, will last three days, Oct. 3 through Oct. 5, in Goodman Park, Sherwood Forest, near Wausaukee, Wis.

To capture the Robin Hood atmosphere, residents in the Sherwood Forest area will wear Robin Hood hats during the pow-wow time, and an archers' queen, "Maid Marian, the sweetheart of Robin Hood," will lead the opening-day hunt. A hunters' dinner will be given Friday night at the Wausaukee fairgrounds, and there will be barbe-

cue field dinners at Goodman Park Saturday and Sunday.

Hunting grounds will be the 70 square miles of Sherwood Forest along the Peshtigo River, 170 miles north of Milwaukee. Resorts in the area will remain open during the archery season. The region is served by The Milwaukee Road.

Full details of the hunt and the competitions may be had from the Outdoor Recreation Association, Marinette, Wis.

She (sarcastically, to stranger at same restaurant table): "I hope you won't mind my eating while you smoke,"

He: "Certainly not, lady, so long as I can hear the orchestra."

* * *

It's better to step on the brake and be laughed at than to step on the gas and be cried over.

Facts

Every freight car owned by the railroads in the first half of 1941 performed approximately three-fifths more transportation than in 1918.

* * *

Class I railroads and the Pullman Company had 673 new passenger cars on order on July 1, 1941, and seven new passenger rail motor cars.

* * *

Railroads consume approximately 20 per cent of all the bituminous coal produced in this country.

* * *

Nearly 74,000 communities throughout the United States are served by one or more railroads.

* * *

Railroads operate nearly 2,000 tugboats, ferries, car floats and other units of floating equipment.

C. H. Buford Discusses

"The Problems That Confront Us"

FOR about a year this country has been trying in every possible way to expand production so we can become the arsenal for democracy and there has been an increasing demand for rail transportation to keep the materials moving for increasing production schedules. Unless something unforeseen occurs, there will be need for much more rail transportation than we are providing today.

I wish we knew just what this increase would amount to, but it seems impossible to get a correct estimate. Many people are making estimates but they are far apart. All of them estimate some kind of an increase and I think there will be an increase, but as I said, no one knows just how much it will be. This uncertainty is one problem facing an industry that is trying to pay its own way at a time when billions of dollars of public funds are being tossed about.

Attempt to Create Uncertainty

As a result of this uncertainty about future transportation requirements some people have tried and are still trying to create a feeling of uncertainty and confusion about the ability of the railroads to do a satisfactory job. This small group of people, for about three years, have been predicting that the railroads would fail and have urged that the government take the railroads so they could prevent this failure. I do not think the President or any cabinet officer wants the railroads to fail or wants to take over the operation of the railroads. They seem to have plenty of problems now and I do not think they are looking for more. I mention this general situation so you will know just how it appears to us. You will continue to hear about it because this small group I have referred to will lose no chance to rattle the bones of the skeleton of government ownership just as long as they can get an audience. Do not become confused or disturbed by such things and bear in mind that other railroad officers are working with such problems just as diligently as you are working with yours.

War Problems May Be Repeated

Most people who stop talking long enough to do a little thinking must realize that the United States is at war. When a submarine of one country shoots torpedoes at a battleship of another country and that battleship starts on a fishing expedition for the submarine, using depth bombs as bait, those countries are at war regardless



C. H. Buford

of neutrality acts, editorials, or broadcasts to the contrary. Old Uncle Sam will listen to a lot of talk but he will, in his deliberate way, pull off his coat

Reprinted here in part is the address with which C. H. Buford, vice president of the Association of American Railroads, opened the 56th annual convention of the Roadmasters and Maintenance of Way Association, held in the Stevens Hotel, Chicago, on Sept. 16, 17, and 18. For 12 years before going with the Association in 1939 Mr. Buford was general manager Lines West of The Milwaukee Road, a position in which he earned the friendship and respect of a vast number of individuals in the railroad industry.

and fight and when he pulls off his coat a lot of people who have been talking about production are going to quit talking and go to producing and then things will begin to move and it will affect the railroads. I mention these things because as I look over this audience I realize that many of you were not in charge of maintenance work during the last World War or the years immediately preceding it and there may be a repetition of the problems we had at that time.

One of the difficulties was the labor problem. At times in some places it was almost impossible to get men and some of the ones we could get were very poor. I have seen the time when it took four men to carry an ordinary fir track

tie about 12 feet. They had to rest frequently so they would not be overcome by such strenuous work.

Another difficulty we encountered was shortage of material and we learned many ways to conserve its use. We did not let any material go in the scrap bins until it was worn to the limit of safety. Some of the things we did were not the most economical way, but we had to do it to keep the business moving.

I see no point now in any of you concerning yourselves about those old problems. They are mentioned for comparative purposes and in comparison I want to refer to the things you were forced to do during the recent depression years. You were short of men and material at that time and you were short because there was not enough money coming in to pay for all the things we wanted and needed. Notwithstanding this shortage, you found ways to maintain the tracks and structures so as to permit much higher train speeds than had previously been in effect.

I think this accomplishment is more outstanding than anything that has previously occurred in railroad maintenance and all of you here today had a part in it. I can see nothing in any contingency that might arise that should disturb your peace of mind. It is true that you may have to work harder and exercise a little more ingenuity, but what of it? Aren't we always looking for something of that sort to break the monotony?

Carefully Planned Work Schedules Necessary

I have told you what you accomplished during the depression and want to point out that you did it in a period of comparatively light business. Ordinarily you could get a track for a few hours, or a day on which to work with your men and equipment. As business increases with more trains moving, it may be increasingly difficult to release those tracks for your use. You will get them for fewer hours each day and you may finally have to do most all of your work and maintain traffic without delay. We have done this before and can do it again. As the movement increases there will be more need for cars and locomotives to handle commercial business. Transportation officers will not want to give you cars to load and they will look pretty sour when you ask for a work train because they might have some other need for the engine. You

(Continued on page 11)

SPOKANE shook hands with Terre Haute, Green Bay clapped Kansas City on the back (figuratively only, because Kansas City is a lady), machinists locked arms with stenographers and agents and everybody got acquainted.

The convention, held at the Sherman Hotel, Chicago, on Aug. 31 and Sept. 1, was the first of its exact kind ever held on The Milwaukee Road—a conclave of the division editors and correspondents who keep this railroad informed about itself and keep The Milwaukee Magazine rolling off the presses month after month. Their ranks were swelled by the presence of the road's four public relations representatives and a wife here and there.

A few correspondents, especially those from the western end of the railroad, were unable to attend because the Labor Day weekend did not offer them sufficient time for the trip, but it is hoped that in the future arrangements can be made for all to attend.

Program Diversified

Arriving in Chicago on Sunday morning, Aug. 31, the railroader-writers began almost immediately to avail themselves of the entertainment that had been arranged for them.

Approximately half of the group, after stopping at the hotel long enough to throw a little water in their faces and grab a bite of lunch, made for the Cubs Ball Park where box seats had been reserved for the Cubs-Pittsburgh game. The Cubs lost, but the correspondents had nothing to lose because they were bent on enjoying themselves, regardless.

While the one group sat down by first base, eating peanuts and hot dogs and watching the ball game, the other half of the aggregation took a four-hour tour of the city which was so

Magazine Correspondents Hold Convention

The Road's Scriveners Get Together and Compare Notes on Who, What, Where, When, Why, and How.

comprehensive and so thoroughly enjoyable that even the correspondents from Chicago were impressed.

Eight o'clock that evening found 38 Milwaukee Road people, bedight in their gayest finery, tucked cozily around the white linen in the romantic half light of the College Inn, enjoying the music of Lionel Hampton. That is, they enjoyed it just as long as they could.

The dinner served by the College Inn was exceptionally delicious, the entertainment was good, and midnight found most of the group still of a mind to carry on.

At noon the following day, Labor Day, a luncheon was held in the Rose Room of the Sherman Hotel, followed by a five-hour business meeting.

Plans for a Better Magazine

With A. G. Dupuis, assistant public relations officer, and manager of the Magazine, acting as toastmaster, the meeting got under way.

Mr. Dupuis first introduced Miss Alice Treherne, St. Paul correspondent, who had handled a great deal of the work preparatory to the meeting and who was largely responsible for the large attendance.

F. H. Johnson, public relations officer, was the principal speaker. The gracious manner in which he welcomed the group and told them of the peculiarly significant position they occupy on the railroad put them at ease and had a great deal to do with the enthusiasm and open-mindedness with which the

writers took part in the round table discussion that took place later.

Marc Green, editor of the Magazine,

talked to the group at some length on the subject of a correspondent's job and the versatility he must display in order to do the work as it should be done. He went into detail regarding the need for better camera work, more practice in feature writing, and more complete support of all departments of the Magazine. By pointing out specific examples of good, conscientious work, and contrasting them with examples of work of indifferent quality, he gave the correspondents a more clean-cut understanding of what the job they are doing requires.

At the general discussion that followed, every individual present expressed himself, presenting Messrs. Dupuis and Green, the directors of the discussion, with the particular problems with which he was confronted in his attempt to report news of his railroad and its employes.

Verse, Too

Toward the end of the meeting, John Shemroske arose and read a piece of verse that Wesley McKee, Chicago's Freight Traffic Department correspondent, had composed during the discussion. Whether it proves that he wasn't listening or that he was, here it is:

*We're gathered here to be heard and seen,
But chiefly to listen to Professor Green
Digress upon his favorite theme,
"The Good Old Milwaukee Magazine".*

*And, as reporters, we'll better be,
Thanks to suggestions from Al Dupuis,
For in the future you'll certainly see
Elaborate columns by you and by me.*

*We want to thank them for a time
exquisite,
And hope we'll meet for another visit.*

(Continued on page 11)



Group in attendance at the conference on Labor Day. F. H. Johnson, public relations officer (wearing light suit), is seated in the middle; Marc Green, editor (holding magazine), is to his right; and A. G. Dupuis, assistant public relations officer, and manager of the Magazine, is seated to Mr. Green's right. To Mr. Johnson's left are E. H. Bowers, public relations representative, Seattle; and Miss Alice Treherne, St. Paul correspondent.

Service Clubs



Shown standing on the speakers' platform at the Ottumwa picnic during the playing of the National Anthem are, l. to r.: Senator Claude Pepper; H. A. Scandrett, trustee; J. T. Gillick, chief operating officer; W. G. Bowen, Iowa Division superintendent; and E. W. Soergel, freight traffic manager. (Photo by courtesy of the Ottumwa Courier.)

Ottumwa Club Gives City Biggest Celebration in Decade

AN ELABORATELY garnished picnic which the Ottumwa Courier described as "one of the most important local celebrations in more than a decade," was sponsored by the now-famous Ottumwa (Ia.) Service Club and carried out in the city's Leighton Park on Sunday, Sept. 21.

Blessed with the very beautiful weather for which the ardent club members had been praying, this community picnic rose far above the usual concept of a "picnic" and drew railroad and non-railroad people not only from Ottumwa but from all over southern Iowa and northern Missouri, as well as from points farther distant. A number of special trains were operated into

the city for the combination speaking program, picnic, and varied entertainment.

H. A. Scandrett, trustee, and the Hon. Claude Pepper, United States senator from Florida, were the featured speakers at this picnic which climaxed and closed a week-long program embracing the merchants' fall opening, the "retailers for defense" sale of U. S. Defense Savings Stamps, a patriotic costume contest and parade, old fiddlers' contests, and a Constitution Day meeting.

The Milwaukee Hiawatha Band, in full regalia and high spirits, added the touch which made the event a real success. There was also an outdoor

circus on the grounds, offering rides and many other means of diversion for the thousands present.

The Hiawatha Band began the day by playing a short concert at the park, which was broadcast over one of the local radio stations. Later in the morning the 57-piece organization went to the Sunnyslope Sanitarium, a tubercular institution, and entertained the patients, assisted by the Sioux City Boosterettes a very flashy drill team composed of girls from Milwaukee Road families.

Mr. Scandrett, delivering the opening address of the day, said, in part, that the railroads can and will do the tremendous transportation job in connec-

tion with the national defense program. "It will be done," he continued, "by every man giving his best thought and effort to his own job and by all pulling together as one team."

The presence of Mr. Scandrett and other officials of the road, as well as that of Senator Pepper, guest of the city, lent great significance to the day's program.

Senator Pepper, well-known as an outspoken advocate of the administration's foreign policy, spoke extemporaneously but rapidly for 45 minutes. Temperate in his remarks, the senator proposed no new action in foreign policy, but pleaded for a determined American effort to "keep war away from our shores."

Accompanying Mr. Scandrett at the Ottumwa picnic were J. T. Gillick, chief operating officer; E. W. Soergel, freight traffic manager; F. N. Hicks, passenger traffic manager; H. Sengstacken, general passenger agent; F. J. Newell, assistant public relations officer, all of Chicago. A large number of officials from other parts of the system were present also.

Before the opening of the big day's program, Messrs. Scandrett and Gillick, with the other Chicago officers named above, entertained some of the leading business men of Ottumwa at breakfast in the car "Milwaukee." Among those present were John Huston, publisher of the Ottumwa Courier; T. Henry Foster, president of John Morrell & Company; Harry Davis, traffic manager and director of John Morrell & Company; P. M. O'Gara, president of the Chamber of Commerce, and manager of the Northwestern Bell Telephone Company; E. L. Leslie, president of the Merchants Exchange; F. R. Doud, superintendent of the Kansas City Division; and C. W. Riley, conductor, chairman of the Ottumwa Service Club.

Mr. Riley again deserves a round of applause for the capable manner in which he, aided by R. A. Whiteford, energetic picnic committee chairman, managed this exceptionally successful civic affair.



The picnic lunch must have been more than satisfactory. F. R. Doud, superintendent of the Kansas City Division (left), is here shown with Messrs. Scandrett and Gillick at the outdoor picnic table. (Photo by courtesy of the Ottumwa Courier.)

Cherchez la Femme

William Koepke, the fellow who went to the recent Milwaukee Hiawatha Service Club picnic as a pedestrian and returned in a 1941 Nash sedan, has something bothering him.

He wants to know who the girl was who, masquerading as Lady Luck herself, put her hand down in that drum and came up with the best news he had heard in some time. Nobody he knows, knows the young lady, so the question is being put to everybody who works for The Milwaukee Road:

"Who is she?"

Mr. Koepke should be addressed in care of the agent at North Milwaukee Station, Milwaukee, Wis.

Lines East

ACTIVITIES IN GENERAL

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

Marquette Service Club

On Sept. 6 about 100 employes gathered at Tillie's Place, Waukon Jct., Ia., on the banks of the Mississippi River, to take part in the annual stag picnic which the supervisors give for the members of the Marquette Service Club.

The afternoon found the men pitching horseshoes and playing softball. These diversions, however, were quickly forgotten when the picnic chairman, Mr. Herron, gave out the call to "come and get it." The good, old-fashioned menu that goes with a stag picnic was spread out on a long table in help-yourself style. The boys spent the remainder of the evening deeply engrossed in card games and discussions of topics of the day.

Mankato Area Club

With several business men of St. Clair, Minn., as their guests, the Mankato Area Club members held a fine meeting in August in the Village Hall at St. Clair.

Talks were made by J. P. Sanborn, manager of the Botsford Lumber Co., and P. J. Weiland, trainmaster, the former speaking for the city and the latter for the railroad.

A series of remarkably beautiful color slides were shown by D. E. Walker, a businessman of St. Clair; they had been made by him on a trip through Yellowstone Park.

After the meeting a delicious lunch was served in the dining room of the St. Clair Hotel.

SERVICE CLUB SIDELIGHTS

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

Sioux Falls Club in Labor Day Celebration

A letter from J. A. Milam, director-general of the Labor Day committee to the Sioux Falls Service Club, is proof that a real service was performed by that organization. Mr. Milam said, in part, "This letter is sent you in appreciation of the fine cooperation extended us in making our 1941 Labor Day celebration the success that it came to be. Our committee is deeply indebted to you and The Milwaukee Road for this assistance and we wish you to know that we stand ready to return this favor and invite you to call upon us at any time."

The club entered an attractive float in the parade, and took its place along with other organizations in making this civic affair a success.

Wahoo Day at Mitchell

"When the frost is on the 'punkin', and the fodder's in the shock," then's the time to head for Mitchell to take part in the annual Wahoo Day which is put on by the Mitchell Service Club. Invitations are extended to business men and friends in the trades territory to join the members of the club at the Country Club for a day of good fellowship.

Sunday, Sept. 14 was the day, and registration began at 9 o'clock, after which golf was played. Lunch was served at 2 o'clock, after which our guest speaker, A. G. Dupuis, assistant public relations officer from Chicago, was called upon. Mr. Dupuis gave a very interesting and worthwhile talk, and other visitors present contributed to the program with timely remarks.

The rest of the day was spent in games of soft ball, horse shoe pitching, with appropriate prizes for the winners. It was an enjoyable day, and our motto is "Bigger 'n Better Next Year."

Aberdeen Club Has Booth at Golden Pheasant Festival

Golden pheasants—birds with plumage as beautiful as the name implies. Most people have to go to the zoo in the city to see these birds locked up in cages, but not so around Aberdeen, S. D. It is a common sight to see a hen pheasant crossing the highway, followed by her young brood, or to catch the glint of the myriad, gorgeous colors of the cock pheasant as he runs through the stubble.

Hundreds of hunters from all over the United States come each year to join in the sport of hunting these birds. This

year the law allows 50 days from noon until dusk, beginning Oct 1, to track down this fine game.

Aberdeen celebrated the Festival of the Golden Pheasant during the week of Sept. 15. The Aberdeen Club sponsored a booth in the auditorium arena which was the center activity for the week. The booth, decorated in Milwaukee colors of maroon and orange, was supplied with pamphlets and folders on travel on The Milwaukee Road. Members of the club were in attendance at the booth at all times, giving out information and friendliness.

Lines West

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



The newly elected officers of the Puget Sound Club. They are, l. to r.: Louis Weigand, treasurer; Roy Jorgensen, chairman; F. W. Rasmussen, vice chairman; and Clyde Fellows, secretary.

Puget Sound Club Meeting

First item on the docket at the first fall session of the Puget Sound Club at Seattle, held on Sept. 19, was the election of officers for the forthcoming year. The nominating committee offered a full slate, but Roy Jorgensen, adjuster chief clerk in the General Claim Department, and dynamic membership committeeman during the past year, won the chairmanship of the club on a write-in vote.

Other officers elected were: F. W. Rasmussen, chief clerk local freight, vice-chairman; Louis Weigand, import and export clerk, treasurer; and Clyde Fellows, clerk in the general freight office, secretary.

Roscoe Janes, retiring vice-chairman presiding in the absence of John O'Meara, retiring chairman, called for a rising vote of thanks for the fine service rendered the club by John during the past year, and it was given with a will. On a motion from the floor, all retiring officers were given a similar tribute.

In line with the Puget Sound Club's new civic affairs program, Mrs. Howard Woolston, representing the Washington Children's Home, was the guest speaker of the evening. Mrs. Woolston, in outlining the work of the Home, related real life stories, some humorous, many more touchingly pathetic, about the children that are being cared for by this outstanding institution. In closing, she outlined ways that the Puget Sound Club could assist in the fine work that is being done at the Home, and it was evident from the response to her talk that her appeal was not in vain.

Electric Club Meeting

With a card party and entertainment, the Electric Club at Deer Lodge, Mont., ushered in the fall season of regular meetings on Sept. 9.

The program consisted of vocal solos by Shirley Martin, daughter of Peter Martin, boilermaker's helper; tap dances by Pearl Ann Coey, daughter of John Coey, machinist; piano solos by Mona Marquette, daughter of G. J. Marquette, dentist at Deer Lodge; and solos by Edwin Martin, brother of the talented Shirley. Mrs. Joe Healey arranged the program.

The ladies in charge of the coffee and doughnut department gave out with refreshments, and the remainder of the evening was spent in a catch-as-catch-can card tournament.

Mt. Olympus Club

"Way back when the cities of New York and Baltimore were engaged in a catch-as-catch-can free-for-all for the rich trade of the Ohio valley, the progressive spirit of the American railroads was born," stated N. A. Meyer, superintendent of transportation at Seattle, speaking at the meeting of the Mt. Olympus Club at Bellingham on Sept. 24.

"Speed was the factor with which the new B. & O. Railroad planned to compete with New York's heavily subsidized Erie Canal, and the newspaper reporters came from all over the country to verify the rumors that the

Wynans wagons, with patented wheel bearings, drawn by horses on strap iron tracks, were whizzing about the country at the amazing rate of eight miles an hour."

With interesting and humorous anecdotes, Mr. Meyer brought the history of the progress of the American railroads up to modern times, citing some of the numerous advances that were pioneered on our line. "As long as they are permitted to earn a fair return, the railroads will continue to improve their service," Mr. Meyer concluded. "The spirit of the American railroads is the spirit of the American pioneer."

In the short business session that preceded Mr. Meyer's talk, W. A. Squier, C.P.A., reported that, despite the hot competitive situation at Bellingham, a very nice volume of productive traffic tips was being turned in.

Following the showing of the sound-slide film "Behind the Scenes," the ladies of the Mt. Olympus Club spread one of those super special potluck lunches for which they are justly famous.

* * *

The reason ideas have such a hard time getting into some heads is because they can't squeeze in between the prejudices.

* * *

Two men were discussing the reasons for success and failure.

"A good deal depends on the formation of early habits," said Howell,

"I know it," replied Powell. "When I was a baby my mother hired a woman to wheel me about, and I have been pushed for money every since."

Front and Center!



Willard Glass

WILLARD Glass, 17, son of Walter C. Glass, store keeper in Terre Haute, enlisted in the U. S. Navy last January to "see the world." To date he hasn't done exactly that, but he has had some very interesting experiences.

After his initial training period, he was transferred to the U. S. S. Augusta. The high point of his career as a mariner has been the Atlantic cruise incident to the historic meeting of President Roosevelt and Prime Minister Churchill.



Charles W. Shore, Jr.

CHARLES W. Shore, Jr., son of Trans-Missouri Division B&B foreman, and himself a former employe of the department, enlisted in the U. S. Army Medical Corps partly to serve his country and partly to find out what he thought of medicine as a possible career to follow when he is released. In addition to serving as a pharmacist, he is an extra ambulance driver and an assistant medical examiner. At present he is stationed at Fort Lawton, Seattle.

"The Problems That Confront Us" Correspondents Hold Convention

(Continued from Page 6)

(Continued from Page 7)

should keep your requests for work trains to an absolute minimum and when you get one, see that it has a full day's work, even if it is necessary to pool the work needed by several departments to accomplish it.

Now about the use of freight cars—most roads are working out plans to handle their current supply of locomotive fuel with a smaller number of cars. Much is being accomplished in this program and I am sure much more will be done. I am not so happy about revenue cars under load with company material other than coal. While it is true that within the last four months the average detention under load at destination for such cars has decreased until it is now less than one-third of what it was, it is still entirely too high and you fellows here today are responsible for a lot of it. We have passed through many years when we have had too many cars and locomotives and during that period no one had been hurt by letting the cars lie around under load. As the need for cars increases, and it will increase, you should see that your cars are unloaded promptly. All railroads acting through the Association of American Railroads have taken the position that cars will not be furnished for storage. This applies to shippers and it applies to all company material. I hope all of you will keep this in mind and do your part.

Guard Against Interruption In Service

As we become more deeply involved in war, we may have to contend with attempts to interrupt our service. Your patrolmen should be constantly on the alert for such things. More than ordinary attention will be required in patrolling tracks and structures. Tres-

passing should be discouraged. See that there is no failure to thoroughly inspect passing trains and report immediately anything that might cause trouble. In addition to these things and others that will occur to you, bear in mind that the business must be handled regularly and rapidly, and this will call to your mind the need for uninterrupted use of tracks. There may be places where trouble could occur from high water. Analyze these situations again and be sure you are prepared for any conditions that can reasonably be expected. When conditions arise that require slow orders, see that repairs are made as promptly as possible so normal train speeds can be restored. Within a very short time now we can expect snow and blizzards in some areas. Those of you who are in such territory should have your snow fences in place, your snow fighting equipment in shape and all other protective means set up so you will be in shape to cope with the snow when it comes. It may cost some money to get men out when the snow starts, but, as an over-all plan, that will be cheaper than what it will cost to recover the line after it is buried in snow and your trains are tied up. Just do everything in your power to be ahead of the game.

Do not let the pressure of your daily work cause you to lose sight of the need for further improvement in your standards and methods of doing your work. You and those who supply the equipment you use in your work have made wonderful improvements in the past 10 years and this must continue at a rapid pace in the future.

Do not let rumors or tough going discourage you. Continue to handle your work in the same efficient way as you have in the past.

Smile a little as you do the job and all will be well.

In closing the meeting, Mr. Dupuis thanked the group for coming, and said: "We are The Milwaukee Magazine. The machinery is simply a hopper for the material. Only the things we put in will come out. Being associated with the Magazine should make us feel important, because it is important; it is one of the few binders between the employes and the company for which we work. When you leave here, don't feel that you are unknown individuals, acting in a capacity that doesn't amount to much, because our officers consider it important, and our employes consider it important. The Magazine reflects the attitude and opinions of the people of this railroad."

Shakespeare Goes West

If you ever thought about it at all, you probably figured it was merely a happenstance that the Moor of Venice, and Othello, Wash., our electrified line terminus, bear the same name. It happened that way on purpose.

Hamlet, Wash., six miles east of the unborn town of Othello, had the first post office in that part of Adams County. Along about the turn of the century the group of settlers west of Hamlet decided that they needed a post office, too, so a petition to that effect was submitted. Upon finding that the settlement had no name, the postal inspector suggested that another Shakespearean character might lend his name to the town. The citizenry hadn't a better idea. Hence, Othello, Wash.

* * *

Wife (sarcastically): "I suppose you've been to see a sick friend—holding his hand all evening."

Husband (absently): "If I'd been holding his hand, I'd have made money."

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

Division	Passenger Tips	Freight Tips	No. of Tips Per 100 Employees	Division	Passenger Tips	Freight Tips	No. of Tips Per 100 Employees
Madison Division	558	7	80.8	Rocky Mountain Div.	67	3	6.8
Superior Division	58	415	78.1	Chicago General Offices	113	21	6.4
Iowa and S. Minnesota	77	210	36.4	Iowa Division	60	27	6.3
Seattle General Offices	50	4	31.5	Milwaukee Division	30	49	5.9
Dubuque and Illinois	200	120	22.6	Coast Division	74	11	5.5
Hastings and Dakota	153	42	16.6	Twin City Terminals	69	19	4.9
Iowa and Dakota Div.	217	29	16.4	La Crosse and River	75	21	4.6
Chicago Terminals	214	112	9.9	Terre Haute Division	1	41	4.6
Trans-Missouri Div.	71	16	9.5	Milwaukee Terminals	107	19	3.3
Kansas City Division	33	28	8.0	Miscellaneous	1	—	0.1
TOTALS	2,228	1,194	12.3				

S P O R T S

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

Milwaukee, Wis.

AT Milwaukee the boys are doing things in a big way . . . Richard J. Casey, manager of the Hiawatha softball team, reports that he and his 10 sluggers invaded Chicago on Sunday, Sept. 8, to tangle with the boys of Chicago in a double header . . . the result was, as usual, a game apiece . . . Zabel of Milwaukee was easily the star of the first game by clouting a home run into the left field stands and helping Milwaukee to win the first 6-3 . . . however, the Chi. boys came back in the second, winning 11-3 . . . Heckl, Barta and Ulrick had home runs to provide this comfortable margin . . . after the games, the boys were treated to a roast beef dinner and pale gold refreshments . . . result, a good time had by all.

A. J. Montgomery of Milwaukee reports that the Milwaukee Hiawatha Athletic Association is set for big things this year, and that the past summer season has seen many interesting sporting events, with more to come . . . Sig Gralewicz is president . . . Ray Fendryck, secretary . . . John Marquardt, treasurer . . . The softball league of that association just finished its season of play, with the Olympians, managed by D. Brunnette, on top . . . second place went to the Sioux . . . Tomahawks, coached by fiery Andy Huulgard, finished third, with the Pioneer, Chippewa, Hiawatha, Varsity and Marquette teams following in order named.

One of the most interesting features to be sponsored by the association this coming winter season will be a *dart ball game* . . . 20 teams will be formed, with nine men to a team . . . further

details may be had by contacting Sig Gralewicz.

Golf. Leo Hackney was the winner in the golf league with a total of 194 points . . . Steve Reiter, store accountant, was next with 187 . . . Lowest average for the season went to Waterworth, with 42 . . . Hackney next with 43, and Meurer, Reiter and Engelke tied at 46 . . . Waterworth had the lowest nine hole score of the season, with 36.

Basketball. Ben Pierce is entering a team in the Classic League and wants players of AAA caliber . . . Benny is a veteran of many years at this game and knows his way around the basketball courts.

Archery. Andy Schildhansl is looking for men who can split an apple, a la William Tell, at 20 paces; those who would like to receive proper instruction are urged to see Andy at the Davies Yard office.

Bowling. The Milwaukee boys began their season on Sept. 22, with 16 teams competing . . . Al Hoppe is president, W. C. Marshall vice president, and Wm. Cary secretary-treasurer . . . Silk shirts of orange and maroon will be the color scheme worn by the bowlers.

The Milwaukee Hiawatha Athletic Ass'n. is campaigning for new members . . . dues are 25c per year. Those of you in the vicinity of Milwaukee who are not yet members, see Sig Gralewicz, in the freight shop.

Chicago

Bowling in Chicago began on Sept. 30 . . . The boys from Chicago are to bowl in a new half million dollar establishment known as the Bowlium . . . what a sight that will be . . . the last word in everything . . .

electric eye foul system, electric score boards, sunken pits, center ball return, plush seats for the spectators. The boys and gals of Chicago can hardly wait until this recreational center is open for business . . . H. C. Johnson, C.D.A., is president, and Al Gerke is treasurer . . . the league consists of 16 teams . . . The Women's League consists of 10 teams, headed by Lea Williams as president and Florence Steiner as secretary-treasurer.

St. Paul

Alice Treherne reports very interesting news . . . 12 bowling alleys have been installed in the St. Paul Union Depot, on the second floor. The very latest of everything is there for the enjoyment of the bowler and the spectator . . . some of the things available for everyone are the showers, table tennis, shuffleboard, and indoor golf with a pro in charge . . . A large lounge will be available without charge for parties when not in use by the women's bowling league. H. C. Balster, concession manager of the Depot Company is in charge . . . inasmuch as The Milwaukee Road is part owner of the St. Paul Union Depot Company, we would like to see the men and women of our road do everything possible to boost this Terminal Recreational Center to all of our friends.

Stray Bits

Orchids

Mrs. Ronald B. Currens, daughter of Engineer J. P. Castle, Savanna, who returned from Manila, P. I., early in August, was granted a permit by the United States Government to bring 30 orchid plants to Savanna. The plants had to be inspected at Manila, also on arrival at San Francisco, and must undergo inspection for two years before Mrs. Currens can claim her property. The orchids have been planted in logs at the Savanna greenhouse.

The Midwest Hiawatha

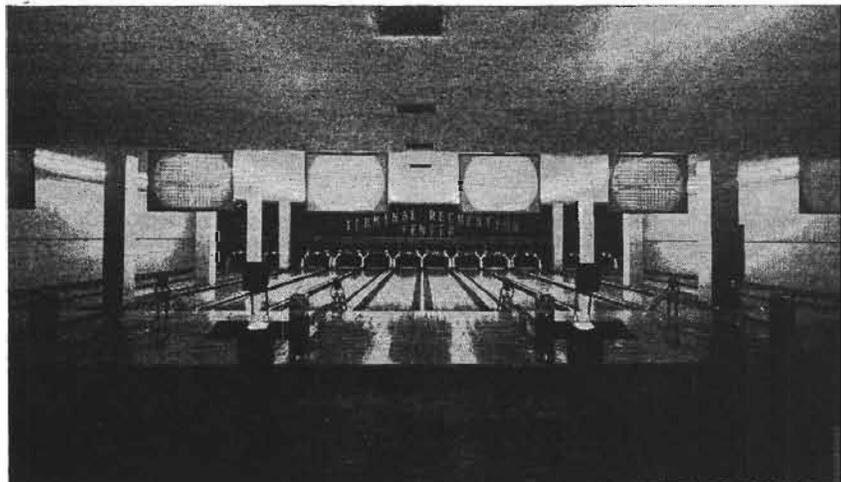
*The Midwest Hiawatha
Across the prairie glides;
A thing of life and beauty,
A thrill for him who rides.*

*Chicago to Omaha,
Sioux City or Sioux Falls;
For business or for pleasure,
'Tis Hiawatha calls!*

—CHAUNCEY A. WEAVER,
DES MOINES, IOWA.

Identity

Lisle Young, public relations representative in Aberdeen, S. D., recently received a letter addressed in care of "The Hiawatha Railroad." He says he got it early in the morning and wasn't able to think straight the rest of the day.



The new Terminal Recreation Center, located on the second floor of the St. Paul Union Depot.

The Milwaukee Railroad Women's Club

REPORT OF MEMBERSHIP ON AUG. 31, 1941, AS COMPARED WITH MEMBERSHIP ON DEC. 31, 1940

THE general executive committee is happy to announce that the Women's Club membership has again gone "over the top." Membership as of Aug. 31 compared with Dec. 31 last year was as follows: Voting, 6,407 as compared with 6,378; contributing, 3,318 as compared with 10,233; and total membership, 16,725 as compared with 16,611. This is the highest total membership the Women's Club has ever enjoyed and also the first time on record that a previous year's membership has been exceeded so early in the year. We are now ready to go into our fall and winter work highly encouraged by the success of our membership drives and assured that we shall as always be ready to serve the Milwaukee Road personnel as fully and freely as we have in the past. We extend our sincere thanks to all Milwaukee Road employes and members of their families.

Chapter	—Voting—		—Contributing—		—Total—	
	Aug. 31,	Dec. 31,	Aug. 31,	Dec. 31,	Aug. 31,	Dec. 31,
Berdeen	1941	1940	1941	1940	1941	1940
Berkeley	398	432	592	638	990	1,070
Boston	28	40	38	75	66	115
Burlington	122	117	217	207	339	324
Cambridge	49	38	103	77	152	115
Champaign	93	90	133	133	226	223
Chillicothe	100	96	115	114	215	210
Clark Hills	89	88	121	120	210	208
Clinton	60	59	83	82	143	141
Concord	48	61	47	71	95	132
Chicago Fullerton Ave.	451	441	740	603	1,191	1,044
Chicago Union Station	184	177	539	472	723	649
Council Bluffs	56	48	73	67	129	115
Davenport	68	64	149	147	217	211
Deer Lodge	82	51	53	36	135	87
Des Moines	51	32	62	43	113	75
Dubuque	97	90	123	122	220	212
Elmhurst	25	New	29	New	54	New
Great Falls	19	27	45	44	64	71
Green Bay	187	185	279	396	466	581
Harlowton	37	88	9	93	46	181
Iron Mountain	42	41	44	42	86	83
Janesville	162	160	169	166	331	326
Jansan City	56	66	104	131	160	197
La Crosse	153	136	199	180	352	316
Lewistown	63	48	104	89	167	137
Madison, S. D.	71	69	92	87	163	156
Madison, Wis.	144	137	163	142	307	279
Madison	66	65	51	48	117	113
Marion	153	114	353	133	506	247
Marquette	25	42	40	54	65	96
Marquette	57	87	24	39	81	126
Marquette	193	191	294	266	487	457
Marquette	38	28	23	16	61	44
Marquette	49	48	85	83	134	131
Marquette	242	239	295	294	537	533
Marquette	239	252	567	723	806	975
Marquette	103	129	601	702	704	831
Marquette	112	105	191	185	303	290
Marquette	110	109	56	54	166	163
Marquette	96	95	167	166	263	261
Marquette	62	60	52	51	114	111
Marquette	38	36	88	73	126	109
Marquette	211	193	327	314	538	507
Marquette	190	157	188	125	378	282
Marquette	111	110	77	75	188	185
Marquette	19	28	6	13	25	41
Marquette	101	100	295	284	396	384
Marquette	86	85	87	87	173	172
Marquette	178	177	408	396	586	573
Marquette	61	85	145	170	206	255
Marquette	173	157	356	312	529	469
Marquette	54	53	125	119	179	172
Marquette	34	33	51	46	85	79
Marquette	95	89	111	87	206	176
Marquette	103	159	247	252	350	411
Marquette	169	117	242	222	401	339
Marquette	35	47	25	116	60	163
Marquette	185	177	214	206	399	383
Marquette	63	95	56	104	119	199
Marquette	31	35	46	41	77	76
Total	6,407	6,378	10,318	10,233	16,725	16,611

REPORT OF ACTIVITIES, JAN. 1 TO JUNE 30, 1941, INCLUSIVE

Expended for Welfare and Good Cheer	\$3,815.92
Number of welfare calls made	808
Number of good cheer calls made	6,299
Number of good cheer messages sent	1,838
Realized on Money-making activities	\$5,176.07
Number of Books in circulating libraries of club, June 30	5,113
Expended for new books	\$328.77
Realized on library book rentals	\$396.31
Number of library books given out	4,880
Balance in General Governing Board and Chapter treasuries as of June 30, 1941	\$29,570.17

October, 1941

Sanborn Chapter

Mrs. Lloyd McDonald, Historian

Our annual club picnic was held at City Park Friday, June 20, with an attendance of 91 members and friends of the railroad family. The weather was fine and Mrs. N. S. Pippinger, as chairman, had planned and solicited an excellent picnic lunch with all good things that go to please the appetites of picnickers.

Upon arrival, each person was asked to guess how many yards in the strips of paper placed end to end. Wm. Johnson and Claire Powers were closest, with Claire Powers getting the lucky draw. Mrs. Frank Melvin came closest of the ladies. Prize for each was a flashlight. Gus Radloff assisted with this contest.

At the close of the dinner, the usual contests with Mrs. Hazel Riley and Miss Leah Smock as committee, assisted by Dale Dick, Sr., and Harold Davis, held the attention of the picnickers. Men's pacing distance was won by Bob Wagner—prize, a screw-driver. Ladies' pacing distance, won by Mrs. Norene Ahrens—prize a nut chopper. The kiddies' contests: Racing with large boys handicapped, won by Bobbie Getling—prize, suckers. Racing for girls, won by Bonnie Brandt—prize, suckers. Large boys' race was won by Rudy Larson—prize, a pencil. Small boys' jumping, won by Bobbie Getling—prize, a pencil. Men's jumping, won by Claire Powers—prize, pencil.

A nail driving contest brought two teams of ladies, with Mrs. Herman Block and Mrs. Norene Ahrens as winners, but Mrs. Block won final contest—prize, white pan. Two teams of men in the nail driving contest won by Frank Melvin and Bert Merriam, with Mr. Merriam as winner—prize, a pair of pliers. Other contests were: Cracker eating and whistling contests; older girls, won by Helen Boland; boys', won by Rudy Larson; little boys', won by Bobbie Getling—prizes for all, pencils. Girls' untying knots in string contest, won by Eileen Guse; boys' won by John Sullivan—prizes, pencils.

At close of contests a short business meeting was held with our new president, Mrs. Eva Stevens, presiding. During the evening, Mrs. Eva Cuppett, Ways and Means chairman, placed on exhibition the quilt pieced and donated by Mrs. O. D. Adams, past president, and quilted by Mrs. Minnie Mahoney. This quilt will be sold by our chapter.

Savanna Chapter

Mrs. L. I. Evans, Historian

Twenty-eight members attended meetings of Savanna Chapter in the Lydia T. Byram Club House June 9. Committees reported 59c for Ways and Means, \$1.95 spent for Good Cheer. Cards were enjoyed after the business meeting—honors in bridge going to Mrs. L. V. Schwartz; "500" to Mrs. C. E. Kinney, and Bunco to Mrs. Warren Johnson, after which the following committee served delicious refreshments: Mmes. Wm. Doherty, Genevieve Martin, Ray Maynard, and Fred Smith, Sr.

Perry Chapter

Mrs. E. E. Edwards, Historian

Our chapter entered a float in the parade which culminated Railroad Week Aug. 6. Through the courtesy of Mr. Jack of the Dennington & Partridge Lumber Co. we were able to obtain a large truck which we decorated elaborately with crepe paper flowers, etc., done in Milwaukee Road colors. Our members worked hard and diligently on it and were very proud of their achievement when they saw their float in the mile long parade. Added to our enjoyment was the fact that we were awarded second prize for our efforts. The float was pictured in last month's Magazine in connection with the Railroad Week story on page 8.



The Ottumwa Chapter served breakfast in the club rooms to members of the Hiawatha Band on the morning they arrived in Ottumwa for the big Service Club picnic on Sept. 21. It is reported elsewhere in this issue.

Ottumwa Chapter

K. M. Cohnmann, Historian

The week of Sept. 15 was observed as National Retailers for Defense Week. The Ottumwa merchants recognized it by combining their fall opening and their fall festival and Ottumwa Days. The final event was the annual Kansas City Division picnic sponsored by the Ottumwa-Milwaukee Service Club on Sept. 21. Our chapter co-operated in making a success of the picnic, financing bus transportation for all out-of-town road employes from the trains to the park and return, also bus transportation for the Hiawatha Band and the Sioux City Boosterettes from the club house to Sunnyslope Sanitarium where they presented a program, thence to the park and from the park to the station for return to their respective destinations. Breakfast was served in our club house to members of the Hiawatha Band by members of our chapter, supervised by our president, Mrs. F. Ebbert.

Many members of our chapter also participated in the activities at Leighton Park during the day, some serving on the committee at noon, when a basket dinner was held for all employes and members of the community, as well as all out-of-town guests, city officials, and visiting railroad officials. They also served on the committees in charge of the various concessions. The usual Milwaukee spirit was very evident.

Janesville Chapter

Cordelia Wilcox, Historian

The regular meeting was held on Sept. 3, with 15 members and one guest present. Good Cheer report was given by our new Sunshine chairman, Mrs. Orma Boucher, who was appointed to succeed Mrs. Agnes Sommerfield, who resigned because of ill health. Mrs. Boucher reported 49 personal and telephone calls made, eight good cheer cards sent, eight persons reached, an expenditure of \$7.31, and donations valued at \$2.50 with no expense to the club. Ways and Means chairman reported penny march 22c, and wax paper sold, \$2.00. A rising vote of thanks was given for the very fine work done by our Membership chairman and her committee in going over the top and winning for us a prize of \$35.00. House chairman reported rentals of \$40.50.

Milwaukee Chapter

Mrs. Donald McKenna, Historian

July reports of our chapter show two good cheer and one sympathy card sent, two telephone calls made by our Good Cheer committee, and one family given aid at a cost of \$8.45 through our Welfare committee. August reports show result of membership drive as 239 voting and 567 contributing members, a total of 806 members at the close of August; seven good cheer and congratulatory cards sent. Plans are being made for a series of card parties to be held during the fall season.

Sioux City Chapter

Lillian Rose, Historian

June report: Mrs. E. A. Murphy, chairman of the Ways and Means committee, arranged a telephone party on June 20. Due to vacations the attendance was small. Table and high score prizes were awarded. Grossed \$15.25. Mrs. J. W. Carney, our Sunshine chairman, reported flowers, \$6.87; fruit, \$2.00; food, donated, \$10.00; 10 personal calls made and 4 cards sent.

Our "Boosterettes" held a dance in the Eagles Summer Home. Chaperones: Mesdames Class, Burrels, Bergemier, Knoerschield. Receipts were enough to pay for all new costumes and leave a balance of \$10 in the treasury.

Chairman of the Entertainment committee, Mrs. Paul Bridenstine, assisted by Miss Margaret Wean, furnished a number of exciting contests and events at our annual picnic. Art Miller of Mapleton won the shoe kick. Mrs. Frank Leggit won the rolling pin contest. Among the winners in the children's games were Winnie Wingett, Carol Davis, Sharon Logan, John Kvidall and many others whose names were lost in the confusion of the double featuring. The traditional ball game was played this year by the very, very young.

Glencoe Chapter

Mrs. Margaret Larson, Historian

Our regular meeting was held Sept. 9 at the home of Mrs. Wm. Wisch, president, and was well attended. After a short business meeting, with not much old business, and no new, the evening was spent in a social way and delicious refreshments were served.

Three Forks Chapter

Mrs. J. W. Lane, Historian

Our chapter meets the second Tuesday of each month, at 8:00 p. m. After transacting our business we have a social time.

On May 5 Butte Chapter invited us to a bridge luncheon which quite a few of us attended and enjoyed very much. We have done quite a bit of Red Cross work individually, although we have no unit in Three Forks. Our Ways and Means committee has increased our treasury through galloping bridge parties. We have recently added 18 new chairs for our club rooms. On July 18 we had a bridge luncheon for our voting members, which was well attended and greatly enjoyed. Regular meetings were adjourned for July and August.

Madison, Wis., Chapter

Mrs. J. A. Tomlinson, Historian

Having adjourned for the summer months no meeting was held during July. Our Welfare committee reports aiding two families with an expenditure of \$15 during July. Seven messages of good cheer were sent to the sick and five personal good cheer calls were made.

We are looking forward eagerly to our first meeting of the fall. I am sure our president, Mrs. Lietz, will be happy to tell us about her trip to the West Coast. The Welfare committee spent \$4.50 in aiding one family during August. Our Good Cheer reports the sending of 11 cards. Numerous hospital and home calls were also made.

Iron Mountain Chapter

Mrs. Walter Helsing, Historian

Our July meeting was held on the afternoon of the 16th, when a sizeable group of railroad women and their children met at Lake Antoine Park. Games, swimming, and cards were enjoyed. Mrs. Mable England was winner at bridge, Mrs. Bernice Wahlstrom was high in "500," and Mrs. Carl Wallner won cut prize. A picnic supper was served at 5 o'clock, ice cream and coffee being supplied by our chapter. We appreciate the assistance of our very able president, Mrs. Henry Larson, in making the picnic a success.

New Lisbon Chapter

Mrs. George Oakes, Historian

On June 10, the regular meeting was called to order by our president, Mrs. J. Barnes, at the summer cottage of Mrs. R. Oakes, at Pleasant Lake, Wis.

The treasurer reported a balance of \$83.57. The Good Cheer report was 11 calls. Membership was given as 46 voting and 31 contributing, a total of 77 members. The Ways and Means chairman reported \$2.80 profit from lunch, and 86c from our penny march.

After adjournment luncheon was served to the 30 members present by Meses. Greeno, E. Smith, R. Oakes, J. Cassity, H. Hanover and G. Oakes.

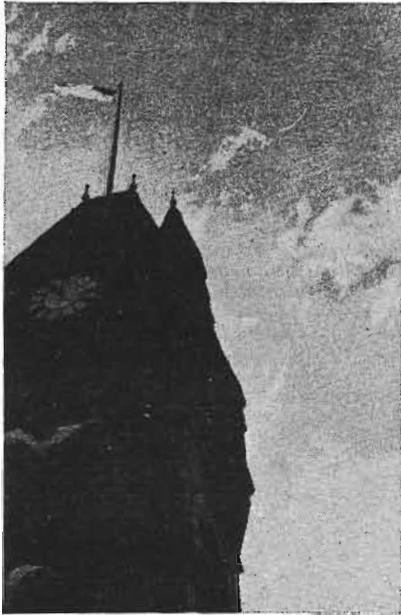
Spokane Chapter

Mrs. M. C. Helmer, President

We have not been very active since May although three members have worked on surgical dressings every Tuesday at the Red Cross. Our Service Club banquet in May was put on by a committee of the Women's Club—General Chairman, Mrs. Helmer; Tickets, Mrs. Sleavin, assisted by Meses. Allen, Arnide, Jones, and Laurence. Six members attended the district meeting in Seattle in June.

We have lost two members by death, Mrs. A. M. Christie and Mrs. D. Scanlon. Several members attended these funerals.

We started our fall meetings September 23. A social hour and program was enjoyed.



With Old Glory waving from atop its tall tower, the Milwaukee Road station in Milwaukee was one of the first sights that met the eyes of thousands of Legionnaires arriving on The Milwaukee Road.

American Legion Convention

(See Story on Page 16)

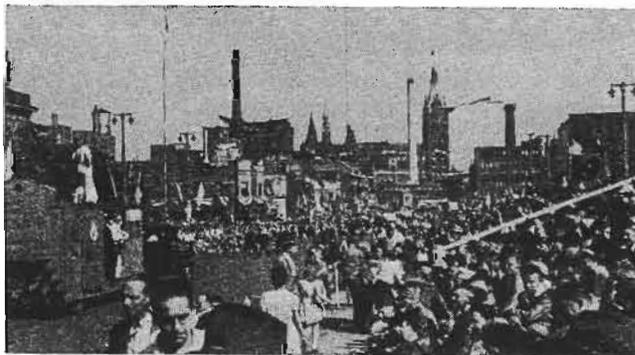
(Right) With a twist of the wrist the Hiawatha Band's name was changed during the week of the convention. Car Department Painter Charles Rintelmann is shown as he finished work on the head of the big bass drum.

L. to R.: Mr. Rintelmann; L. A. Cochran, mechanical engineer's office; Lester Miller, Car Department employe and band drummer; and Louis Klubertanz, Car Department painter foreman, all of Milwaukee.

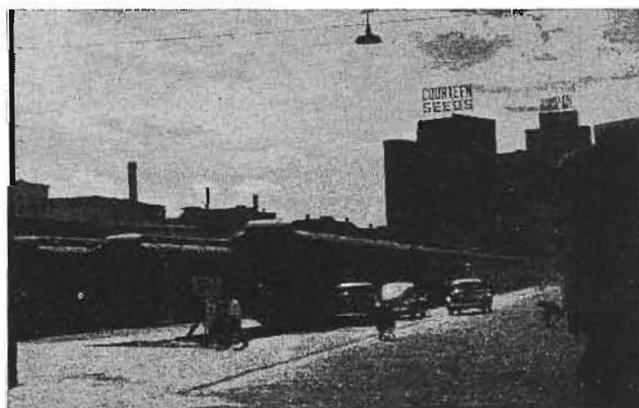
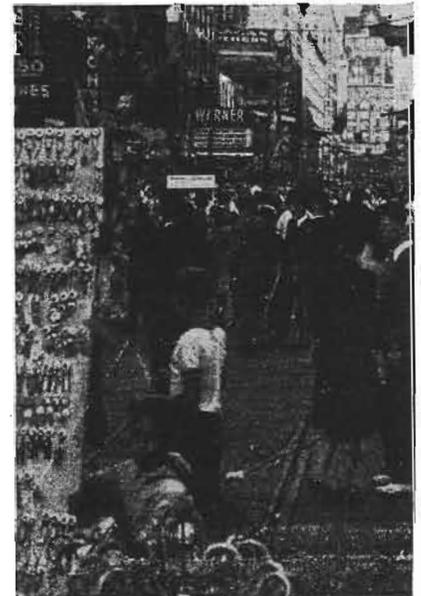


(Above) Groups from Boston, Mass., and Buffalo, N. Y., are shown just before boarding a Milwaukee Road train in the Chicago Union Station, bound for the convention.

(Right) Scene along the parade route. The parade, which boasted every usual feature and several extras, started at 9 a. m. and continued without an interruption until well after dark.



(Below) The streets of Milwaukee belonged to the merry-making pedestrians on the big days. This scene on Wisconsin Avenue was typical.



(Left) The Milwaukee Road's Sleeper City took care of a large part of the overflow from the crowd that flooded the city. Occupants enjoyed practically all of the comforts of a hotel.

ON THE STEEL TRAIL

Milwaukee Terminals

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

American Legion Convention

MILWAUKEE's mammoth American Legion Convention has come and gone. From the railroad standpoint it was quite some undertaking. Ever since it was announced a year ago that the convention would be held at Milwaukee, the railroad officials have been planning, discussing and making arrangements to take care of the convention crowds. Numerous meetings and discussions were held and plans figured out. A Pullman City had to be arranged for. This was done in the Reed St. yard by utilizing the fruit tracks. In planning a "city" of this kind every possible condition and situation had to be covered—protection, sanitation, lighting, heating, air conditioning, icing, hot and cold water, bathing facilities, first aid, lunch counter, power lines, car inspection, switching and lots of other details too numerous to mention. All these arrangements were completed and in readiness before the convention crowds arrived.

At the Milwaukee Union Depot, where the large crowds were to be handled, it was necessary to anticipate the needs and wants of everybody. Extra switch engines were used to handle the special trains, both arriving and departing, and handle the numerous extra passenger cars, and store them during the convention. Baggage facilities were increased and provisions were made for the giving out of information, selling of tickets, and taking care of the necessary parcel racks, policing the platform and the depot proper, and these and many other details were worked out and lined up ahead of time.

The opening date finally arrived and the Legionnaires started coming, first in small groups, then in larger parties, then in train loads, and then in specials, sometimes several at a time.

People, people and more people. The depot would be filled one minute, emptied out the next, and then filled again the next, and so on all day and all night, and they still kept on coming. It was a tremendous job to properly take care of this large volume of traffic. They expected the railroad to take care of them, and it did take care of them. From every side comments were heard

expressing satisfaction and astonishment regarding the fine manner in which the crowds were handled.

With the large parades over and the convention business taken care of, the exodus began, and how the people did stream through the depot to board special trains, special cars, regular trains! At times the depot platform and all were packed with people and the overflow extended into the park. But things went along like clockwork and one group after the other boarded the trains and started for home, until finally, after a day or two, or three, they were all safely bound for points all over the country.

The convention goes down in history as one of the largest and finest the Legion ever held, and from the transportation angle as one which was better and more efficiently handled than any of the others.

Hats off to the officers, the supervisors, and the men in the ranks, who by their whole-hearted efforts and real hard work, made it possible to make this, the largest of all conventions, the great success that it was.

Another fine example of the good old Railroad Spirit—the bigger the job, the better it is done!

Chestnut Street, North Milwaukee, North Avenue

Richard J. Steuer, Correspondent

BREEZES FROM THE BEER LINE

Due to the business increase, many new faces are making their appearance along the beer line. Newcomers include Art Germiot and Rudy Plarek at Gibson Yard, Mahlon Gilbert at Walnut Street, and Frank Wallace at Pabst Yard. Those who have left the district include Bob McKee, now at the junior beer line, Grand Ave.; Roy "Pretty Boy" Schmitz, transferred to North Avenue; and Ed "Lefty" Eckhart, now at West Allis. We hope these boys find their new positions to their liking, and continue their work as A-1 yard clerks.

The entire office force at Chestnut Street were guests of George Kromer, representative of an eastern railroad, at a noon luncheon recently. Agent J. E. Leahey entertained the group with a few of his choice stories relating to his earlier days as a railroader. Frank "Desk M" Thielke, well known for his love of fine fish dishes, deserted the finny delicacies and treated

himself to a nice healthy portion of roast beef. We never heard why he made the sudden change.

Ed Ross, former agent, is a weekly visitor at his old stamping grounds, and reports poor fishing up Minocqua way. It seems that Ed's luck was not of the best, his efforts showing one perch, and a little one at that! Another welcome visitor was Nick Westover who dropped in from Aberdeen, S. D. Nick reports a fine crop in that section of the country and indicates that the Milwaukee will handle most of it.

I'm bound, by oath, not to use names, but this story is too good to pass up. It deals with the switch crews working along the beer line. Their favorite story concerns the greenhorn switchman who wanted to know if the crew he was assigned to had a Diesel switch engine. Told that the crew was using one of these new engines, he inquired if it was equipped with a self starter. It later developed that the greenhorn wanted to make sure that he would not have to crank the Diesel on cold mornings.

North Milwaukee reports that Miss Armella Gill vacationed in North Carolina, but did not come back with a Southern drawl. Bill "Lucky Number" Koepke, who won the Nash automobile at the Hiawatha picnic, is now a full-fledged driver.

Coach Yard

L. J. Cooke, Correspondent

Peter Nowak, who worked nights at the coach yard, has a new title—he's now Private Nowak at Camp Grant for "a little while."

Tony Archer from the Union Station, who was drafted a few months ago, visited us Labor Day and was enthusiastically welcomed by everyone, especially Marie Sovka, who really made up for those of us who didn't get a chance to say hello.

Ed Krause, terminal employe, got deferred by the draft board but not by his one and only—they just announced their engagement—"Heroes are born, etc."

Freight Traffic Department

Richard J. Casey, Correspondent

Jack "All Wood" Shannon, assistant tracing clerk, has hung up his baseball cleats forever. Playing left field in the annual father and son game at Neeskara Playground, he fell down running after a fly ball; three runs scored on the play and the sons (under 12 years of age) won the game.

Herb Kroening journeyed to Chicago Sept. 7 with the Hiawatha baseball team. He proved to be a good man to have around. Besides arranging transportation to the park and back again, he did a good job of working out the pitchers. The fellows liked him so much they made him the team's business manager.

Esther Paul and Dorothy Blask, our two stenographers who are officers in the Milwaukee Women's Traffic Club, are hard at work these days preparing for the national convention of the Associated Traffic Clubs of America.

Fred "Jitters" Bryan is letting his hair grow musician style these days. It is rumored Fred has been taking saxophone lessons and wants to join a band.

Rudolph Koch came back from his vacation last week as brown as a berry. He

THE TIME
TO THINK ABOUT
SAFETY IS
BEFORE
YOU GET HURT!



spent one week in Cleveland and one week on the boardwalk at Atlantic City.

Ed Bornfleth, our traveling ambassador, came back from his vacation minus 15 pounds. Ed has a summer home at Wabase Lake and is putting in his own basement.

Frank Hagendorn spent the Labor Day week-end at Wausau. It rained so much he treated himself to a new raincoat. Rainy landings ahead, Frank.

Bob Lalk spent part of his vacation in northern Wisconsin. He didn't have any fish stories to tell when he got back, but then again, my friends, he didn't have any fish.

Roy Wallace and Emil Klabunde, our rate wizards, besides being railroad men for over 15 years, are also handy men at other trades. Roy is also electrician, gardener, and an excellent chef, while his sidekick, Emil, is very adept at wielding a paint brush. Some times I wonder if those are all gray hairs in Emil's head. It could be paint.

Milwaukee Shops

Davies Yard

J. J. Steele, Correspondent

Jasper Adamcz spent his Labor Day week-end building a fence around his house. Imagine Jasper's embarrassment upon rising the next morning to find that his new fence had blown down.

Wedding bells will be ringing soon for both Joe Kies, the Bay View pigeon papa, and Chester Wezek. Congratulations to both of them!

Mrs. Hans Wilm has proved to her mate, Hans, that she is a better fisherman than he. While vacationing this summer Mr. and Mrs. Wilm spent nine hours on the lake—Mrs. Wilm returned with two fish and Hans—well, you can imagine.

Congratulations to Al Reich on his 51st birthday. Al's friends gave him a party in honor of the occasion.

While visiting relatives at Iron Mountain, Mich., Mathew Unz grew apprehensive of the meat situation and purchased a calf.

We can venture to say that Henry Egan, Mrs. Egan and son, Bob, know more about New York than native New Yorkers. The Egans have just returned from their 14th trip to New York City.

Arthur Souhrada, a newcomer to the Davies Yard, is a second lieutenant in the United States Army Officers' Reserve Corps.

Mr. and Mrs. Nick Heim spent Labor Day at Tomahawk, Wis. While there Nick tried his skill at fishing and was overjoyed when he pulled up a fish that weighed 46 pounds. His friends inquired of him if he intended keeping the fish, and he replied in the affirmative. Upon arriving home he showed this enormous specimen to his neighbor. When the neighbor gained enough composure to speak, he informed the skillful fisherman that he had caught a dog fish. Is your face red, Nick?

Locomotive Department

John A. Macht, Correspondent

As you all know, R. W. Anderson, superintendent of motive power, retired as of Sept. 1. A testimonial dinner was given in his honor at the Elks Club, Milwaukee, Aug. 28, which was attended by officials representing practically every department on the railroad. He was presented with a splendid camera and projector for slides by members of his personal staff, master mechanics, assistant master mechanics, traveling engineers, and roundhouse foremen and general foremen in the vicinity of Milwaukee. The Supervisors of Milwaukee Shops roundhouse and foundry gave him a rod and reel. In closing his speech, Mr. Anderson invited everyone on the Milwaukee Road to visit him on his



Joe Lofy, roundhouse employe at the Milwaukee shops, went to Minocqua, Wis., with several other employes on the Labor Day weekend and caught the tiger muskie he is here shown holding. With him is Mrs. Lofy, displaying the lure with which the fish was caught. Mr. Lofy is chairman of the Hiawatha Service Club Roundhouse Unit.

farm at Brookeville, Maryland, about 10 miles from Washington, D. C.

Mr. Anderson is succeeded by J. E. Bjorkholm, former assistant superintendent of motive power.

Mr. Bjorkholm is succeeded by P. L. Mullen, former master mechanic at Savannah, Ill.

George Luebke of the Test Department was 59 on Sept. 13 and served notice on the world at large that anyone desiring a moving picture of him had better take it in the next six years because after his retirement he won't be doing any moving. Happy birthday, George.

Ed Zimmerman, Jr., son of Mr. Abraham's chief clerk, had a head-on collision while home on leave from Jefferson Barracks, St. Louis. Luckily, no one was seriously injured. It looks as though the boys are safer at camp than at home.

Frank Benes is again riding high wide and handsome. After driving around all summer with all the leaves broken in the front spring of his car, it is now repaired. All that jolting and bouncing has left its mark, however, as he now has a boil.

The mystery surrounding Walter Foesch's pearly white teeth has been solved. He

has been seen with his teeth in one hand and Joe Rappel's scrubbing brush in the other.

FOUNDRY BLASTS

Time, tide and trains wait for no man, not even for Bill Podds, third baseman, star of the "Olympians," as he found out when the team went to Chicago. The train pulled out just as he was sprinting thru the depot. When he got to Chicago on the next train he didn't know where to go.

Apprentice Molders Earl Tietzen and William Podkornorzy finished their time in the month of August.

The two new apprentice molders are Earl Zabel and Roman Zolinski.

SHOP

Charles Thielki, machinist in the machine shop, retired Sept. 15 after 37 years of service.

Ernest Hauser, machinist welder in the machine shop, retired Oct. 1.

Condolences are extended to the family of Herman Schwartz who died Aug. 31. Mr. Schwartz retired in November, 1934.

ROUNDHOUSES

Joe Lofy went fishing at Minocqua and caught a 25 lb. musky and says it cost him pretty near \$25 to eat it, having invited a lot of friends and relatives over to dinner.

HAVE YOU ANYTHING YOU WOULD LIKE PRINTED IN THIS MAGAZINE?

Why not let me know about it or, better still, give it to the clerk in your office.

Car Department

George L. Wood, Jr., Correspondent

SHOP PATTERN

Well, fellows, on Labor Day weekend I discarded my overalls, put on my Sunday suit and took an "Emily Post mortem" of myself. (Dunking prohibited!) I boarded a train for Chicago where I attended the Milwaukee Magazine correspondents' conference at the Hotel Sherman as a guest of the Public Relations Department. Upon having the pleasure of meeting correspondents from all over the system and being one of the fortunate ones to take advantage of the wonderful program offered us, I can readily understand why they say "Friendliness is a Milwaukee Road Tradition."

Erv Gargen, former employe, son of Crane Operator George Gargen, won the County Medal Play golf championship the early part of September. Congratulations to Erv and a pat on the back to his most loyal supporter—his proud papa. . . . Your correspondent observed an unusually well-kept home on Lake Muskego recently. The mail box in front of the house was lettered G. Otto. Spacious porches, beautiful landscaping and buildings certainly speak well for our own Electrician Foreman Gussie Otto. . . . We see two new but familiar faces in the Blacksmith Shop. Those of Johnnie (Wilkie) O'Neil and Clarence Nolan, who are serving apprenticeship time over the forges. . . . Missing from the Blacksmith Shop is Apprentice Herbert Fehl, serving similar duties in the Locomotive Department. . . . Uncle Sam laid a paternal hand on several of our boys this past month, namely Peter Smetek, carman helper, Ervin Koopp, machinist apprentice, and Robert Esch, blacksmith helper. Peter and Ervin are stationed at Camp Grant and it is understood Robert is serving at a marine base on the West Coast. . . . Production Engineer (and fisherman) Vincent Nystrom has always had a sixth sense which compelled him to persevere in a hoping, waiting, and longing attitude, praying to make a catch that would bring him to the pinnacle of piscatorial fame. He recently accomplished just that by catching a 36-inch muskie. Such a feat entitles him to be called a fisherman, cum laude, with the right to sustain his coveted reputation by countless white lies in the everyday discussion on how to fish successfully. . . . Mill Employes Henry Bahrke and Gus Hoppe an-

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FUSEE COMPANY**
Beloit, Wisconsin

ticipated a successful fishing trip and as a consequence they promised their co-workers fish aplenty. We don't know how many fish the boys caught but their co-workers are still waiting for their share. . . . A belated congratulation to Welder and Mrs. Norm Pfennig who took in an additional boarder on Aug. 3, the boarder being an eight pound boy. . . . Before the ink is dry on this page Philip Frank will be a full-fledged machinist. Phil will finish his apprenticeship on the first of October. . . . Upholsterer Helper Ed Koepp added three upstairs rooms to his home in order to accommodate the Legionnaires and now with the convention a thing of the past, Ed is thinking seriously of salvaging the extra rooms. . . . Congratulations to Blacksmith Helper and Mrs. Art Scholl upon the arrival of a seven pound baby girl on Sept. 11. . . . Machinist apprentice Orville Fox has returned to Madison to resume his studies at the University. You can also read about Orville in the local papers as being a promising university football player.

Store Department

Earl Solverson, Correspondent

UPPER SECTION—MAIN STOREROOM. Fred Braun was absent for a period due to the illness of his father, a retired painter. Sigmund Powalicz is vacationing in Arizona and Mexico, acquiring a new vocabulary to use on his co-workers. Daniel "Judge" Kleczka and Don Reiff have left to return to school—the "Judge" to go to Marquette U., and Don to St. Francis Seminary. Even though beset with inventory troubles, Stockman Rudolph Beier is all smiles. His daughter, Lois, took her first steps and his son, Donald, started on his educational career.

LUMBER YARD SECTION. A. J. Kulk visited his soldier son at Fort Riley, Kan., during the Labor Day week end. He now knows why the road cannot get B. & Better lumber for car repairs as Uncle Sam has considerable of it at the fort. Lumber Stretcher Don Shedler took a week's vacation down East and has since left the service of The Milwaukee Road for a better job. Ed Volkman has been inspecting lumber grain doors at Schofield, Wis. Reports the hamburgers are very good but too expensive. Who is the person who lights the cupolas in the foundry every morning? Some suspect it to be Jake Gettleman, the early bird. SCOOP! Ed Volkman became daddy to a Bouncing Baby Boy Sept 13. A start for a basketball team, a baseball team, or possibly a football eleven.

SIGNAL STORES SECTION. James Griffin and wife spent a week about New York. Stated they did not see Dempsey nor Mayor LaGuardia but saw plenty of the other attractions. Now that he is no longer slinging oil barrels around George O'Connor is thinking about buying a rowing machine in order to keep that bulge down. Street cars are a bother and expense, too. Glen (Jitterbug) Lang has been observed thumbing rides downtown.

John Czeck, retired, makes frequent calls to the shops. Same old smile from ear to ear and everyone glad to see him. Likes to recall the many ways needed material was obtained without too much red tape.

A circular was sent to all concerned requesting that they report all worthy news on or before the 14th of each month. Received some response. The writer has been too busy to make a personal call to each section at this time but will try to secure a more complete coverage in future issues.

Kansas City Division

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

A trip through the beautiful Ozark Mountains and several days at Lake of the Ozarks was enjoyed by Superintendent F. R. Doud and family during August.

Traveling Engineer E. J. Kervin and family spent two weeks in Stockton, Calif.,

in August, visiting with Mr. and Mrs. Glenn Morgan; Mrs. Morgan is a daughter of Mr. and Mrs. Kervin.

During the hot weather, while Engineer C. H. Overturf was working the stone train out of Nahant, his family joined him and they occupied a cabin by the Mississippi River at Buffalo, a cool and pleasant place.

For the second time in 41 years Engineer J. M. Wisehaupt, Ottumwa, and his brother spent several days together, this time in Heyburn, Ida., the home of his brother. The last time they saw each other was in 1918, when his brother came to Ottumwa. A trip through Yellowstone, and several other interesting points were visited by Mr. Wisehaupt before he returned home.

The death of James A. Walker, retired section foreman, occurred at his home in Chillicothe, Mo., on Sept. 12.

To recuperate from a recent appendectomy, Gloria Reed, daughter of Engr. John D. Reed, returned to her home in Ottumwa on Sept. 5. She has been a student nurse in the Jennie Edmunson Hospital in Council Bluffs for two years and will return there as soon as she has recovered.

Yard Conductor T. V. Owens was called to Milwaukee because of the death of his nephew, who was injured in an automobile accident and died from the injuries on Aug. 25. Remains were brought to Ottumwa for burial; the mother of the child is the former Madeline Owens of Ottumwa.

Rodman V. Schaaf recently established his residence in Ottumwa at 926 W. Third St., his mother and grandmother coming from Urbana, Ill., to join him and make their home there for the present.

A family reunion was held at the home of Roadmaster F. M. Barnoske on Aug. 23. The Wade Smith family came from St. Louis, and Francis Barnoske, wife and little daughter traveled from Hastings, Neb., to spend the week end in the newly acquired Barnoske home and to celebrate the birthday of Roadmaster Barnoske.

Two of our Milwaukee youngsters, members of the 4H Club, carried off blue ribbons at the Wapello County Fair at Eldon, Ia., this year: Betty and Elaine, daughters of our Lieutenant of Police H. Harvey, took the honors with their white leghorn and white Wyandotte chickens.

Announcement was recently made by Chas. W. Harness, state commissioner of labor, of the appointment of J. H. Robertson of Ottumwa, as state boiler inspector. Robertson has been an employe in the roundhouse at West Yard for 18 years.

From Manhattan, Kan., home of J. T. Sweeney, retired engineer, comes word that while vacationing in Portage, Wis., he witnessed the unfurling of a 103x53 ft. American Flag, the second largest in the U. S., at an Elks pageant. While en route home he stopped at New Salem, home of Abraham Lincoln, on a hot, sultry day. He debated whether to take his dog with him while exploring the village, but decided to leave him in the car. He closed all the windows to prevent his getting away. When he later returned to the car it was empty, and a hole had been chewed out of the rear car window large enough for the dog to slide through. Later he found the dog hidden under another car with a few cuts around his mouth; he seemed to suffer no ill effects from his diet of glass.

On Sept. 12 G. C. Sheridan of the Milwaukee Store Department, and Mrs. Sheridan celebrated their 20th wedding anniversary in Davenport, enroute from Kansas City to their home in Milwaukee; they stopped over in Ottumwa long enough to greet a few of their old friends.

Kansas City Terminals

Sibyl M. Clifford, Correspondent
Assistant Superintendent's Office

H. S. Jensen and wife announce the marriage of their oldest son, Raymond, to Miss Norma Pender. Both father and son are switchmen at Coburg.

Mrs. J. H. Lord is at home again, and much improved.

Clay Gallentine, a retired engineer, made the trip from California to visit his son, Russell, and to see the new granddaughter. Congratulations to Mr. and Mrs. Russell Gallentine.

Born to Mr. and Mrs. Kay Lewis, Aug. 28th, a girl, who has been named Sheilah Mae. Congratulations.

Mrs. J. W. Talbott is at home again after several weeks in the hospital recovering from pneumonia.

Jimmie Gordon is pinch hitting for John Platt at the Broadway yard office. Mr. Platt is still at home under the doctor's care.

Mrs. E. V. Smart and son, Robert, family of Switchman Smart, made a trip to New York recently for Robert to try out on Major Bowes' program.

Mr. and Mrs. William Bennett, with their son, Harold, spent their vacation in the East. Mr. and Mrs. Bennett have returned but Harold took advantage of the opportunity and enlisted in the RAF, remaining in the East for duty.

"Happy" Lohse has at last gone fishing, and didn't get fired to accomplish it. Some time ago he was of the opinion that perhaps that was the only way he would make it.

Iowa Division

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

East End and Branches

Your new division editor is endeavoring to take the place of John Raymond, retired dispatcher, who served so faithfully for so many years as East Iowa Division correspondent. John has been ill for some time, and he is now convalescing; he will be glad to hear from any of his old friends.

Conductor "Chip" Winston, the popular Hiawatha conductor, recently found it necessary to go into the market for a custom-built uniform cap on account of the big bird flying low and leaving the first grandson of the Winston family. "Chip" figures to initiate his grandson into the Izaak Walton League as soon as possible. Yep, he bought the lad a fishpole and it's a dinger.

Clyde Ramsey has been appointed agent at Arlington, the third member of the family to have this station. He was preceded by his father, Harry Ramsey, and brother Ed, who is now dispatcher at Marion. And there are still prospects of a fourth to some day take over the key.

Agent M. A. DeVoe, Fayette, has just returned to work after a serious operation at Washington Boulevard Hospital, Chicago. Mark says he feels 15 years younger and he looks it. He had had 50 years of service on Aug. 15.

Catfish season has been open for some time and Station Baggage Frank Drahos has returned to his past practice of supplying the less fortunate anglers with fish. It looks as though we will be supplied during the coming winter judging from the amount going into cold storage.

Alice McGuire, our globe trotter, spent her vacation in Maine this year. Methinks the trip to Mexico last year was partly responsible for the change of itinerary.

Henry Gray, fireman, of Cedar Rapids, made quite a name for himself recently when he caught a 22 lb. catfish in Cedar Lake. Former fishing champs from Joliet, Rockford, and Kansas City take notice. Steaks were cut from the fish as large as breakfast plates. Well, almost.

The past month has witnessed several changes in personnel at Cedar Rapids freight house. J. L. Kelly, ex-OSD clerk, is now car agent for the Iowa Division. Clifford Taylor has moved up to OSD desk. Bill Lange has taken the steno-clerk spot.

Kenneth Taylor has been promoted to the position of chief clerk in the office of H.

THE BETTENDORF COMPANY

STEEL FOUNDERS CAR BUILDERS

ORIGINATORS OF THE

ONE-PIECE SIDE FRAME

OFFICE AND WORKS BETTENDORF, IOWA

W. Warren, division freight and passenger agent at Des Moines.

Victor Zobl has taken over as assistant rate clerk.

William Kinder, genial chief clerk to F. M. Duffy, Clinton, has received a promotion to the position of chief clerk at Kansas City, effective Sept. 15.

Duane Nollsch has taken the position of clerk in the office of L. R. Lange, division storekeeper at Marion.

Second District

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

At the annual 4-H Club Congress in Spirit Lake, Ia., Sept. 5, the townspeople and natives of Dickinson County were treated to the sight of our Hiawatha. The miniature replica of the streamliner was paraded through the streets and received much favorable comment. Railroad facts and figures were broadcast to the eager crowd and the Milwaukee received some well-deserved publicity.

Lyle R. Whitehead, recently chief clerk in the division freight and passenger agent's office in Des Moines, was promoted, effective Sept. 2, to a clerkship in the general offices in Chicago. Kenneth R. Taylor, formerly assistant rate clerk in the Cedar Rapids office, succeeded Mr. Whitehead to the chief clerk's position in Des Moines.

Dave Rundberg, formerly agent at Yale, passed away Sept. 11 at his home in Yale. Mr. Rundberg worked for the Milwaukee from 1900 until his retirement in 1935. Surviving are his wife and three children, Lyle of Yale, and Margaret and Donald of Des Moines.

The Des Moines Division has found it necessary to borrow some brakemen lately from the first district. Brakeman Lanning, who is the stepson of Agent Foxhoven at Panora, was the most recent mainliner to help us out. Newest name on the steadily growing list of Des Moines brakemen is that of Brakeman Rondersnedt.

Council Bluffs Terminal

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

THE OBSERVATION CAR OF PEOPLE WE KNOW

This month's compartment belongs to none other than "Squirt" Adrian, our diminutive relief clerk. For some time back, now, things looked pretty slim for thrice-blessed Papa. Three days a week, most weeks, was the very best the boy could do in the line of time claimed. Along comes the "blitz" and all of a sudden things hum and Squirt gets in full time. But for the story: On Sept. 2, exactly at 2:30 p. m., our lad was piped pedaling the old trusty bike, headed towards the Midway with the blackest, vilest, and longest stogie you ever saw. At 11:30 p. m., same night, our hero wasn't in such good spirits—reason: a burning, sort of greenish feeling in the pit of the stomach. I wonder did the Corona he so gieerully puffed on all evening have something to do with it, maybe? Leave 'em alone, Frank. Better clerks than you have gone under for less. You are reading, aren't you, Corky?

Occupying practically the entire car, we find the Michael senior and junior family, yard men, highballing towards Marion

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for the annual family reunion. This is one of those things "Rip" should hear about, as every year this is an occasion in which relatives from near and far gather for a good, wholesome "glad to see you-all." Some 50 cousins, uncles, brothers, etc., gang together "just once more" and swap yarns until next year. Pretty darned nice, I call it. Maybe more of us should get in the spirit.

Coming in on a special with coat tails and veils a-flying, Leo Rigor, way freight brakeman, who claims Perry as the home town, brought into this good city a bride, Lucy Fiori of Granger. They will make their home here for the present, and any of you guys are welcome to drop in and say hello. Right, Rig? Another young brakie gone good is Forest Keenan. Congrats to you both.

ON THE SICK LIST

Art Law, roundhouse foreman, is at this time confined at the Jenny Edmundson Hospital with a severe case of pneumonia.

Harry Webster, yard switchman, is back on the job after a brief layoff, Little shy on the corpuscles. Better dig into the cabinet, Web, and get grandma's onion remedy for the red stuff.

OBITUARIES

Aug. 25 saw the death of Kell Madsen, east yard inspector for many years. He was a faithful employe for the road, and his death has brought sorrow to his many friends here in the yard.

Middle and West

Ruth Buckley, Correspondent
Perry, Ia.

With the assistance of Ruby Eckman and other employes, I will try to make the items from the Iowa, Middle and West Division as interesting as possible.

On Aug. 20, Milo Dillon, 80, retired engineer, died at Excelsior Springs, Mo., where he had made his home since retirement, 16 years ago.

Robert Smith, 75, retired engine hostler, passed away at St. Johnsbury, Vt., on Aug. 19, where he, with his wife, had been spending the summer. His death resulted from an injury caused by a falling tree. The remains were brought to Perry for burial. He was the father of Leonard Smith, a storeroom employe.

Clyde A. Utterback, Middle Division conductor, and wife are very elated over the arrival of their first grandchild, Terry Lynn Beckman, born Aug. 16. The child's mother, Mrs. Ray Beckman, was the former Leontine Utterback.

A baby daughter was born Aug. 15 to Mr. and Mrs. John Jahn of Montevideo, Minn. The grandparents are Brakeman and Mrs. Arthur Heiser.

Clerk Eugene Brinton has been appointed to position of warehouse foreman, Perry, the vacancy having been created when Earl Cook went to Cedar Rapids to accept a yard clerk's job.

Weddings of interest are those of Freight Checker Harold Little of the Perry freight house force to Miss Iris Davis of Spokane, Wash., on Aug. 22. Engineer James M. Shirley and Mrs. Alice Wilcox, who were married in Bethany, Mo., on Aug. 29.

Miss Mildred Ivey, daughter of Signal Maintainer Walter Ivey of Herndon, Ia., left Oct. 1 for Detroit, where she will be stationed at an aviation base. She has enlisted as Red Cross nurse in the Army for a period of one year.

A. F. Iliff, perishable freight inspector, together with his family, recently spent an enjoyable vacation visiting relatives and friends in South Dakota. Russell Tubbs of Davenport worked as relief man during Mr. Iliff's absence.

Twin City Terminals

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

Minneapolis General Offices

The Twin City correspondents for the Milwaukee Magazine returned home on Sept. 2 with a better understanding of their jobs and with a very high regard for the ability of the Magazine's personnel after attending a staff meeting in Chicago.

A round-table discussion very ably conducted by Messrs. Dupuis and Green, at which correspondents asked and answered questions, was the high-light of the two-day session. The Milwaukee Magazine should profit by this meeting and rate second to none.

If it should come to pass that our U. S. Army hurriedly needs reinforcements, it should call upon the B. & B. Department of the Twin City Terminals, for they have mastered the blitzkrieg in a manner that would make the Nazis look like amateurs. With a very heavy program before them and with experienced labor none too plentiful, the boys of the B. & B. Department jumped in and worked from sunup to sundown, and cleaned up all of their schedule work and several large emergency jobs. Hats off to the B. & B. gang!

Sept. 1 marked the retirement of another veteran yard conductor; on that date John P. McNulty turned in his switch key, rule book and other company property in his possession. During his 40 years of service with this company, John McNulty always turned in a good day's work and he leaves the service with a perfectly clear record and the satisfaction of a job well done. We are going to miss John McNulty.

Mrs. F. E. King, wife of F. E. King, retired assistant engineer, passed away at her home in Minneapolis on Aug. 20. The sympathy of Mr. King's many friends is extended to him and his daughter, Kathryn, both of whom reside in Minneapolis.

The wedding of John J. O'Toole (well known to Twin City employes) to Miss Genevieve C. Mullaney, formerly stenographer in local freight office at Minneapolis, took place in St. Paul on Aug. 21. Congratulations and best wishes are extended to Mr. and Mrs. O'Toole from the Twin City gang.

Oct. 15 has been selected as the date on which the J. H. Foster Service Club will hold its annual clambake and birthday party at Schmidt's, Inc., 882 West 7th Street, St. Paul. As announced in the

September Magazine, all Service Club members in good standing are invited. New members joining the club before Oct. 15 will also be eligible to join in the festivities and their membership fee will carry them through 1942. You just can't afford to miss this party.

The work of making alterations for the superintendent's office in Minneapolis passenger station is progressing and it looks at this writing as though moving day would be on or about Oct. 15.

Wonder whatever became of our correspondent at Duluth—he used to send in some very snappy news items from the Head-of-the-Lakes. How about it, doesn't anything ever happen up that way?

Minneapolis Local Freight and Traffic Dept.

*Florence McCauley, Correspondent
Freight Office*

CORRESPONDENTS' CONFERENCE

Here's to our get-together that lasted so short;

Here's a hope that its warmth will remain,
And will kindle the fires of remembrance as strong

As the hope of our meeting again.

We have two young smiling faces at the local freight; they are Helen Fessland and Vera Nickle, who are new in the Railroad line but are taking to it like old timers. Bill McCormick, a former employe, is giving us a hand during the rush season.

Harry Erickson, C.F.A., with his wife and two other couples motored to Yellowstone, stopping enroute to attend the fair at Billings. . . S. J. Oberhauser, agricultural agent, attended a reunion of former colleagues from Iowa at Bayfield, fishing and talking over old times. . . Mr. and Mrs. Frank Corcoran, car distributor, at present are in Sacramento, Calif., visiting a daughter. Young Frank seems to be getting along pretty well batching it during his parents' absence. . . Myrtle Henry, steno., had quite a varied vacation. Part of it was spent in Flint, Mich., part in Tippling, Sask., and the rest touring northern Minnesota. . . Mr. and Mrs. George Benz and daughter traveled to the West Coast, visiting enroute with the George Larson family at Salt Lake City. George was formerly employed as city freight agent at Minneapolis. . . The C. P. Cassidy family spent a few days in Lafayette, Ind., but due to the intense heat thought they would be more comfortable in Minneapolis. . . At the district conference of the Toastmasters' Club held in Minneapolis recently, Harry Erickson was one of the principal speakers, making a three minute talk on club financing. . . Nick Kosta of Minneapolis Traffic Department attended a poker party at the home of Glen Nicoln in St. Paul recently. He was coaching the rest of the fellows how to play the game, but when the evening was over Nick was \$8.00 in the red.

Lowell Sexter of the city ticket office, who usually keeps us posted on what's going on in the busy office, is ill at this writing but we are hoping for his rapid recovery and will be looking forward to a lot of news from the Passenger Department for the November issue of the Magazine.

South Minneapolis Shops

*Oriole M. Smythe, Correspondent
Car Dept.*

Welcome is extended to Ernest Buchholtz and family, transferred from Chicago with promotion to general car foreman at Minneapolis Shops on Sept. 1, following retirement of John Hemsey. Happy days to Mr. & Mrs. Hemsey in their new home at Palo Alto.

Sympathy is offered to Louis Mathison and family on the loss of their wife and mother recently.

Michael Flannery, former oilhouse store-helper, died recently at the age of 79. A noble span of years.

Our deepest sympathy to Jack Lundquist and daughter on the death of Jack's wife on Sept. 10.

Two September retirements in the Locomotive Dept.—Charles A. Pennack, machinist in roundhouse, and Irving Green, millwright in shops. Happy days!

This is no scoop, but bears comment. In the line of promotion Wayne Henderson has become division master mechanic, Aberdeen. . . Al Neese has been transferred from St. Paul to Minneapolis as roundhouse foreman, Clarence Lundquist comes to St. Paul from Aberdeen as roundhouse foreman. A Schmidt Beer Basement Bust in Wayne's honor closed his engagements here.

Miss Crogan, trainmaster's office force, week ends out of town these days. Stuck around, however, last week to house hunt, as home is pretty big now with brother Don in camp.

New to the Store Department are Robert Eckert, John F. Anderson, Elmer Helland, Ray Lavigne, Russ Obernolt, John Sweeney, Garry Theis, Fred Sorensen, George Beyer and Bob Reddick, who lend masculine brawn to the laboring forces.

Storehelper Clarence Maybee will swap a pair of cat eyes for dark glasses—finds himself on day shift first time in six years.

John V. Anderson has again resumed studies at Millikin U., Decatur, Ill., where he'll have to study fast this year to absorb much before Uncle Sam's beckoning finger calls him to the ranks. . . which, by the way, will nip his football heydays in the bud.

The coming inventory reminds us of the year Bill Creighton included a family of rabbits in his listing. By next issue inventory will have slashed another scar into each of us, and every little thing will be counted and checked, so expect news of the price clerk's relapse and of mass hysteria.

St. Paul

*Alice Treherne, Correspondent
General Agent's Office*

THROUGH THE LOOKING GLASS

Thanks, and more thanks to all you correspondents who attended the get-together in Chicago last month, for your splendid cooperation in making the meeting a success, (I have the assurance of Mr. Green and some of our public relations officers that it was very successful), and to you, who weren't able to come, condolences. Vern, are you listening? We had just a

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Railroad men know the importance of safety. That's why they know the value of Cat's Paw rubber heels and soles . . . with the new Twin-Grippers that stop slipping double-fast! These tough vacuum-action fibre plugs insure greater protection, longer level wear . . . for every shoe in your house. It pays to remember: your shoe repairer rebuilds like new with Cat's Paw! Cat's Paw Rubber Co., Inc., Baltimore, Md.

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—PLANTS—
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To Milwaukee Patrons

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

Three Forks Creamery Co.
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has been continuously demonstrating the fact that it is the most reliable and permanent insulation known

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wonderful time, learned considerable about what is expected of us in compiling our monthly stint, and best of all, met a lot of fine people from our big Milwaukee family. Now let us all look forward to another such meeting next year, and all make plans so that we may have a 100% attendance in 1942.

The following Twin City passenger men were called to Milwaukee to assist with the rush of business there, in connection with the American Legion Convention which opened Sept. 14: Messrs. H. M. Larson, general agent, Minneapolis; D. G. McMillan, general agent; Ollie Anderson, Johnny Guzy, Stan Luce, TPA's, this office; and Henry Troger, agent, LaCrosse. Our line was the official route for Minnesota and North Dakota delegations, and we transported approximately 600 Legionnaires from the Twin Cities, including the famous East Side Post No. 358 Drum & Bugle Corps, (Hamm Brewing Co.) to the convention, plus a special train of 200 from North Dakota, which originated at Fargo, accompanied by Johnny Guzy.

An addition to our office force the past month, is Frank Engebretson, stenographer, Passenger Department. He's single, girls, and has wavy blonde hair. The line will form on the right, please!

Overhead in our office, "Thirty thousand, three hundred and eleven sheep!" . . . "What's wrong, insomnia?" sez McGeen. "No," sez Wik, "I'm not counting 'em; that's the number of Washington and Idaho sheep that arrived at South St. Paul via our line during August." Thinking in terms of carloads, as we railroaders will do, that's about 125 cars of these woolies, and all of the shippers were pleased with the fine service we gave them. Our Lines West employees are to be complimented on the fine job they are doing with stock trains.

Al Neese, who has been roundhouse foreman here for the past three years, was appointed roundhouse foreman in Minneapolis, Sept. 1, and is succeeded by C. O. Lundquist of Aberdeen, S. D. Our best wishes to these gentlemen in their new duties.

Our sincerest sympathy to Hank Monge, city ticket agent, whose sister and brother-in-law were killed in an auto accident Sept. 2, en route to their home at Burlington, Ia., after spending the Labor Day weekend here with him and other relatives. A nephew and another brother were injured, but not seriously.

Car repairer Joseph Sereida and wife returned Sept. 8 from a fine two week vacation trip to Los Angeles and Seattle, and Joe says he's sold on the West.

As we go to press, our Passenger Department will have completed the movement of the Minnesota football team and its fans to Seattle where our Golden Gophers tangled with the Washington Huskies, Sept. 27. The number of people who attended this year was not as great as before, possibly due to the rush of defense work around the Twin Cities.

An auto accident the night of Aug. 30 claimed the life of George C. Wizback, yard clerk, age 20, and two of his companions. The bereaved families of these boys have our deepest sympathy.

With the Northland-Greyhound buses at a standstill, because of a strike throughout the Northwest on Labor Day, and the usual heavy holiday travel, our trains carried capacity crowds to all parts of this territory that weekend. The proverbial "ill wind" really blew up a "field day" for the railroads in this instance.

Understand Miss Gladys Murphy, stenographer, local office, was a New York visitor the latter part of August, and spent some time with her brother in Cleveland, O., also, while vacationing.

Mr and Mrs. R. A. Burns, (DF&PA), Aberdeen, S. D., spent the weekend of Sept. 14 in the Twin Cities, visiting their son, Gene, who returned to Camp Claiborne, La., Sept. 16, after a 30-day furlough, following his recovery from the injury previously reported.

Two casualties reported from the rip track are Henry Meihof, car man, who was released from St Joseph's Hospital, Sept. 8, where he was confined with a broken arm, but at this writing is coming along fine; and Arthur Cogswell, another carman, who underwent a serious operation on that date, but is reported resting comfortably at Samaritan Hospital.

Frank Gappa, Passenger Department, had the honor of meeting "Madam" Frances Perkins, Secretary of Labor, Sept. 10, when she stopped in St Paul, enroute from Win-nipeg, Man., to Washington, D. C.

Familiar phrases heard at the contributor's get-together were. . . Marc Green's blue pencil. . . I have trouble getting news. . . Why were my notes left out. . . (Sunday) Gosh it's warm here. . . Who ordered the hot weather?. . . The ball game was a honey! . . . Have you Chicago or standard time?. . . Wasn't that a wonderful guide we had on the tour?. . . Bali, Bali. . . Where's the rest of the crowd? . . . Meet you on the Mezzanine. . . Hope to see you next year!

I&D Division

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

Marquette-Sanborn

It seems that the annual inventory had Cliff Oeschger, chief clerk of the Store Department, slightly off the beam. He showed up at work one morning recently with the latest in two-tone shoes—one black and one brown!

Glad to see Division Engineer W. Lakoski back on the job after his recent illness. Conductor R. W. Lang has been ill for several weeks.

Agent A. C. Andersen has been appointed captain of No. 5 division (Mason City Railroads) of the 1941 Community Chest campaign at Mason City. Superintendent W. F. Ingraham is captain of team No. 42 (Milwaukee Employees) with Marie Randall, clerk in superintendent's office, as secretary. The campaign will extend from

LIGHT

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The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

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Burns eight hours on eight ounces of Carbide with only one filling of water.



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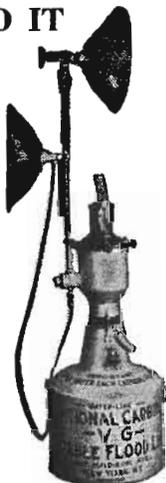
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For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full, even beam of about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.



National Carbide
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MAIL THIS COUPON TODAY

National Carbide Corporation,
Lincoln Building, New York. Opposite Grand Central
Gentlemen:

Please send me complete information about your
lights shown above.

I am a.....on the
(Occupation)

.....of The Milwaukee.
(Division)

Name.....

Address.....

Oct. 19 to 22 with a goal of \$52,000. Let's all get behind it.

V. K. Drury has been appointed agent at Sexton, Ia. H. O. Dains has been appointed agent at Hobarton, Ia. D. C. Boles has been appointed agent at Hartley, Ia.

Conductor L. D. Mather and wife recently returned from a trip to West Virginia.

Conductor Earl Lambert and wife went to Gilman, Ill., early in September to attend their daughter Maxine's wedding. One down, six to go!

Yardmaster Dickhoff just returned from another of those trips to Wisconsin. Need I say more?

Bob Perry, trainmaster's clerk, won the first auto race at the Spencer (Ia.) Fair on Sept. 13, then just for the heck of it, in the feature event, skidded and knocked down about 60 feet of fence.

Sympathy is extended to the family of Walter L. Gaffney, locomotive engineer at Mason City, who passed away Sept. 11. Mr. Gaffney, who entered the service on this railroad here Oct. 28, 1904, had worked the evening before until midnight operating a switch engine.

Ralph Anderson, yard clerk at Mason City, plans to remove his sailboat "Jeanette" from the waters of Clear Lake on Oct. 1 and store it for the winter. The "Jeanette" is 32 ft. long and has an 8 ft. beam and can carry 20 passengers. Ralph docks his boat at the park landing from which point he carries passengers on many days.

Sioux Falls Line

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

On Aug. 13 Conductor Foerster, train 164, Madison to Sioux Falls, was attracted by a man in a field near prison farm waving to attract the train crew's attention. It developed that the man was run over by a wagon and unable to help himself but the crew secured help from nearby farm.

Garland McCarthy and Lawrence Martin are newcomers in the Sioux Falls Car Department.

Vacation list is thus: Laura Slevert to points in Minnesota and Iowa; Roundhouse Foreman E. C. Todd to Colorado; Switchman Olaf Anderson to Zumbrota, Red Wing and Rochester over Labor Day; Omar Well, retired roundhouse employe, back from a Puget Sound vacation with a whale of a fish story; Car Foreman R. J. Harbeck to Iowa and Nebraska.

Wayne Burris of Akron has been trying out his luck as a fireman on one of the Sioux Falls switch engines.

Section Laborer Chris Christopulos is now a student at the University of South Dakota.

The Milwaukee Road entered the Hiawatha replica in the Labor Day parade in Sioux Falls which had the best array of floats and best conducted parade in many years.

Sioux City and Western Branch Lines

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

In our last issue we erroneously reported brakeman Willard Belknap as being the proud father of a baby son. We were wrong—it was a daughter.

Engineer Ben Rose recently underwent a serious operation at Sioux City. Was in very bad shape for a while, but now doing nicely.

Your correspondent has been told that a petition is now being circulated to make Sept. 22 and 23, the Jewish New Year Days, a legal holiday. It is believed, however, that the petition would be more convincing if the first names signing it were not Conductor Dave Murphy, Switchman Tom Finnegan, Switchman Jimmy Patton, and a few assorted Calligans, Kellys, and so on—all good Jewish names, of course.

Understand that Ovide Watler, engineer, was also a recent visitor to the hospital.

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**

and took a nap in the shade of the old ether cone.

A baby daughter was born to Mr. and Mrs. Jack M. Dunham, at Sioux City, on Aug. 24. Jack is one of our new brakemen, and a son of Conductor John Dunham.

Howard G. Dimmitt, Jr., son of Roundhouse Foreman H. G. Dimmitt of Sioux City, has gone into engine service as fireman.

Tacoma & Coast Division —West

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

Conductor C. C. Fay, who was on the Enumclaw-Everett line, has given up that assignment, because of illness.

Emil Johnson, Store Department helper, has been off sick for some time.

Conductor Charles Russell, who has been laying off for some time with foot trouble, is still off at this writing, the condition not having improved very much. Our good wishes for an early recovery.

Conductor Maynard Schwebke is also off because of illness.

George Ellis, Jr., of the Store Department, is laying off nursing a sprained ankle.

Switchman Leonard Thompson, Switchman Billy Martin, and Switchman Gaylord Hunter are likewise absent because of sickness—that's enough for one month's notes. We trust we shall see all of them back very soon.

Joe Gordon, formerly of our warehouse force at Tacoma, now retired, has gone on a trip to Colorado, New York, Boston, and through New England, then home through Canada. He expected to return during September.

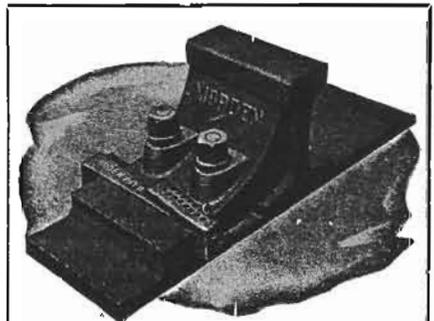
Fred J. Alleman and wife—as everybody knows, he is the retired Tacoma agent—have gone on a two month trip to visit relatives in Iowa, Illinois and Wisconsin, their first trip East in 15 years, we believe.

W. H. Smith has gone to work as second trick operator at Tacoma relay office.

Bob Shipley, rotund and smiling warehouse foreman at Tacoma local office, has gone to work for N. A. Myers of Seattle, as traveling car inspector on the Lines West. George Gordon is the new warehouse foreman in his place; we are pleased to see him in the new job.

We learn that A. W. Matthews, retired brakeman, is confined by illness to St. Joseph's Hospital, Tacoma, at present.

Conductor Frank Ziel, of the Willapa



MORDEN SECURITY ADJUSTABLE RAIL BRACE

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Harbor line, and his wife, were gone five weeks on a vacation trip. They went to Rockford, Ill., to visit their son, Edward, who is master sergeant at Camp Grant near there; then to Watts Bar Dam, near Chattanooga, Tenn., where their son-in-law is superintendent of construction of the 20 million dollar steam plant building there; then through the Cumberland Mountains and the Smoky Mountain National Park and Lookout Mountain, then back to Illinois and Wisconsin, and then home. Whew! That WAS a trip!

At Chehalls we have an agent now—Mr. Britt—and two operators. Latto second trick, and Wadsworth, third trick.

Joseph Kibble, conductor on the Bellingham line, retired Aug. 31, after 43 years of employment.

G. W. Linscott, clerk at Seattle, was married Aug. 14 to Miss Martha Hale of Puyallup; they are now on a wedding trip to Detroit, where they will pick up a new car and drive west. Our hearty congratulations to the young couple.

William J. Kohl, from Minneapolis, has been appointed passenger agent at the Tacoma City office; he arrived here on Sept. 2. We mention him particularly as being a tall and handsome bachelor, but we understand that a certain lady from the Twin Cities is coming out after him so that his single blessedness will soon end.

Mrs. Clara Carrotte, of the superintendent's office has been specially requested to enter her famous collection of majolica at the Puyallup Western Washington Fair; it will be worth seeing.

Andy Norwood is now night chief yard clerk and Robert Huntsman is now second trick boardman at Tacoma Yard. Eugene Hallan, Elwell King, and Clair Jones are yard clerks and Glen Garham is now assistant chief yard clerk.

R. D. Abernathy is relieving as operator at the yard, Tacoma, while Clinton Miles is relieving at the dispatcher's office.

We had four trains of Ringling Brothers and Barnum and Bailey's Circus in here from Spokane with a total of 91 cars; they were unloaded at docks Nos. 1 and 2 under the supervision of Mr. Givens, superintendent, and Mr. Ludwig, agent. Howard Montague, general yardmaster, was likewise on the job and very much admired the elephants unloading cars; he opined that they had switchmen backed clear off the map, because they did as they were told.

Conductor Humphrey and Brakemen Dorton and Western took the special train to the rodeo at Ellensburg on Aug. 31. Ray Senn, Store Department helper, is off with a sprained back. Jack Dorsey, of the Store Department, went to the rodeo at Ellensburg and returned considerably bunged up, having gotten mixed in a set-to between some horses; he was kicked but is on the job, limping around.

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Tacoma Car Shops

Gil Garrison, Correspondent

John Schroedel, popular wheel shop foreman, and wife, left Sept. 13 for a motor trip through California. We think Johnny will need some watching when he gets to Hollywood.

Frank Henry, our rip track inspector, at present writing is on a month's vacation. Outside of a train trip east he has some fishing on his program.

Elmer Casaday, left the middle of September to attend the Carmen's National Convention at Kansas City.

I regret to chronicle the passing of Chief Clerk Lowell Sargent's concrete mixer. It left our midst on Friday, Aug. 29. A new 1942 Nash sedan now graces our parking lot.

**La Crosse & River Div.—
Wisconsin Valley**

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

I was happy to be among those who met in Chicago, Aug. 31-Sept. 1 for the Magazine get-together meeting. A great deal of credit is due those in charge for the wonderful entertainment and hospitality shown.

Engineer T. E. Donovan and family have returned from a two-month visit in California and other states.

Engineer Louis Schultz, Tomahawk, has resumed work after being off duty for several weeks while receiving treatment at a Chicago hospital.

Edward Gongaware has been assigned to the duties of yard foreman at New Lisbon, Wis., and has moved his family there.

Ritz Parker, telegrapher and ticket clerk at Wisconsin Rapids, has retired from active service and on account of the illness of

his son, Ritz, Jr., has departed for Mexico where both will make their future home.

Roger Schultz, son of Engineer John Schultz, Wausau, Wis., who is stationed at Camp Davis, N. C., with the 94th Coast Artillery, has been promoted to sergeant.

Sergeant Oscar Larson, Jr., staff sergeant in the Third Armored Division, 15th Headquarters Battalion, at Camp Polk, La., arrived home on a 12 day furlough. He is the son of Conductor Oscar Larson, Wausau, Wis.

Fireman Terry Slomske has been off duty for about three weeks and is receiving treatment at St. Mary's hospital. The nature of his illness was not learned.

Machinist Paul Casberg, LaCrosse, Wis., is working at Wausau, substituting for F. A. Gibson, who is taking a two-week vacation.

The new assignment of six days per week for machinists and boilermakers has displaced Charles Miller at Wausau and he is now stationed at Savanna, Ill.

Superior Division

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

It has been a long time since we have had an opportunity to report a birth on this division; however, we are now happy to report that Mr. and Mrs. Roy Bersie have recently become the happy parents of a baby girl. Mr. Bersie is a machinist in the Green Bay shops.

The following changes in agents have taken place on the Superior Division:

A. A. Cramer, agent at Adell, Wis., has taken the agency at Chilton, Wis.

E. A. Kenny, agent at Thiensville, Wis., has taken the agency at Cedarburg, Wis.

J. L. Fifrick, agent at Chilton, Wis., has taken the agency at Thiensville, Wis.

C. E. Bunyea, agent at Fredonia, Wis., has taken the agency at Adell, Wis.

O. P. Schumacher, agent at Amberg, Wis., has taken the agency at Fredonia, Wis.

C. O. Reed, operator at Menasha, Wis., has been appointed agent at Amberg, Wis.

The sure sign of Fall is trapping; and Chief Dispatcher J. T. Dinwoodie has been trapping for a mouse in the building. No luck so far.

A. J. Farnham, trainmaster, and Mrs. Farnham and children returned recently from a trip through the South where they spent their vacation.

J. T. Dinwoodie, chief dispatcher, and Mrs. Dinwoodie spent their vacation in upper Minnesota. All report having a very nice wet vacation.

Perishable Freight Inspector H. S. Miller and wife are spending their vacation in Illinois. Miller had to break up his vacation to return home a distance of about 400 miles to get his arch supports.

Harry Harnish has been relieving Miller as P. F. I. at Green Bay and, with the assistance of the honorable Yardmaster Tierney, has seen quite a little of the town; he reports liking it and the people at Green Bay quite well.

Spokane and Inland Empire

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

Until we hear otherwise, Spokane is going to claim the record for continuous rain, at least in this vicinity. Up to the present writing, it has rained 60 days out of the last 67 in our fair city.

The month-old strike at the match plants in Spokane is still in force. This cuts off quite a bit of revenue, as the Milwaukee handled quite a few cars in and out of these plants.

Operator C. M. Pease of Malden, Wash., who spent the past four months hibernating in sunny California, reported for duty on Sept. 11.

Operator M. L. Carver of Clarkia, Ida., gave up his assignment at that station, having been called into service.

Dayton Doyle of Othello, Wash., has bid in the section foreman's job at Spokane. The position was made vacant when Foreman Guy Chimenti took six months' leave.

Dispatcher R. C. Peterson of Spokane, with his wife and daughter Phyllis, left for Cleveland, O., on Aug. 18, where Phyllis was married to Thomas R. Gauthier. Mr. and Mrs. Peterson returned to Spokane after a short stay.

Conductor R. Elliott returned to service on Sept. 5, after a vacation of about two months.

C. N. Beal was assigned to the position of night operator at Calder, Ida., on Sept. 10.

Agent H. R. Stevens of Spirit Lake, Ida., retired on Sept. 30.

Chris Finsand, car inspector at the Union Station, Spokane, left on Sept. 22 to attend the annual convention of the BRC of A at Kansas City, Mo.

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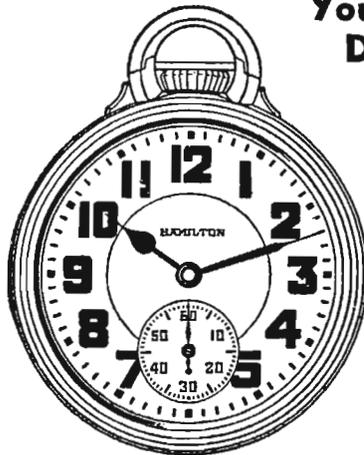
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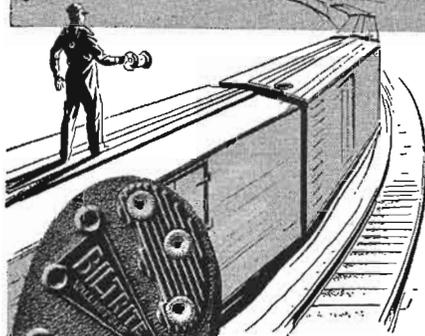
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 CHICAGO, ILLINOIS

Roadmaster C. F. Allen of Spokane, attended the national convention of roadmasters at Milwaukee on Sept. 19.

Heavy shipments of cement are now moving from Metaline Falls, Wash., to Ordnance, Ore., where the government is building an arsenal. It is expected our road will handle from three to five hundred cars of this cement.

G. P. Mason, who has been acting section foreman at Spokane Yard for the past two months, took a vacation in September and drove his family to California.

Leonard Lore, carman at Spokane, will be a bachelor for some little time to come. His wife attended the Ladies Auxiliary BRC of A meeting in Kansas City, Sept. 22, as Spokane delegate, after which she went to Los Angeles to visit their son who is in the army.

Chicago—Freight Traffic Dept.

Wesley S. McKee, Correspondent

We wish to extend our sympathy to Miss Elinore Payne on the recent loss of her father, who passed away at Vermillion, S. D., as a result of injuries incurred in an auto accident.

Joe Schmicher's "wanderings" are over. He and Miss Wanda Walczyk were married on Sept. 20. We wish them lots of luck. Joe advises he is ineligible for the Campagna Program Club.

Pvt. Tom Wallner, one of our selectees who is stationed at San Louis Obispo, Calif., was a recent visitor in the office. He looks fine.

Word has been received from Pvt. Frank Trom that he has temporarily forsaken his trusty steed and he, too, will march in on us soon.

Charley Westerholm's number is up—Uncle Sam has just adopted him for 18 months, or—

Frank (Frequency-Modulation) Maday, genius of electricity and exponent of the famous Maday system of communication, commonly called the megaphone, now holds forth each noontime patiently explaining the intricacies of radio to all of his hearers, both of them.

Mary Dugger, one of our belles, rang the chimes again as she peeled off another year. Her age cannot be told, but as a hint we'll say Heinz has the same amount of varieties. Among her gifts were many kisses.

Have you missed any parts from your desk? Why do we ask? Well, the two Bills, Ryan and McCormick, were seen getting into the elevator heavily laden with their winter's supply of kindling.

Incidentally, William Toblas Ryan considers himself an authority on creeping bent grass. He will gladly send you a copy of his latest treatise titled, "Creeping Bent. Its Care and Cultivation," after you borrow enough plugs for your lawn.

Wubble Yu Wubble Yu Nehf, our heavy-weight chorister, is singing with a lighter heart these days. No longer is that dole-

ful look in his eyes; instead he has expectant air about him like he was a to be led to slaughter; I mean the a Could be, could be.

He may be a little old to play kindergarten games, but Frank Maronn says: enjoys playing "Jacks" and "All arc the Mulberry Bush."

Do you think that Alfred de III Court her by Mailum?

Fishing in the St. Croix River
 Sets your heart strings all aqiver;
 Lots of fish you'll surely get
 If you use a great big net.

Though we don't like to advertise it, have to admit the King of The Zombie among us.

At the recent convention of Milwau Magazine correspondents, in Chicago, writer inadvertently made reference to town of Squedunk, Ia., and was mi taken to task by Max Brager of Ma City. I have just checked the Offi Guide and I wish to apologize to Brager, as I was unaware that the to was on his division.

Terre Haute Division

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

And a good time was had by all. Meeting, of course, at the Magazine correspondents' conference in Chicago. Thanks ag to all who made this very pleasant ev possible.

On Saturday evening, the 6th of September, the many friends of Dispatcher Willi E. Allen gave a dinner party at the Dem Hotel in Terre Haute in his honor, occasion being his retirement from service. They presented him with a wrist watch and a handsome piece of luggage as a part token. Bill began his railroad career in 1 as telegrapher on the D&RG Railroad a in 1901 worked as an operator for t Cloverleaf, becoming train dispatcher t that line in 1903. In 1906 he came to Terre Haute and entered service on this divis as train dispatcher. He will celebrate 65th birthday on Dec. 24.

DF&PA R. R. Harding, with his family spent a very enjoyable two weeks in August vacationing in Colorado and Kansas Ci

Chief Dispatcher Harley Smith is ba on the job after a tour through the Sou It seems he and Mrs. Smith decided not stop at Mt. Olive, but just kept right until they reached Florida.

George Lundwall of the Terre Haute freight office also was lured by that vacation wonderland, making Miami his destination.

John R Huggard, a member of our Engineering Department for the past fo years, has been transferred to the divis engineer's force at Tacoma. Another lo to the Engineering Department is Robe White who has been accepted by the U. Army Air Corps.

David Kratzer of Terre Haute has joined the railroad ranks as rodman.

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H&D Division

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

Important! The October hunting season is starting. Let's be more careful this year than last.

APPOINTMENTS

M. D. Rue is back at Aberdeen serving the territory of Harlowton to Minneapolis as Inspector.

W. W. Henderson has been appointed division master mechanic on the H&D, vice J. L. Brossard transferred.

W. A. Wheeldon has been appointed agent at Hickson, N. D.

A. D. Maier has been appointed third trick operator at Selby, S. D., temporarily.

L. E. Brennan is the new agent at Westport, S. D.

A. G. Atha is now second trick operator at Montevideo, Minn.

L. E. Larson has been appointed temporarily to the job of third trick operator at Aberdeen Yard.

J. J. Nenti is third trick operator at Roscoe, S. D.

Incidentally, if any of you have pictures that you feel will be of interest to our readers, slip them to me and I will see what can be done about getting them in the Magazine.

Trans-Missouri Division —East

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

Engineer Clyde C. Caldwell, his wife and three daughters have returned from a seven-week stay at Denver, where Clyde was a delegate to the B. of L. F. & E. convention.

The former Miss Ann Richmond, technician at the Milwaukee Rail Hospital, who was married to John Floyd Brown, son of J. F. Brown, carman, last June, has given up her position and is leaving with Mr. Brown for La Fayette, Ind., where Mr. Brown will be part time instructor at Purdue University and work on his Ph.D. degree.

Pumper John Rode, who underwent an operation for appendicitis, is now recuperating at his home. His position is being filled by Otto Lueder of Mahto, S. D. Lon Green, helper at the roundhouse, was off duty with a bad case of flu but is now back on the job again. Other patients at the Milwaukee Hospital are: Machinist Frank Ginthner, who is suffering from rheumatism, Operator Ray Paul of the relay office, who has been ill for some time, and Operator John O'Dea of Moreau Junction, who was under the weather.

We extend our sincere sympathy to Engineer Arthur Birdseye of Aberdeen, S. D.,



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on the sudden passing of his wife on Aug. 23.

Congratulations to Engineer Leo Middleton, who was married to Mrs. Josephine Yegge, at Baker, Mont., on Sept. 8. They have an apartment at the Brown Palace Hotel.

Theo S. Johnson, first trick car clerk, has returned from a motor trip through Minnesota and Wisconsin where he visited relatives. While in Wisconsin he purchased a farm.

Agent W. P. O'Hern of Wakpala and Mrs. Ohern, who is agent at Firesteel, S. D., spent their vacation at Detroit Lakes, Minn.

Engineer Elbert Taylor and wife were recently called to Kansas City, Mo., having received word that their daughter, Mrs. H. E. Reitz, and husband had been in a bad auto accident.

Conductor Fred Lentz, his wife and four daughters, have returned from a 5,000-mile motor trip through California and the

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

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West Coast. They visited many former Moberge friends.

Conductor Frank De Lange has been taken out of service because of failing sight. They have moved to Minneapolis where they will make their home. His many friends hope he may find help and eventually be back on the job again.

Machinist Frank Schneider and wife recently accompanied their friends, Mr. and Mrs. Tellafaro, from Menominee, Mich., on a motor trip to the Grand Canyon, Colorado Springs and Denver.

Again we extend our sincere thanks to Marc Green, editor, and A. G. Dupuis, manager, of The Milwaukee Magazine, as well as the officials of the road, for the splendid hospitality and entertainment accorded us during our two day stay at Chicago. It was indeed a pleasure to meet the correspondents from the different divisions, also F. H. Johnson and the representatives of the Public Relations Department. The meeting on Monday was inspiring and instructive and I came home firmly resolved to try to do better from now on. I also feel we should take our hats off to charming Miss Alice Treherne of St. Paul, who started the ball rolling.

D&I Division— First District

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

Dispatcher and Mrs. F. B. Cole, of Savanna, recently had as their guest Mrs. C. B. Bachman of Waupton, S. D., sister of Mr. Cole. Mrs. Bachman is the mother of Harold and Myron Bachman, of the famous Bachman Band of Chicago.

Mrs. Alvina Kramer, mother of Mrs. W. J. Whalen, Savanna, and W. F. Kramer, Aberdeen, S. D., died in the home of her son-in-law and daughter, Supt. and Mrs. Whalen, on Sept. 3.

C. W. Nellis, age 89, and a resident of Savanna for many years, died at his home on Aug. 19. Mr. Nellis was employed at one time in the machine shop at Savanna as machinist and foreman and during the World War served as engine inspector in an aircraft plant in Detroit.

Congratulations are extended to Mr. and Mrs. F. A. Winston, on the arrival of a grandson in the home of their daughter and son-in-law, at Davenport, Ia. Mr. Winston is a conductor.

P. L. Mullen, whose promotion to assistant superintendent of motive power, became effective Sept. 1, was the honored guest at a farewell dinner held in the

Veteran of Foreign Wars' club house, Savanna, on Aug. 30. Sixty-five division officers and employes from Savanna, Elg Ottumwa, Davenport, Nahant, Dubuque and Marquette gathered around tables decorated with fall flowers and enjoyed a delicious chicken dinner. A four-piece orchestra furnished music during the dinner hour. Supt. W. J. Whalen acted as toastmaster and short talks were given by division officers and representatives of the machinists locals of Savanna and Ottumwa and the locomotive engineers a firemen. As an expression of regret losing Mr. Mullen, and also happiness his promotion, his fellow officers and employes presented him with a diamond ring, wrist watch, overnight bag and wardrobe case and a set of golf clubs. Mr. Mullen came to the "Illinois Division" 21 years ago as master mechanic and since that time has acquired the supervision of the Locomotive Department of the Gary line the Dubuque Division and then the K. Division; all wish him the best of luck.

At this time we welcome our new division master mechanic, J. L. Brossard, of Aberdeen, S. D., and family to the Milwaukee group at Savanna.

Through the courtesy of the management, and the efforts of Miss Alice Treherne, of St. Paul, and Mr. Dupuis and Mr. Green, manager and editor, respectively, of The Milwaukee Magazine, we had a grand time getting acquainted at finding out who's who in the editorial circle of the Magazine, on our first get-together of Milwaukee Magazine correspondents held in Chicago Aug. 31 and Sept. 1—hope we do it again next year.

D&I Division— Second District

*Lucille Millar, Correspondent
Dubuque Shops*

SYMPATHY EXTENDED

To the families of Switchmen Michael Flynn and J. A. Seeley, also retired Helper John Fitzsimmons. We are sorry to report the death of these three employes at their homes in Dubuque recently.

ORCHIDS

To the crane engineers from Mr. Morgan's department who offered their blood for transfusion when an SOS call came from the hospital for a Milwaukee employe. They were not assigned to the sick brother's particular division, nor did they know him personally, but were just carrying out an old adage that "when help is needed, railroad man is FIRST to respond."

PENSIONED

Otto Rampson, first trick train dispatcher at Dubuque Shops. May you enjoy your well-earned vacation, Otto!

TRANSFERRED

Master Mechanic P. L. Mullen's transfer and promotion to Assistant Superintendent Motive Power was the news event of the month. (A little partiality shown in the way you said good-bye to the girls of your division, P.L.M!). A welcome to J. Brossard, who comes to our division from the H&D.

Under this same heading, we report the change in position of Julius Sprengelmeier from our Dubuque Shops to Lines West supply car. It will be "long time no see" for "Penny."

OUR SICK FOLK

Martin Jaeger, Dubuque freight house and Justin Brandt, Store Department, Dubuque Shops. Here's wishing a speedy recovery of both of these faithful employes.

PAGING DAN CUPID

While it hasn't been officially announced, we feel free to report (in our rather subtle manner) the very serious attitude assumed by our good brother Oscar Ohde, of late. So there MUST BE something to it!

ECHOES FROM THE CORRESPONDENTS' GET-TOGETHER, AUG. 31- SEPT. 1, IN CHICAGO:

Splendid entertainment.

A fine business meeting.

Listening to fine talks by F. H. Johnson (who quoted from ye scribe's favorite, R. Tagore, who also said "We do not have to run to the grocer's shop for our morning light—we open our eyes, and there it is!") Also A. G. Dupuis, who made us feel quite important on account of being correspondents for such a fine magazine as our "Milwaukee" publication. And our editor, Mr. Green, whose shoulders, we were glad to see, are broad enough to carry his burden cheerfully. Last, but not least, meeting our sister and brother scribes and taking back with us the memory of "John Doe" being a real guy and "Mary Roe" a sympathetic sister (when we again read their lines.)

Trip home on "The Arrow" was highlighted by Sibyl, Katherine, Eunice and Ye Scribe holding a post over the two-day session, with Adjuster Geo. Anderson acting as referee when we girls became too deeply involved. One item agreed on heartily that Sibyl's Aunt Emma was a grand girl in her day and that we should have an annual get-together of correspondents.

Chicago—Fullerton Avenue Building

Eugene D. Heing, Correspondent

War news from all over the good old United States takes first place in this month's line of chatter. From East to West there are: Pvt. James Pate from Fort Devens, Mass.; Sgt. Len Janke on maneuvers in Louisiana, and P. F. C. Frank Trom at Campo, Calif.

Pvt. Pate visited his place of previous employment and reported everything going along as scheduled. He has added some weight and enjoys his work on the Eastern Seaboard.

Sgt. Janke, in his latest dispatch informs us that Corp. Bill Rysick, his assistant, is moving along with the Red Army. To

quote his report: "I'm out here trying to help Gen. Lear's 2nd Army of 130,000 men beat the 3rd Army of 330,000. We hope to win because we have more tanks and planes. We crossed the Red River on pontoons last night and have pushed 40 miles into Blue Army territory. The purpose of this maneuver is to test a highly mechanized army of small numbers against superior manpower.

Out in California, P. F. C. Trom with the 11th Cavalry reports his outfit is as hard as nails and takes all maneuvers in stride. He also states horses are essential in the army; they are used where the going is the toughest.

Back on the home front Dan Cupid seems to be hitting the mark with his usual deftness. Bill Fardy and Mary Girard were married some time in the spring of this year, and Bob Willmes and Ruth Dale also held hands in holy wedlock. An oddity about these two double plays is both are second to sixth (floor).

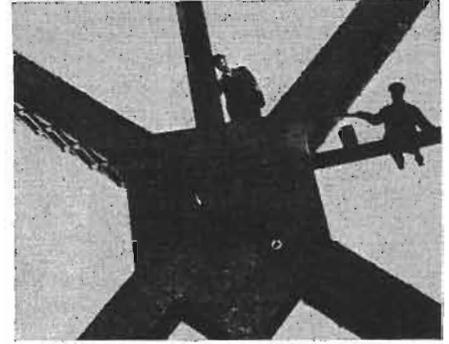
Norman Parker and Emmett Moran, two lads from the Prior Service Dept., said "I Do"; and Jack Conway is memorizing those fateful words for next month when he middle aisles it with Bill Bodecker's daughter. Margaret Skaja was married Sept. 20.

Now from matrimony to maternity—we find three proud papas, "Red" Wallace and Roy Tiedje, boasting of girls and Russ Risberg of a boy.

A few short notes include: C. Richardson and wife returned from Mexico. . . . Mary Dordan celebrated her birthday with a cake that had on it 72 candles. She certainly doesn't show her age. . . . Paullne Fisher is telling of a swell trip she made to Mexico. . . . Dave Williams is on the job again after being ill for some time. . . . Bill Kure's new topic of conversation is the air cadets and his possibilities of joining. . . . Dan Feeley painted his landlord's barn.

In the car accountant's office Lorraine Mischke and Laverne Bergman are going to Northwestern U. night school. Mary

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CHICAGO

O'Malley, Rita Dermody, and Esther Domanico are going to De Paul night school. . . . Lawrence Olson and Mary Harmon were attendants at the Jones-Bintz nuptials previously reported to be on Aug. 16, but was on Aug. 8. . . . Edward J. Gibbons, auditor of overcharge claims office, is now going to the police school, prior to being put on the force. . . . Betty Kusch and Lillian Dennison, two gals from these parts, will exhibit their skill along with many others at an open house party for employes at the Skyline Athletic Club on Oct. 18. Betty is a baton twirler and Lillian an acrobatic dancer.

The baseball team ended the season in second place in the YMCA League, which nets them a trophy and medals.

Everyone enjoyed the fire drill—there was no fire but lots of smoking. Personal observation would term it slow but sure. When speed is paramount, try it at five o'clock. See you later.

La Crosse & River Division—Second District

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

H. A. Obermowe, first trick operator at Red Wing, was recently assigned the position of dispatcher working between La-Crosse and Newport. He and his family have moved to Minneapolis.

F. W. Brenner, transit clerk at Red Wing, recently enlisted in the U. S. Army Air Corps. Spent a couple of weeks at Fort Snelling in Minneapolis and is now located at Sheppard Field, Wichita Falls, Tex. He says he likes army life but would like to hear from some of his friends.

H. J. Vollmers, chief clerk at Red Wing, has returned to his position and J. L. Maher, who relieved him, has returned to the transit clerk job, replacing C. E. Soderholm who has returned to Lake City.

We regret to report the illness of H. J. Holland, first trick operator at Hastings, Minn. J. B. Daly is relieving.

The new all-steel water tank at Red Wing is now completed with the exception of connecting with the city water line. The new tank holds 50,000 gallons, the same as the old wooden one, but is a great improvement as far as the scenery is concerned.

L. M. Truax, agent at Rockford, Ill., was in seeing old friends while on his vacation the first part of September.

F. O. Anderson and wife recently attended the Milwaukee Magazine correspondents' get-together which was held in Chicago Aug. 31 and Sept. 1. It was quite a treat to meet all the people from the different divisions who are handling the news. Also had a good time at the Cubs ball game, even though Pittsburgh did win.

I&SM Division—East

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

First, an apology for this column having been absent for a couple of months.

And now, a brief outline of the changes which have taken place the past few months:

Roadmaster J. A. Larkoski has been off since the latter part of May because of a severe attack of pleurisy. He is being relieved by L. F. Reichow of Decorah.

Kermit Keen, clerk, Fairmont, bid in the clerk's job at Hollandale. R. M. Brown, trucker from Austin, relieved him.

R. F. Hogan, chief dispatcher's clerk, has been appointed to the position of traveling car agent on the I&SM, I&D and H&D Divisions. Erle Jorgensen, yard clerk, is relieving on Dick's job.

Kermit Olson, son of Conductor L. O.

Olson, has been appointed to the position of yard clerk at Austin.

A. L. Peterson, S. F., Northfield, has been appointed assistant roadmaster to assist F. H. Larson during the time that the steel and ballast gangs are on the north end of the I&M Division.

Due to a heavy volume of business on the I&SM, it has been necessary to put a second operator on in A.X. office. Paul W. Haling has been assigned to this position.

Born to Mr. and Mrs. G. W. Rislov during August, a boy, and Gerhard says he is already learning the fine art of how to fire a locomotive just like his dad.

With the lay-over point for passenger trainmen being changed to Austin instead of Minneapolis, we will see W. R. "Bill" Smith and R. A. "Buck" Bloomfield in uniform commencing Sept. 17 and 18. Best of luck to you, boys.

R. G. Simmons, general foreman, completed laying the steel between Blooming Prairie and Comus, and Northfield and Castle Rock; Nick Alberts is now ballasting the track, which will put the I. & M. main line in good condition.

The new passenger station at Austin is progressing nicely and should be ready for occupancy about Nov. 1.

The golf season is practically over now, and the conversation has drifted to bowling; soon it will be pheasant and duck hunting to cop the limelight.

La Crosse & River Division—First District

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

Well, vacation is over. Labor Day is past and our road as usual handled a record crowd of passengers back to school and work. Then came the rains which started the old Wisconsin River on a rampage trying to flood us out in the North Woods country.

Speaking of floods, Kenneth Schwartz, yardmaster who resides at exclusive Shore Acres in LaCrosse, came home one night with his arms full of groceries and in crossing over to a houseboat slipped and fell into the mighty Mississippi. Too bad someone wasn't on hand with one of these candid cameras. They would have caught everything but the cusswords. Understand a collection is being taken up for some waterwings for Ken.

One of our West End conductors, Patrick (Bud) Kerwin, recently called for Coast Line 263, was walking back to the hind end in Portage Yard and near the shoe factory noticed a pair of ears showing just above the rail. He flashed his lantern at them, which was a bad mistake, as he admits, for the animal turned out to be a skunk and chased Bud in between two switch shanties and it took the combined efforts of Bud and Special Officer Little to dislodge Mr. Skunk so that Bud could go on his way.

Due to the retirement of Henry Schroeder as agent at Oconomowoc, the position has been filled by G. D. Lewis who for many years worked the first trick as operator at Oconomowoc.

George Saxe, present agent at Poynette, has been appointed second trick operator at Muskego Yard, Milwaukee, vacated by the retirement of veteran Dan Crowley.

Fireman George Pomeranz and wife had a very nice vacation trip in their auto through Canada and the North country.

Car Foreman Herb Miller, Portage Yards, has the distinction of having a son in the navy and another in the army. Double protection for sure.

A recent postcard from a truthful vacationist: "Having a wonderful time; wish I could afford it."

"What have you been doing in front of that mirror for the last hour?"

"Trying to see how I look with my eyes shut."

Seattle Terminals

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

Clyde Medley, general car foreman, has recently been supplied with a new international truck. It was badly needed, since the Van Asselt yard was put into commission.

Harry O. Bangs was appointed to the position of general yardmaster of Seattle Yards, with Claude Baer as assistant. M. L. Pence, former general yardmaster, has been assigned to other duties.

M. P. Cellyham, who has spent about 20 years in the Seattle yard office, has bid in the position as chief claim clerk, which position is now being held by Stanley Holttum. Mr. Cellyham is now holding down the position as assistant claim clerk.

Ole Smith of the Car Department, and wife, started out Aug. 17 in their new car for Virginia. They expect to be gone for several weeks, during which time they will visit in many states between the Pacific Coast and Virginia.

W. W. Brundage, who has been inbound revising clerk in Seattle local freight office, was appointed chief clerk to the DF&PA in Spokane, effective Sept. 1. Harry Anderson, who has been outbound bill clerk, is taking over the duties of inbound revising clerk and Billy McMahan is taking Mr. Anderson's place. This will cause somewhat of a general shakeup in the bill room.

Joe Nordquist, who has been check for the chief carpenter for a number of years, has bid in the position as weighmaster in Seattle. This move was made on account of moving the office of Chief Carpenter to Tacoma and Mr. Nordquist owning his home in Seattle. We are glad to welcome Joe to the Seattle Yard force.

Mrs. W. H. Campbell, wife of our former Seattle agent, now deceased, has taken a position in the office of superintendent of transportation. We are glad to have Mrs. Campbell actively engaged with the Milwaukee family again.

Dick Jensen of Miles City, Mont., is the new stenographer in the office of the superintendent of transportation, vice Clyde Melberg, who has gone to San Francisco to accept a position with the Southern Pacific Railway.

Fay Fox of the yard office has bid in the position as warehouse foreman and will begin the work in a few days.

J. J. Kibble, number one conductor on the Bellingham Division, retired on Sept. 1. Mr. Kibble started as a brakeman on the old BB&BC Ry. in 1898, became a conductor in 1901, and has been on the same run ever since. The BB&BC Ry. became the B&N Ry., the B&N sold out to the Milwaukee years ago. Mr. Kibble can remember when passenger trains and excursion trains with open air observation cars were quite the thing on this line, but the years have seen the passenger business disappear. Passenger trains in those early days used to let off hunters, fishermen, and berry pickers wherever they chose, and pick them up again on the return trip. There is still good tonnage from this line, but it is in such commodities as lumber, cement, rock, eggs and many other commodities. During the 43 years of service Mr. Kibble hasn't lost a day on account of sickness and has worked steadily except for a short vacation trip now and then. He and his wife will continue to live in Bellingham, visiting his son, Bruce, now and then in Seattle. Bruce is also an employe of The Milwaukee Road in the local freight office.

J. O. McIllyar, DF&PA, Miles City, Mont., has been appointed to the new position as assistant to the western traffic manager with offices in Seattle. This to help supervise and expedite the movement of a rapidly increasing volume of business connected with the national defense program.

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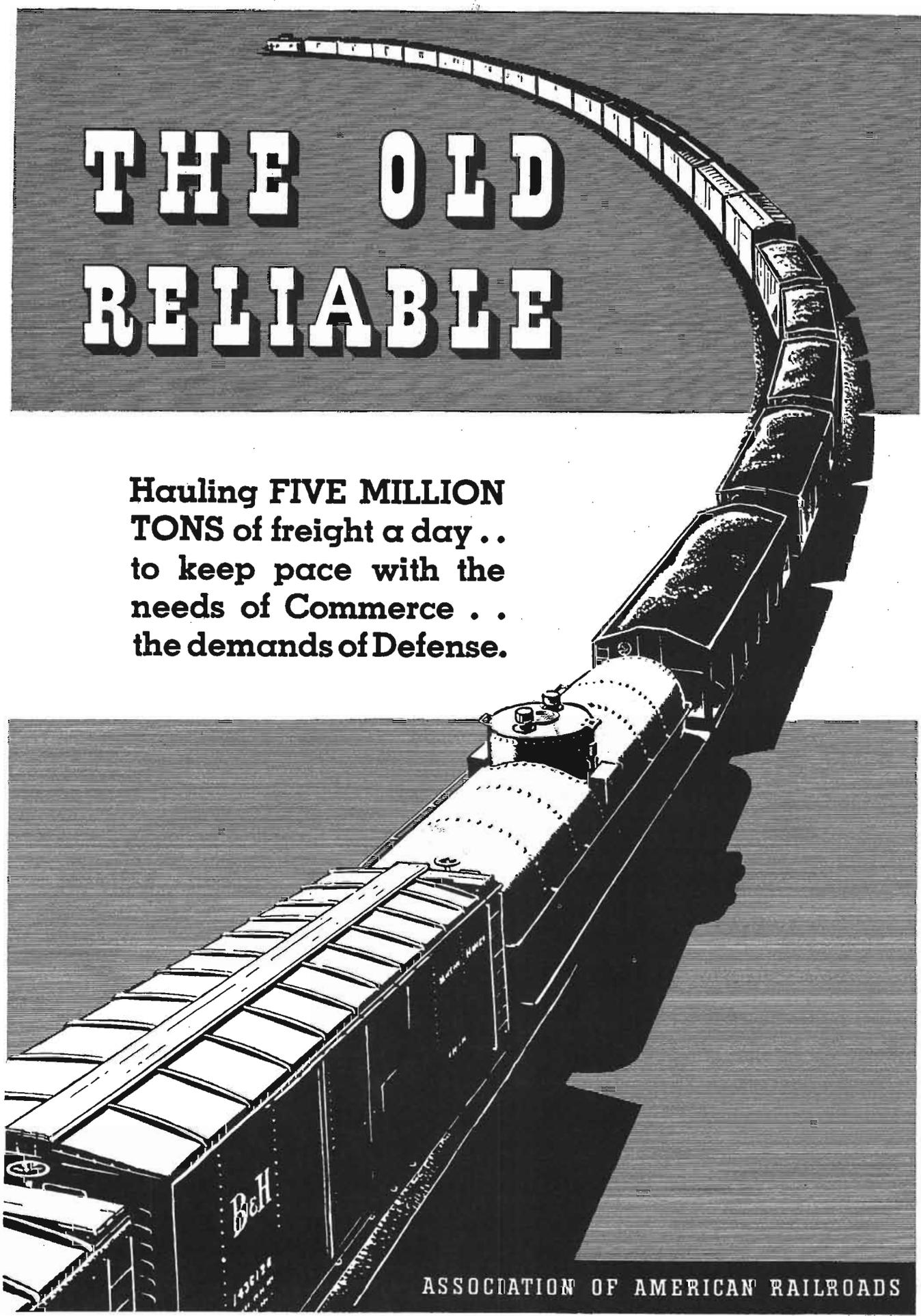
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