Railroad Aid in Defense

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

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

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

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

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

[Signature]
Railroads and the New Taxes

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

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

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

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

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

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

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

Railroad Employment at a Ten-Year High

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

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

Interest Accruals and Taxes Head in Opposite Directions

While railroad tax accruals have been mounting, year by year, railroad interest accruals have been decreasing. Interest accruals in 1940 were slightly greater than tax accruals, but tax payments actually were greater than interest payments, for the reason that earnings on numerous railroads were not adequate to cover payment of all the interest charges accrued. Interest accruals in 1940 amounted to $141,871,000, but $127,944,000 of that amount was not paid. Taxes paid last year consequently were more than $100,000,000 in excess of actual interest payments.

Interest accruals in the first half of 1941 were $526,197 less than in the first half last year, while tax accruals were more than one-third greater than last year.

Export Railroad Traffic Approaches World War Peak

The present volume of freight being lighted at New York is approximately 85 per cent of the volume at the peak during the first World War, according to a recent statement of George C. Randall, the A.A.R. manager of port traffic. There is ample storage and pier capacity at New York for substantially increased movement. The situation at all the other ports is equally easy, and the capacity has not been reached at any one of them. The manner in which the railroads are handling not only export traffic but the greatly increased domestic volume makes clear the reasons for the recent statement by Chairman Eastman of the Interstate Commerce Commission in which he said: “The railroads have done a splendid job so far. We have had no occasion to exercise the emergency powers of the Commission. The railroads have shown, in what they have done, what improvements have been made in railroading in the past several years. They are handling with less cars now, traffic as heavy as was handled in 1930, and it is mounting and drawing up to the 1920 level.”

Approximately 10,000 cars are handled daily through some of the larger freight-terminal yards.
Taking note of the fact that the country will soon lay its worries away long enough to take sides in the perennial dark meat, light meat controversy, the Magazine has been thinking quite a lot about turkeys. Assisted by the road’s Agricultural Department, and the University of Wisconsin, to say nothing of a bit of first-hand observation, it discovered a number of things that rather lifted its eyebrows.

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

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

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

If the weather is too hot and they have no shade for protection, they will smother. When grown they can endure severely cold weather with no apparent ill effects, but when small they die if they get their feet wet. Having quite an eye for bright and colorful objects, they frequently attack one of their fellows who happens to be cursed with an exceptionally brilliant feather. They seem to be crazy on the subject of standardization. Once wounded, a turkey has no chance whatever, because the sight of blood attracts the rest of the flock to the kill.

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

But the hazards which attend the raising of the Thanksgiving favorite do not end with those arising from the birds’ frailty and innate peculiarities. Let a person walk up to a flock, and immediately the toms, always eager to display themselves, will strut all over the lot, following the visitor wherever he goes. The farmers point out that they prefer not to have too many visitors around, because too much strutting makes the white meat on the breast of the turkey flabby, thus reducing its value on the market.

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

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

The McKune Bros. farm, which will place slightly less than 10,000 birds on the market by the first of the year, is typical of most of the turkey farms.
in the state, and like most of those within reach of The Milwaukee Road, uses the railroad for inbound shipments of feed, gravel (it aids the turkey's digestion), and other supplies.

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

On the McKune Bros. farm the newborn poults are kept for several weeks in a brooder house which has chicken wire stretched a few inches above the floor for the little turkeys to walk on, thus keeping their feet dry.

The food they eat is a highly complicated, scientifically prepared mash of oats, corn, and other cereals, with various other nutritive elements added, making the whole fairly hop with vitamins, minerals, calories, and the like. It has been found that protein in the diet of young turkeys helps ward off fatal diseases, so for the first few weeks of their lives their food is about 25 per cent protein. Later the protein content is greatly reduced and the birds concentrate on simpler fare, only in ever-increasing amounts. Altogether, the average turkey eats about 80 pounds of feed before he is marketed. One of the McKune birds, sold in October, got along so well on the food provided him on the scientifically operated farm that when rough-dressed and ready to be sold, he weighed 32 pounds, a new high for that particular farm.

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

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

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

John S. Butler Retires

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

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

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

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

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

Some boys in Kansas City were showing a Texas rancher the town. "What do you think of our stockyards?" they asked him.

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

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

"Missouri bed bugs," they replied.

He peered at them a moment. "So they are," he agreed. "Young uns, aren't they?"
The Iron Horse Is the Wheelhorse Today

**A**

**T**

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

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

The meeting before which Mr. Davis appeared was the 40th session of the board and was open to the public. It was widely attended by shippers, receivers, manufacturers, distributors, agriculturists, ranchers, bankers, and other representatives of industry and agriculture.

**Transportation Changes Have Been Profound**

He developed in his talk that “In the 21 years since the government turned the railroads back to their owners, changes in transportation have been so rapid and so profound that their whole meaning has not been grasped even yet,” and that “In those 21 years the terms ‘transportation’ and ‘railroads’ have ceased to be synonymous.” He told the assembly that notwithstanding the many changes which have come into the picture in the two decades under consideration, the railroads have not lagged in maintaining and improving their plant, but that they have expended 10 1/2 billion dollars during that time to remake their facilities.

Mr. Davis spoke of the railroads’ part in the present urgent national defense program. “The week after the present war broke out in Europe,” he said, “the heads of the railroads, meeting in Washington, canvassed the situation and reported to the country that there would be adequate rail transportation for traffic then in prospect, and that any additional equipment which would be needed as demands developed would be acquired. Some doubt was expressed at the time as to the ability and capacity of the railroads to do the job then ahead of them, but in the month of October, 1939, they handled 42 per cent more business than they moved 6 months earlier and did it without congestion and delay and with a sufficient surplus of serviceable cars.

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

**Railroads Take Stock**

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

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

**Tribute to Government Agencies and National Defense Contractors**

“The promise for the future is in the record of the past. Here are some highlights of that record: Since the fall of 1940 the railroads have been delivering an average of 8,000 carloads of defense material every day to more than 150 widely separated government projects. Not a single government project has lost any time on account of failure of railroad transportation, a record for which credit is due not only to the railroads but also to the government agencies and contractors who unloaded and released cars in an average time of only 1 1/2 days per car.”

**Calls for Government Co-operation, Not Government Operation**

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

**Skeptics Wrong—We Can Do It!**

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

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

THE MILWAUKEE MAGAZINE
Sewing for Service and Sociability

By Mrs. Chas. T. Jackson

SEWING for service and for sociability has always been one of woman's ways of killing two birds with one stone.

The old-fashioned quilting bee where tongues and fingers flew, produced not only warm coverlets for the pioneer family but gave lonely people a chance for much-needed social life.

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

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

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

Front and Center!

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

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

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

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

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

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

These efforts can be made by obtaining traffic tips; by discussing transportation affairs with people we meet, and giving them the facts they may need; by inviting local business, professional and farmer friends to special meetings occasionally; by letting our friends know of the importance of our railroad to our community; by supporting our Service Club’s regular activities; by suggestions pointing out the possibility of improvements in service; and by other means.

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

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

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

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

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

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<thead>
<tr>
<th>Division</th>
<th>Passenger Tips</th>
<th>Freight Tips</th>
<th>No. of Tips Per 100 Employees</th>
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<tr>
<td>Madison Division</td>
<td>518</td>
<td>1</td>
<td>73.7</td>
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<tr>
<td>Seattle Gen. Offices</td>
<td>32</td>
<td>18</td>
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<tr>
<td>Iowa and S. Minnesota</td>
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<td>138</td>
<td>27.9</td>
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<tr>
<td>Dubuque and Illinois</td>
<td>135</td>
<td>96</td>
<td>16.6</td>
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<td>48</td>
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<tr>
<td>Hastings and Dakota</td>
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<tr>
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<td>Superior Division</td>
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<tr>
<td>Kansas City Div.</td>
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THE MILWAUKEE MAGAZINE
Addendum

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

The Story of a Railroad President Who Lost His Garter

(From the Ottumwa Courier)

YOU may have heard already about the President of the Milwaukee Road losing his garter before 5,000 people. It should go down in the books as one of the local classics. It happened Sunday at the big picnic in Leighton Park. President Scandrett came from Chicago. He had heard his glowing introduction. With dignity and carriage, this successful man of industry strode across the big platform. A yard from the “mike” he halted, looked down in dismay, kicked something.

The audience looked, too. Horrors! There, slipping gently from below the right trouser leg was—A RED GARTER!

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

The suspense was brief. With the stage poise of a John Barrymore, H. A. Scandrett took the situation in hand—in both hands. He simply reached down, pulled his trousers leg up to his knee, pulled the garter and its attached sock, coupled it firmly and neatly around a well-shaped leg, dropped the pants back into place, and straightened up—to face his highly amused onlookers with a wide grin.

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

“That,” declared the president of the Milwaukee, “is probably the biggest hand I’ll get today.”

Bread and Butter Letter

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

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

I liked the Ferris wheel the best.

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

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

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

(Signed) Beverly Garrett,
(age 13)

Lines East

SERVICE CLUB SIDE-LIGHTS

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

There Really Is a Santa Claus

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

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

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

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

Arrow Club Entertains

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

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

The International Globe Trotters, professional entertainers, pleased the audience with their juggling and contortions. Miss Adams claims the distinction of being the only contortionist in the world who can do a backward forward somersault with a glass of water held between her knees, and after witnessing this feat, there were some present who dared to challenge that statement.

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

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

Perry Area Club

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

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

East Kansas City Division Club

An Autumn Dance, sponsored by the East Kansas City Division Club, was held in the Rendezvous Hall at Kansas City, Mo., on Oct. 12. Well over 250 guests and employees were present to enjoy the music of a seven-piece orchestra and take part in the other festivities.

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

A GLANCE AT SOME OF THE CLUB MEETINGS

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

Old Line Club

LEROY, Wis., was selected as the location for the Sept. 24 meeting of the Old Line Club. An interesting business meeting, presided over by Chairman Whitty, was held in the large hall before adjourning to the dining room for what was termed a lunch, but which seemed to be more like a delicious old “home-brown dinner.”

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

Madison, Wis., Club

Joe Tomlinson, section foreman, was elected chairman of the Madison Club for the coming year at the Oct. 7 meeting. Other officers for the new year are Rob Slichtom, vice chairman; E. K. Kinloch, secretary; and A. J. Fischlinich, treasurer.

Retiring chairman, Mr. Lecrose, presided over the interesting meeting and program which featured the talent of daughters of Service Club members along with a number of duets, and concluded their part of the program with a song, the words for which were composed by their dad.

Green Bay Club

Mr. Colburn, superintendent of Park Board for the City of Green Bay, Wis., was the guest speaker at the Sept. 25 meeting of the Green Bay Club. Movies showing the work at the various city parks were shown, and an interesting discussion of how the Park Board attempts to give the taxpayer the most for his money was presented by Mr. Colburn.

Rockford Area Club

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

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

Why Worry about things that never come?

Get out and join our railroad gang.

Let’s boost our farm-grown some,

And start the Fall with a real BANG!

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

Northern Montana Club

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

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

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

POST NO. 18 HANDLES HIAWATHA TUMBLERS

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

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

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

Earl L. Siverson,
207 E. Deer Pl.,
Milwaukee, Wis.
I

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

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

"Even when informed that the supposedly invincible Spanish Armada was approaching in attack formation, he refused to become unduly alarmed. While Drake and other officers of the English fleet were engaged on the afternoon of July 19, 1888, in the immortal match on Plymouth Hoe, a small armed vessel, a Scotch privateer, ran into the harbor. Fleming, her commander, said he had that morning seen the Spanish Armada off Cornwall, but Drake insisted that the match should be played out, saying there was plenty of time both to win the game and beat the Spaniards.

"He took the principal part, although second in command, in destroying the greatest fleet ever known. Sir Francis Drake proved once again that the English Channel is a famous historical episode. It was really reckless, as Drake was holding off so that the Spanish fleet would become involved in the narrowest part of the Channel."

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

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

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

Milwaukee, Wis.—This section always has a lot to report and we'll start out with bowling. The Marquette team is on top with 9 and 3, followed by Chippewa and Iron Country tied for second with 8 and 4 . . . J. Pluck leads the individual group with 241 for nine games, followed by H. Zunker with 188 and F. Kuklinski with 181 . . . C. Junge has high game of 245 . . . and W. Marshall is next with 235. F. Shannon and C. Hohl are tied for third high game with 234 . . . J. Pluck has high individual series of 622.

The dart ball team competing in the city league of Milwaukee trimmed the Fabst Blue Ribbon team . . . The Athletic Ass'n. got their own league under way in this dart ball game on Oct. 22, and some 16 teams with nine men to a team competed with each other for the supremacy of accuracy with the feathered dart . . . John "Kewpie" Marquardt is responsible for the interest in the new establishment is the finest in bowling business to see the new Bowlium at Sheridan Road and Montrose . . . it's just like an A. B. C. setup . . . all boys did pretty well . . . the Fisherman team, of Chicago, will bowl a special match with the De Kalb Quality Hybird team of the Dundee Bowling Ass'n. Sunday, Nov. 9, at 2:30 P. M. at the Bowlium.

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

A girl may wear a swimming suit when she can't swim, but when she puts on a wedding gown she means business.
Aberdeen Chapter  
**Mrs. R. A. Burns, Historian**

Aberdeen Chapter opened its Fall meetings with a service and giving the "Pledge to the Flag." Minutes of June meeting, also report of Auditing Committee and Treasurer. Reports indicated voting members June 30: 381; contributing, 580; Good Cheer expenditures, $277.16; Good Cheer expenditures, $5.40. The door prize was donated by Mrs. A. J. Akey, chapter Librarian, for going over the top.

**Wisconsin Rapids Chapter**  
**Mrs. H. P. Parker, Historian**

The first Fall meeting was held on Sept. 18 with a 1 o'clock luncheon attended by 56 members and guests, including visitors from the New Lisbon, Wausau, and Merrill Chapters. After the luncheon a brief business meeting was held, which was followed by cards. Mrs. A. J. Akey, chapter Librarian, reported nine telephone calls and eight personal calls, four cards and one bouquet, and 12 Good Cheer cards sent, and 23 personal and 26 telephone calls made during the summer. During the summer $19.65 was received and $7.45 was received in September on Wausau and Means. Our membership is 339, of which 127 are voting members and 217 contributing. We received a membership price of $32.50 for going over the top.

**Mason City Chapter**  
**Mrs. C. E. Kemp, Historian**

Regular meeting held Sept. 30 was called to order by Mrs. Eulalee, president, and opened with reciting of club motto and singing of "God Bless America." Minutes of previous meeting were read and correspondence and reports were read. Good Cheer, 29 personal and six telephone calls, 8 cards of sympathy, get well and congratulations, Treasurer's report, receipts $35.60; disbursements $75.97. Membership 489; aid given one family.

**Montevideo Chapter**  
**Elizabeth May, Historian**

Work in our chapter went on as usual during our summer recess-relief, flowers, and serving of meals at funerals, many sick and good cheer calls, and one small size for a burial made and given. Our Oct. 3 meeting was our 1st fall get-together. We had a very good attendance, including some of our new members. A $1.00 redress price was given. We were served with punch, rolls, and thank-you cards were read. Mrs. Gus Holtie sang two beautiful solos. Lunch was served by the committee, followed by a potluck dinner at the home of Mrs. Ida Folger.

**Deer Lodge Chapter**  
**Mrs. J. J. Flynn, Historian**

Our September meeting was held 10th at the clubhouse. To compliment the Butte Chapter, we were served with a delicious meal and served of meals at funerals, many sick and good cheer calls, and one small size for a burial made and given. Our Oct. 3 meeting was our 1st fall get-together. We had a very good attendance, including some of our new members. A $1.00 redress price was given. We were served with punch, rolls, and thank-you cards were read. Mrs. Gus Holtie sang two beautiful solos. Lunch was served by the committee, followed by a potluck dinner at the home of Mrs. Ida Folger.

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

Our first meeting of the Fall was held Sept. 5. Welfare Committee reported $3.89 spent on Good Cheer. Later lunch was served preceding our regular meeting. Reports chairman reported many cases and persons were John Stewart and N. P. Thurber; a farewell party for Mrs. Ed. Gongaware E. J. Reinhold and Myria Livernash. Mrs. toastmaster was Edward Norks. The message of good cheer.

Sparta Unit-Tomah Chapter
Mrs. Wm. Honey, Chairman
Our Sept. 15 meeting opened with a cake o'clock during the meeting, which was served and donated by Armand Cimaron, manager of the Sparta super market. Officers were elected, with belle on which was a corsage for each member. A short business meeting followed the dinner. Red Cross work was discussed and will be taken up again for this winter. Ways and Means reported $5.50 earned. Good Cheer messages and one personal call, membership 24 voting and 22 contributing.

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

Wausau Chapter
Mrs. Geneva Lathrop, Historian
An inspirational visit and talk by Miss Elta N. Ländskog, with enthusiasm for constructive work marked the first Fall meeting of the Wausau Chapter on Sept. 2. The chapter also had a short business hour.

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

Favors in bridge were won by Mrs. Emily McCarthy and Mrs. Felix Slomske, and in ‘‘606’’ by Mrs. Emily McCarthy and Mrs. Walter Freeborn. Lunch was served by Mrs. James O'Brien, chairman, assisted by Mmes. J. E. Dyer, William McSweeney, E. J. Reinhold and Myria Laversham. Mrs. Ralph Clemmons, Milwaukee, a guest of Mrs. D. O. Daniels, was present. The club gave a farewell tea for Mrs. Ed Gonatskew before her departure for her new home.

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

On Sept. 10 a potluck supper was served preceded by a social hour. Reports were read indicating a membership of 226 and $2.75 spent on Good Cheer. October meeting was held in the N. Mrs. John re- ported card party receipts $25.00. Sunshine chairman reported many calls and messages of cheer.

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

Spokane Chapter
Mrs. H. W. Prouty, Historian
After a short vacation Spokane Chapter held its first Fall meeting on Sept. 22. Board meeting called for 12:30. Regular meeting, at 1:30. The usual reports were read. Special guests were Mrs. and Mrs. G. Baun, chapter pianist; Miss Bonnie Jo Schueler gave a twirling demonstration, and Mrs. Roy Keating won the door prize. Lunch was served by Mrs. Larry Hourigan and Mrs. Blain.

Mobridge Chapter
Lottie Green, Historian
After its summer's vacation Mobridge Chapter met Sept. 15 for its first meeting of Fall. Reports filled the business hour, when it was reported that we had gone over the top in membership drive and won an award of $25.50. During the program hour which followed, Miss Joyce Batson gave a piano solo and played a piano duet with Mrs. George Saxer. Chapter pianist; Miss Joyce Becker also played a piano solo, and Bonnie Jo Scheurer gave a twirling demonstration. Mrs. Keating won the door prize. Lunch was served by Mrs. Larry Hourigan and Mrs. Blain.

August. The Membership Committee and Mrs. Walter Glaas, our president, have been very busy and our present membership is 150 voting and 233 contributing members, putting this chapter ‘‘over the top.” The regular meetings started Sept. 18— with a potluck dinner, followed by a business meeting.

St. Paul Chapter
Mrs. O. D. Wolfe, Historian pro tem.
St. Paul Chapter is back in the saddle again after a three-months' vacation. Our first Fall meeting was held Sept. 9 with Mrs. Ed Belcher, president, president. Routine business was conducted. Welfare chairman, Mrs. F. M. Washburn, reported $35.00 spent during the summer; membership chairman, Mrs. E. Johnston, reported 101 voting, and 244 contributing members. St. Paul Chapter going over the top and receiving a prize of $150. Treasurer, Mrs. J. Maher, reported a balance of $115.38; Good Cheer chairman, Mrs. L. Hillard, reported four telephone and three personal calls made, and one sympathy and one retirement card sent. Meeting was followed by a social hour and refreshments. Our annual Boo-ya has come and gone. We extend thanks to all who worked and purchased books. Mrs. Belcher, our president, thanks each and every member who so willingly gave of her time and effort to help make the success that it was also, the Minneapolis Chapter and employees for their attendance and their cooperation. Our chapter ‘‘over the top.”

Black Hills Chapter
Mrs. George Saxer, Historian
Our first meeting after our summer vacation was held on Sept. 8 with Mrs. A. M. Saxer and Mrs. George Saxer, hostesses. A pot-luck dinner is planned for the coming month. Our annual picnic was held July 30, jointly with the Black Hills Service Club, with a large attendance.

Mobridge Chapter
Mrs. George Saxer, Historian
Our annual Boo-ya has come and gone. Much credit is due the men for their untiring work in helping us handle the boo-ya. It is our general get-together of the year, and an occasion where men, women, and children, young and old, can find enjoyment, renew acquaintance, and meet fellow workmen and their families.

Milwaukee Chapter
Mrs. Donald McKenna, Historian
Due to the American Legion Convention held in Milwaukee, our regular meeting was postponed from Sept. 15 to Sept. 22. After our business meeting bingo was played. Netting $22. Ways and Means chairman reports $17.30 profit on luncheon and the card party held in our clubroom, Sept. 25; $3.50 on a social hour and refreshments, spending $100 spent—one family aided. Sunshine, two good cheer and one sympathy cards sent, four telephone and three personal calls made. Membership Oct. 1. voting 244, contributing $77, total $21.

November, 1941
Veteran Employees Association

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

<table>
<thead>
<tr>
<th>Balance—Cash on hand and in Banks—July 31, 1940</th>
<th>$14,908.38</th>
</tr>
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**Receipts**

- Initiation Fee: $247.00
- Dues: $5,022.00
- Overpayment of Dues: $70.00
- Sale of Membership Buttons: $6.00
- Miscellaneous Receipts: $20.00
- Interest on Savings Bank Account: $68.50

**Total Receipts**: $5,447.96

**Disbursements**

- Postage: $92.65
- Printing and Stationery: $87.50
- Office Supplies: $1,621.35
- Overpayments Refund: $70.00
- Dues Refunded: $3.00
- Miscellaneous Expenses: $94.31
- T. Hammersmith—Membership Buttons: $289.64
- Secretary's Salary: $1,200.00
- Auditing of Accounts: $200.00
- Office Desk Purchased: $25.00
- Auditing of Accounts: $20.00
- Dallas, Tex.—Iron Lung presented to Milwaukee Road by Veterans' Association: $156.65
- Bank Exchange and charges: $10.00

**Expenses in Connection with 1940 Convention**

- Wm. Kruckstein—Change and incidental expenses: $300.00
- Western Buses & Novelty Co.—3,000 bus rides: $132.00
- H. L. Spamer—Orchestra and entertainment: $150.00
- Chicago Roosevelt Hotel—Use of steamers: $2,160.00
- Betty Klemm Entertainer: $35.00
- Betty Kelligan—Phone operator: $10.00
- Morrison Hotel—787 luncheons: $791.40
- Wm. Mooney—Flowers: $18.18
- House of David—1,414 luncheons and refreshments: $1,298.50
- Twin City Motor Coach Co.—Buses at Benton Harbor: $247.10
- Chicago Motor Coach Co.— Sightseeing buses: $427.00
- House of David—1,514 lunches and refreshments: $1,228.50
- Morrison Hotel—1,100 luncheons: $971.40
- Twin City Motor Coach Co.—Sightseeing buses: $350.00
- Morrison Hotel—787 luncheons: $971.40
- Morrison Hotel—2,100 dinners, refreshments: $4,445.24
- Fred Harvey—Breakfast for Milwaukee Road: $25.00

**Total Convention Expenses**: $11,229.53

**Less**

- Received from Mr. Kruckstein—Proceeds from Sale of Coupon Books: $2,266.00
- Hotel Sherman—Refund: $8.10
- Hotel Sherman—2,100 dinners, refreshments: $4,445.24
- House of David—1,514 luncheons and refreshments: $1,228.50

**Total Disbursements**: $12,355.77

**Net Worth—July 31, 1941**: $10,100.57

**DEFICIT**: $6,807.81

Fred A. Griffing

Fred A. Griffing, who, for 52 years prior to his retirement in 1929, served The Milwaukee Road as an engineman, died on Oct. 14 at the home of his daughter, Mrs. Marjorie McKinley, in Elmhurst, Ill. A son, Alston, also survives. Mr. Griffing was widely known as an outstanding locomotive man and for many years pulled the throttle on Illinois Division passenger trains No.'s 7 and 8.

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

**F. P. Rogers, Division Editor**

**Superintendent’s Office**

**Minneapolis, Minn.**

---

**Minneapolis General Offices**

As forecast in the October issue, Oct. 15 was moving day for the superintendent’s office and the southwest territories, bringing about the transfer of the Twin City Terminals and the change in personnel, though a number of the old-timers are now occupying their new streamlined offices in the southwest corner of the Minneapolis Passenger Station. In pleasant surroundings, good ventilation is conducive to efficiency, then this long journey should turn out a greater volume of high-grade work than was possible in their former quarters.

Effective Oct. 15 Frank Corcoran, veteran car distributor, was appointed terminal car supervisor with jurisdiction over car distributors and yard clerks in Minneapolis and St. Paul. Frank can keep the care moving promptly in this territory.

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

Evidently some folks think there is a long, hard working day ahead of them and this is not taking time by the firelock. Roadmaster O’Connor is stockpiling 10,000 tons of screenings at Bass Lake Yard, but we will wager that, if he gets so cold that we need 10,000 tons of coal to keep warm next winter, some of the local gentry will have themselves to Minnesota, Florida or some other sunny clime—eh Bob!

The stage is set for Indian Summer’s grand finale, and what a beautiful setting for the occasion. Some folks think there is a for our line are the our Morning Hiawatha for Washington. Evidently some Another bouquet of our line are the Favorite Fall colors, and the High Grade work is being produced on our new Diesel locomotive and its rapid acceleration.

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---

**St. Paul**

**Alice Tieben, Correspondent**

**General Agent’s Office**

**THROUGH THE LOOKING GLASS**

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

We have reports that the Milwaukee Road service was at its best en route to Seattle recently, on the special with the Minnesota football team and its fans, and that its conveyors, F. N. Hicks, PTM. Chicago, J. J. Osler, AGPT, and John Gussy and Oifie Anderson, PTA’s office, were the busiest good will men one ever saw.

Another bouquet for our line are the felow courage and determination in the face of daily boot on our new Diesel locomotive and its rapid acceleration.

---

**Minneapolis Local Freight and Traffic Dept.**

**Florence McCuskey, Correspondent**

**Freight Office**

Congratulations and best wishes for continued success are extended to the following:

Henry Johnson of the roundhouse, and Miss Lydia Nelson, daughter of Harry Nelson (also employed in the roundhouse) spoke their marriage vows on Sept. 20, too.

Frances McDonald, daughter of D. E. McDonald, train supervisor in the St. Paul Union Depot, and Raymond Ray-kowski, yard office clerk, chose Oct. 4 for their marriage at St. John’s Catholic Church. Our heartiest congratulations and best wishes to all you newlyweds!

The marriage bug must have bitten Glen too, after he had settled at that swanky Lampert-Flunkett wedding a short time ago, for on Sept. 14 he and Miss Shirley Berg, daughter of Mr. and Mrs. L. D. Berg of Edina, Minn., were married at Faribault, Minn. Our congratulations to you and the sweethearts.

First they were vacationing on the West Coast, visiting with his mother and brother in Los Angeles, stopping at San Francisco and Seattle on their return here. Most fella’s would be satisfied with one venture at a time, but not Glen! He also stepped out and acquired a furniture store.

The passenger boys seem to get all the breaks when it comes to meeting men and women of note, especially those traveling over our line. Last month we reported Frank Gappa met Secretary of Labor Frances Perkins, as she departed on our Morning Hiawatha.

Some time back, Don McMillan, general agent, escorted Mrs. F. D. Roosevelt down to our noon Hiawatha, en route to the East. And this past month, Stu Eisen, CFA, had the rare opportunity of meeting former Chief Justice Charles Evans Hughes, who left on the special for Washington.

D. C. However, Ray Pfeiffer, CFA, reports that while vacationing at Jasper National Park recently he rubbed elbows with the Duke and Duchess of Kent, and former Chief Justice Hughes, in the mahogany ball of the hotel there. But then, they are in the rest of us have had the opportunity to get a quick glimpse, at least, of Wally and the Duke of Windsor when they arrived in St. Paul Sept. 27, en route to their ranch in Canada, and we think all those nice things they’ve said about Wally and her beautiful smile are just about right.

Edward Swenson, employed in the roundhouse here for the past eight years, completed his apprenticeship as a boilermaker and has been promoted to second assistant in that capacity in the Minneapolis Shops.

Carl Bottone, Passenger Department, who returned recently from a busy, enjoyable trip to California, reported that he ran into a little bad luck in Nebraska with one of them there deputy sheriffs. First he hit their sheriff and then he ran, but Carl gave chase, and was that sheriff’s face red when Carl caught up.
with him! The moral of the story is that it's safer to travel by train than to motor!

The Transportation Club of St. Paul, of which D. M. McGeen, general agent, is president, held its annual Golf Tournament on Sept. 16, at the Hillcrest Golf Club. Every present received some kind of a door prize, or a golf prize. Next morning in the office all the boys were bragging and comparing notes on the wonderful prizes awarded and what they had received—just like the day after Christmas. There were golf shoes, can openers, fruit juices, radio, shirts, and what not. Looks, though, as if Ray Peterfson's luck must be running out; his share of the spoils was a mere can opener, compared to Art Peterson's swelling golf shoes. Too bad somebody couldn't have been a couple of good fly swatters, as Harry Lutz's is about shot, and they're very much in demand around here these days. On Oct. 11 and 22 Mr. McGeen attended the national convention of the Associated Traffic Clubs of America, in Milwaukee, as representative of the Transportation Club, together with a group of about 25 members of the club, who took our Hiawatha.

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

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

The entire carrier salesmen force of the St. Paul Dispatch and the Pioneer Press newspapers, numbering 400, were treated to an outing recently by their employers, and had the thrill of riding a special on our line to Red Wing, Minn. Vic Barquist convoyed the gang, and says the Milwaukee had the thrill of riding a special on our line to Red Wing, Minn. Vic Barquist convoyed the gang, and says the Milwaukee

Four Terre Haute Division engineers whose service dates back to the Southern Indiana and Southeastern days, standing, 1 to r.: George McInnis, Ben J. Spellman, and James A. Rischard. Seated, James Brough. Their combined age total 303 years.

"BUCKEYE" YOKE and Draft Attachments

For Dependable Insurance Protection

See The Provident Man

PROVIDENT LIFE and ACCIDENT INSURANCE COMPANY
CHATTANOOGA, TENNESSEE

CREOSOTED MATERIALS and COAL TAR PRODUCTS

Republic Creosoting Co.

MINNEAPOLIS

UNDER ALL CONDITIONS AND AT ALL TIMES, T-Z PRODUCTS GIVE UNEXCELLED SERVICE.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventor Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs
T-Z Products, as standard equipment, are daily proving their merits.

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

"BUCKEYE" YOKE and Draft Attachments

The vertical yoke type of attachment, with cast steel yoke, offers the advantages of long life, light weight, and less cost.

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

THE WEBSTER LUMBER CO.
2022 Como Avenue, West ST. PAUL, MINN.
Victor J. Neal, yard conductor at Bedford, Ind., retired from service on Aug. 31. Mr. Neal's service with this company began in 1910.

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

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

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

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

Milwaukee Shops

Davies Yard

T. J. Steele, Correspondent

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

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

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

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

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

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

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

Fred Schiebel has buck fever these days. Next to picking mushrooms, Martin Wertzchaig likes eating them best. Martin has a very unique way of hunting this delicacy. Every Sunday morning for the past month Martin has climbed aboard his early 1915 model motorcycle with sidecar attached, and driven to woods. He keeps right on riding across farm lands in search of this treasure of the woods until someone can see Martin peacefully wending his way home, none the worse for wear.

CAR DEPARTMENT

George L. Wood, Jr., Correspondent

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

They are principally marital this month and so-o-o. Congratulations to the following: Carman Helper Edwin Wasilewski and Miss Helen Wawrzyniak co-starred in "Marriage Preferens" on Sept. 27.

Also on this date Airbrakeman Joe Schmitt and Miss Ina Hamann crossed the threshold into the land of infinite happiness. George Hoferer, electrician apprentice, and Miss Anna Stephen agreed to everything on Oct. 4.

On Oct. 11, LeRoy Kornfehl, who often does maintenance work around the Car Shops, agreed to maintain Miss Dorothy Owen for ever and ever. A wedding which everyone is looking forward to in great anticipation is that of Ambrose Sery and Miss Mary Klapner, which will take place Nov. 8.

Did you know Frank Olecki owns the cornerstone on the Court House since he sped down the Avenue several miles faster than a traffic officer thought he should? Speaking of speed reminds us that Leadman Ervin Ameringer moved into his new home at "Hiawatha Heights" and you'd never guess—it's on Hiawatha Boulevard.

Welder and Mrs. Joe Prlec, Jr., have added a name to the roll call. It is a baby girl born on Sept. 29. Congratulations to Mr. and Mrs. Joe, Jr., and also to Grandpa Joe, Sr., of the Blacksmith Shop.

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

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

Mechanical Engineer's Office and Supt. of Car Dept. Office
Howard H. Melzer, Correspondent

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

This fellow Royce Juell really gets around. Since our last report we could very well write the following headlines describing his recent actions: "Roy Makes Merry with the 'Merry Mace"; "Roy Meets Popular Radio Personality, Graham M.\"; "Roy's Family Reunion Huge Success when Auburn-Haired Beauty Joins Family"; "Roy Meets Georgia Peach Near Third and Wells Streets." Roy's latest accomplishment is in the interest of national defense—he has become a meat-eating, two-fisted, give-and-take battler of the first water, and it is little wonder that his fellow workers gaze with some respect and astonishment at his recent transformation. We are at a loss to explain. Oct. 1 saw the departure of Ben Benzer for the army. Ben, a first lieutenant, was called to Dayton, O., for active duty. We are happy to report that Art Schultz is looking better since occupying that seat along the windows, but it's the winter months that will tell the story. No luck with those storm windows.

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

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

Locomotive Department
John A. Macht, Correspondent

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

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

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

SHOP
The son of John Gerlach, foreman in the machine shop, has been inducted into the navy; the boy is now located at Great Lakes, Company 150. Machinist Herman Mackenberg, the Lone Fisherman, and his canoe, Silver, are making a trip to Long Lake for some bass fishing. The rumor is Harry is taking along Richard Schoennow to see something of the world.

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

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

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

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

FOUNDRY BLASTS
Cyril and Richard Marek have found out a 12-gauge shotgun kicks. You will notice their right shoulders are still a little out of line. A human power plant is Stanley Kleeza. He arrived home at 3 a.m. one Sunday morning, took out the stop light bulb of his car, and it hit in his hand; or so he thought. After some persuasion, his brother-in-law convinced him this was not the case.

In recent months the following important events took place: Joseph Linget, Stanley Stockfish and Ruben Harden were married.
New arrivals in factory families were:
7 lb. girl to Mr. and Mrs. Krehman.
10 lb. boy to Mr. and Mrs. Norman LeMay.
7 lb. boy to Mr. and Mrs. Lipinski.
7 lb. girl to Mr. and Mrs. John Konsky.
Congratulations, boys, keep up the good work.

Store Department
Earl Selverson, Correspondent

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

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

Builders' Section. All those who know Vic are urged to write to him as private Victor Sliwinski. Company D, 88th Infantry, Camp Roberts, Calif. He would appreciate news and the latest stories, the changes in railroading, etc. We know Vic would be interested in Epp's dartball team. When the Dartball Team was broached to Al Epp, to be called Epp's Builders Dartball Team, he readily consented to buy the balls. Buck Rogers is again with the Builders after having worked in various sections and on the supply train.

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

Nutm and Bolt Section. So many changes being made in personnel that Stockman Freuler can hardly keep track on who's who, where they worked, what worked, and what he is to do next. One of the Chicago inventory observers took back with him one of the major world's series baseball pools—one buck. John Wendorf, of the Harmonia Band and several orchestras, is back from his campaign. Frank Tomaszko did a great deal to line up the material for the new bars. Dick Williams, yard clerk, Austin, was inducted into the army on Sept. 30. He has been placed in the signal corps as car distributor and was sent to Fort Monmouth, N.J.

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

Clair McMichael was appointed clerk at Holllandale, and Kermit Reen went to Albert Lea as warehouse foreman. Kermit Olson took Dick Williams' shirt in the yard office. Austin, and Claude Kelby was appointed to Olson's job.

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

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

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

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

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

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

"Good-bye."

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Miners and Shippers of
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Eastern & Western Kentucky
Illinois and Indiana Bituminous Coals

Baron Kulk gets over to the Car Department cafeteria occasionally for his soup. Dan Phillip, from Camp Livingston at Alexandria, La., called at the shops. Looks fine and reports everything quite O.K.

I&S Division—East
H. J. Swank, Correspondent
Superintendent's Office
Austin, Minn.

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

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

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

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

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

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

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

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

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

Sioux Falls Line
F. B. Griggs, Correspondent
Sioux Falls, S. D.

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

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

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

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

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

Sioux City and Western
Branch Lines
Fred Costello, Correspondent
Asst. Superintendent's Office
Sioux City, Ia.

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

Albion McMaster is the handsome young man in the DP&PA's office, who replaces Miss Arlene Searles; we understand the man in the DF&PA's office, who replaces recently invested in a brand new uniform.

Unable to either affirm or deny the rumor that the trousers have a built-in bustle.

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Roy J. Worthington, captain of police, recently invested in a brand new uniform.

Due to the fact that we have been unable to get him to give us a preview, we are unable either affirm or deny the rumor that the trousers have a built-in bustle.

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

We have it on good authority that

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Chemicals for wayside water treatment and for use at softening plants.
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Instruct. books and parts lists on any Fairbanks-Morse railroad equipment will gladly be sent on request.

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The Railroad Men’s Company

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

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

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

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

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

Sanborn—Rapid City

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

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

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

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

We are glad to report that retired Agent...
J. J. Eiker is able to be up and about after being on the sick list.

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

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

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

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

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

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

Seattle Terminals
F. W. Rasmussen, Correspondent
Local Freight Office

Harry Haynes, carman from the Tacoma Shops, has joined the Seattle Car Department. We have been informed that our local freight agent, Roy F. Rader of Bellmcham, has been a very sick man and that L. L. Alderson of White Bluffs has been taking his place.

R. L. Machheim, retired, for many years general warehouse foreman at Seattle, died late in September. The local yards give one the idea of a busy place over the weekend for the past several weeks, due to the heavy stock movements.

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

Business in and about Seattle is moving forward at a rapid pace, every employee doing his level best to create future satisfied customers for The Milwaukee Road.
The weight of an average steam freight locomotive is 144 tons.
There has been so much motoring on the Milwaukee, up and down hill on the R.M. Division that I fell by the wayside last month, and got called good and plenty on the lapse... so whatever I can think of at the last moment I will hereby mention... besides, I had to dig in my tulip bed some and plant other kinds of bulbs, so that is another reason.

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

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

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

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

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

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

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

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

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

DO YOUR PART NOW

National Defense needs your help. You can do your part now by buying United States Government Savings Bonds. Your money will be used for production of vital defense needs. The interest and principal payments are pledged with the full faith and credit of our United States Government. Buy Defense Bonds now. Your investment will insure our future.
Sickness seems to have visited the homes of many of our employes. A. J. Schatte, chief clerk to agent at Kansas City, is on a leave of absence because of ill health and his position is being held by W. A. Kinder, formerly of Clinton, Ia.

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

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

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

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

Brakeman Mike Carroll advises he and Stanley Nelson, Jr., E. M. Joseph, and Lon Cox have been kept busy working on the Illinois Division during the rush and advises they find their associates very pleasant.

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

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

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

J. G. Myers, conductor, retired effective Oct. 1. He entered the service on Nov. 29, 1915, as a brakeman and was promoted to conductor on Dec. 3, 1922; almost 16 years' service with the company.

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Iowa Division

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

East End and Branches

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

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

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

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

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

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

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

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

Second District

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

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

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

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

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

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 lying damage by heat or cold.

Union Refrigerator Transit Lines
Milwaukee, Wisconsin
SAVE YOUR STEEL without Expensive Cleaning

Just scrape off large rust patches and apply NO-OX-ID to the entire surface. Penetrating action of NO-OX-ID causes remaining scale to fall off without scraping. Touch up the spots with a second coat and you have a thoroughly rust protected surface at a saving in labor amounting to 50% to 85%.

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

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

SIGNS OF THE TIMES

In keeping pace with the ever-increasing speed and first class performance the rails are giving the public, this West Iowa Division is sitting right on top. Mallas' gang of laborers has finished grading the main line through to the Union Pacific Transfer, speeding up train operations and making for all a safer and better railroad. With a gang of 300, this outfit made some sort of history around these parts, attracting commendable publicity, as this is supposedly the largest gang of its kind now employed by any road, and the local papers carried stories and pictures to that effect creating good publicity.

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

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

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

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

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

"What was the trouble?"

"Had lumbago and couldn't bend over."
Cedar Rapids Terminal
Clifford R. Taylor, Correspondent

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

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

Switching Clerk and Mrs. Thos. Feierelsen have completed construction and have moved into their new home in Kenwood Park. We have heard house warming kitchen floor at the last house warming at Park. We have heard house warming kitchen floor at the last house warming.

The re-examination of the employes was started on Oct. 9, with the office hours set by the doctors, and at the present time they are examining one man every 15 minutes. The arrangement will very nicely take care of the employes in this district. It appears that some of our correspondents are holding out on us. I understand there was an important news item in the station group which would have made interesting reading. The episode occurred on bowling night several weeks ago, and had something to do with the art of holding hands. Maybe the correspondent could enlighten us a bit. We’re curious.

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

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

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

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Muskego Yard
F. J. Ladwig, Correspondent

The temporary suspension of this column last month due to the annual vacation resulted in our being scooped by our Minne-
apous contemporary on the news of the nuptials of our assistant superintendent, John J. O'Toole, and Miss Genavieve C. Moloney on June 15, which took place at White Bear Lake, Minn., on August 21. Congratulations and best wishes, and hearty weAre, Mrs. O'Toole.

Yardmaster C. A. Tenant returned from his vacation on Oct. 6, with so much wim and vigor one wishes all the young fellies had kept up after their vacation. He has been somewhat broad at times but is always in the lead.

Mr. and Mrs. Bernard Pepinski celebrated their 35th wedding anniversary on Sept. 9. A r?marrlge ceremony took place, and was an event in the Jackson Park District. Congratulations, and we are all looking forward to the next anniversary. Mr. Pepinski has been employed in the Airline Yard at Milwaukee for most of the 25 years he has been married.

The boys on the Airline feel a little sheepish these days trimming the trees around the railroad yards with a high wall about getting to Lo'ville, and enjoyed it very much, which will be a big moment. The boys really woke up around these days.

Another vacationist was Ernie Reinhardt, yard clerk. Ernie reports that while there wasn't much fishing at Port Lake, there were other interesting things to do, including hiking, eating, and enjoying the good clean air and scenery. Can you imagine a yard clerk getting acquainted with army life. It is rumored that Henry won the chapeau covered with a brand new Nottingham hat. As to Dorothy's age, your guess is as good as mine.

The past few days have seen a house-cleaning in the Traffic Department. The desks and chairs in the office are being renovated and all the ugs and gats have been doing their work standing up, with the exception of Rudy Koch, who is building the bad case of bumbo and has to handle all his affairs from a seated position. Henry "Schmung" Hefty, our black bread man, has kept up his regular rounds of the railroad yards with a slightly Southern drawl and adds that the temperature remained around the 90-in-the-shade mark.

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Making the headlines this month is that genial rate clerk of Chestnut Street, Bill McGarvath, who is spending his days at one Southland. New Orleans was the chief point of interest and Bill reports seeing many of the locals and doing some fishing. He came back with a slight Southern drawl and adds that the temperature remained around the 90-in-the-shade mark.

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

Dorothy Blask had a birthday this month and treated the gang to a homemade cake.

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

George J. Ellis of the Tacoma Store Department made a business trip up in new flashy car. He used to be the marathon walker of the Tide Flats, but no more—except when his one-pint gas tank goes dry.

I regret to chronicle the passing of Mike Sankovich, who died Oct. 8. He had been a carman since 1917 and had been on pension since December, 1948.

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

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

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

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

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

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

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

Bill Burroughs, ticket agent at the passenger station, Tacoma, with his wife is on a month's vacation, visiting their son and family at Washington, D. C.

George Russell is taking his place, while C. W. Ziemer is working in Russell's place.

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

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

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As to Dorothy's age, your guess is as good as mine.

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

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

Tacoma & Coast Division—West

R. R. Thiele, Correspondent

Agent's Office, Tacoma, Wash.

Isaac Sherman Johnson, 72, retired since 1926, died Aug. 21, after an 18-months' illness. He came to his former home in Illinois, where he leaves two sons, one of whom, Marvin, is one of our new brakemen; Mrs. Johnson preceded him in death several months ago.

Ralph Moyle, assistant chief yard clerk at Tacoma Yard, received the news on Oct. 1 that his brother, Edward Moyley, had died in San Francisco. Doubtless some will recall Ed Moyley, who went to work for the road soon after the local freight office was opened here in 1906 and worked as expense clerk along with Al Goldsborough and others.

James Hogan, TP&FE at Portland, died recently after having undergone several operations. He was transported to the hospital at Tacoma; then for 11 years with the N. P. and U. P. at Tacoma and Olympia; for the last four years he had been with this road again. He is survived by his wife, a son, his mother, two sisters, and three brothers (John of Chicago and Deb of the road).

Conductor Chester C. Fay, holding seniority date on this division since Apr. 30, 1916, returned from his birthday Aug. 14. He and Mrs. Fay will retain their home in Tacoma.

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THE MILWAUKEE MAGAZINE
MEN, if you want a shaver that will travel through your whiskers faster than a streamliner on a straight stretch, try one of the new Remington multiple-head electric shavers! They've got two, three and even four shaving heads—the greatest concentration of shaving power you can get today! Ask your dealer to let you run one over your face to get an idea of what Remington shaving really means. No more smart, no more burn, no more fuss and bother. Just a smooth, simple glide over your face and presto—you're shaved! General Shaver Div. of Remington Rand Inc., Bridgeport, Conn. Service stations at Remington offices in more than 130 cities, and Canada.
“In all the world no job is being better done today than by the American Railroads”

HON. CLARENCE F. LEA
Chairman, Committee on Interstate and Foreign Commerce
HOUSE OF REPRESENTATIVES

ASSOCIATION OF AMERICAN RAILROADS