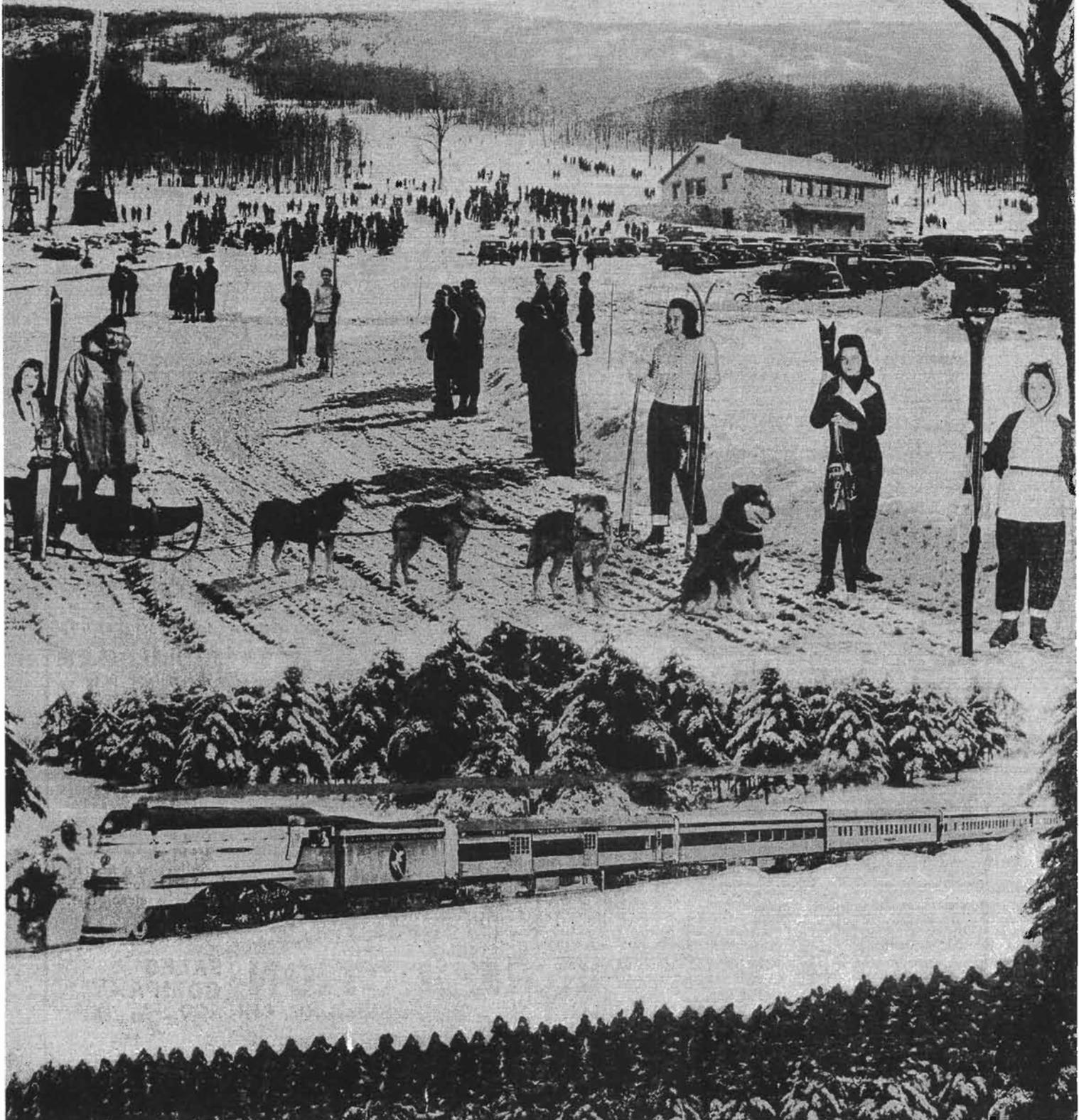


The

MILWAUKEE MAGAZINE

FEBRUARY, 1940



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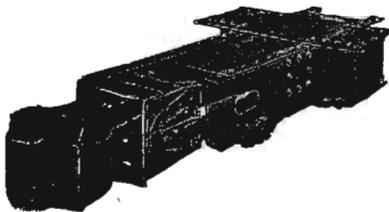
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ABOUT TRAFFIC TIPS

TRAFFIC TIP returns as shown by the table below are quite encouraging. Iowa & Dakota Division has hit the top again by sending in almost three times as many Passenger Tips as it did in November. Hastings & Dakota Division jumped from seventh to third place, and a number of other divisions made a fine showing. This improvement was mainly in Passenger Tips as the total number of Freight Tips received was less than in November, although greater than in December, 1938.

It is gratifying to note the special consideration Service Clubs are giving to Traffic Tips, as indicated by Club minutes. It is evident Club members are taking renewed interest in this important subject and if Traffic Tip Supervisors will follow through by keeping in touch with the men in their respective groups, we can expect an increased volume of Tips from month to month.

Although this railroad's net operating income last year was greater than for the preceding year, it was less than for 1936 or 1937, and this adds another year to the period in which the Milwaukee Road has failed to earn its fixed charges. There is urgent need for continued activity by Traffic Tippers, and for aggressive solicitation by Agents and Traffic representatives.

Almost 17,000 productive Tips were sent in during the past 12 months by our more than 8,300 Tippers. The business obtained thereby contributed substantially to the better showing made by this railroad last year. This proof of the effectiveness of Traffic Tips should encourage Milwaukee Road people to greater efforts during the year 1940.

I hope the Service Clubs will continue their fine efforts to have all members turn in Tips each month, keeping in mind the fact that we need more Tippers as well as more Tips.

H. E. ...

NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC TIP SUPERVISORS ON THE DIVISIONS SHOWN BELOW DURING THE MONTH OF DECEMBER, 1939

Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees	Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees
Iowa & Dakota Div....	321	124	30.0	Kansas City Division..	26	17	5.9
Dubuque & Illinois....	168	139	23.6	Milwaukee Division....	41	21	5.8
Hastings & Dakota....	192	37	22.0	Trans-Missouri Div....	46	1	5.4
Madison Division.....	123	6	20.4	Coast Division.....	66	10	4.9
Seattle General Offices	44	8	15.7	Terre Haute Division..	4	39	4.5
Iowa & S. Minnesota Div.	44	39	11.6	Twin City Terminals...	70	8	4.2
Superior Division.....	22	45	11.0	Milwaukee Terminals..	120	20	3.4
Iowa Division.....	40	92	10.1	Chicago Terminals....	28	23	1.8
La Crosse & River....	130	28	8.5	Miscellaneous	4	1	.8
Chicago General Offices	104	40	8.5				
Rocky Mountain Div... 62	6	6	8.1	TOTAL	1,655	704	9.0

Off to a Good Start

The Snoqualmie Ski Bowl Hails the Arrival of Winter

Max E. Sarchett

WINTER, hated by nearly all railroad operating men, but extremely welcome by west-end officials who control the destinies of the Milwaukee Road's Snoqualmie Ski Bowl, arrived in the Cascade Mountains in time for the Bowl to open its third season on Saturday, January 6.

And, a gala opening it was.

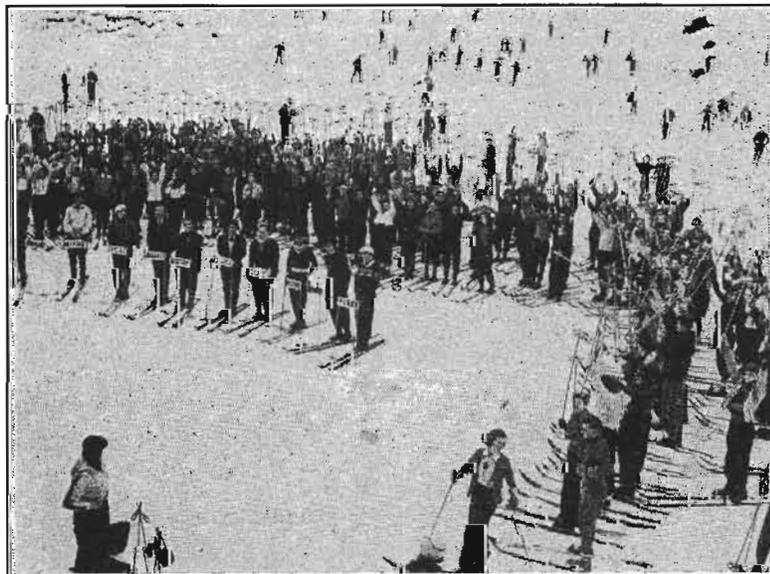
One thousand strong, old, young and middle-aged winter sports fans boarded the special ski trains for the week-end of fun on the Bowl's snow slopes.

Saturday found the ski train packed with 560 Seattle high school students. According to official count, this was the greatest number of persons ever to attend the Bowl on a Saturday since its inception.

Chief on the list of attractions for the Saturday crowd of juveniles was the Seattle Times Ski School. Inaugurated last season by the Seattle newspaper, the project seems headed for

great success in the present year. The details of this project are interesting to note.

The Times provides free ski instruction by the Ken Syverson ski school, one of the finest in the country, to all Seat-



Ski Students Line Up at the Bowl

the high school and University of Washington students at the Ski Bowl each Saturday for eight consecutive weeks. The project has been deemed, by skiing officials, one of the finest contributions ever made to the ski sport.

More than 400 students took advantage of the free lessons on the first Saturday.

Sunday, the second day of the opening week-end, four hundred availed themselves of the Bowl's pleasures.

All who attended the 1940 opening, praised the many improvements and ad-

ditions to the winter playground, and forecast a fine season for the area.

Another new ski tow, a giant jumping hill and the additional skiing slopes which were developed since last season were the features which caught the eye and caused the favorable comment.

With the season under way, many tournaments and other special events are in the near future, with the climax of the season coming when the major portion of the National Four-Way Ski Championships will be held at the Bowl, March 30 and 31.

snowshoeing, skating and that almost forgotten joy of skimming over the snow in "a one horse open sleigh." A special feature is snowplaning on the lake. Here, too, is Deer Trail Lodge with steam heat, modern conveniences, excellent rooms, home-cooking and "just wonderful food."

Winter sports in Wisconsin are just scattered everywhere that there is a good slide, a little lake, some snow and ice and a place to stop to warm up, to eat, to "put up" for a week-end or longer. There is Dell View on Lake Delton in the Wisconsin Dells region, La Crosse, in the hills that border the Mississippi River; the high hills of the Upper Peninsula of Michigan close by Houghton and Hancock; the Pine Mountain region near to the Iron Mountain—Kingsford's highly developed winter sports region, and scores of others reached by Milwaukee Road's fast-stream-lined train service.

Winter Sports in the North Country

Snow, Skis, Skates and Sleds Team Up

OLD Man Winter in the mid-west appeared to be as shy of spreading his snow blanket as he had been in the Cascade Mountains. But at long last he has made his 1940 debut and so out come the skis, the toboggans, the skates and all the rest of the paraphernalia that goes with winter sports; and away to the slides and the ice. All

comforts and accommodations, since the snows of 1939 lured the patrons out into the open spaces.

There is the splendid state park on Rib Mountain, Wausau, with a winter sports area of 160 acres, an open slope over 400 feet wide and 2,500 feet long; four ski trails running 480,000 feet and a beautiful new \$32,000 shelter and warming house, that is the very last word in comfort and elegance.

A 3100 foot ski-tow, the longest in the United States, carries 700 skiers an hour to the top of the mountain. And as we know, Rib is the highest hill in all Wisconsin, it is easy to see that it would be "some" climb to reach the top under one's own power. This sports area is scarcely four miles from the center of the city of Wausau, with its fine modern hotels, and cafes, good transportation to Rib Hill, provision for those who choose other winter frolics and a grand schedule of special events throughout the season.

Valley Division Hiawatha train service completes the superlative attraction of the Rib Mountain winter sports area.

Two miles from Heafford Junction, "off the beaten trail," is Lake Nokomis, amply supplied with all the needful accessories to grand winter sports. There is skiing tobogganing, skijoring,

For the cover picture, depicting winter sports activities at Wausau, Wisconsin, the Milwaukee Magazine is indebted to Mr. W. I. La-Certe, local photographer, and to the Wausau Chamber of Commerce, through which permission for use of the picture was arranged.



Shelter House on Rib Mountain



Before a Glowing Fire at the Shelter House



Toboggan Slide—Deer Trail Lodge



On the Sled Run—Deer Trail Lodge

Interesting Facts About the Railroads

FOR each pound of fuel consumed in freight service in 1939, the railroads moved 8.9 tons of freight and equipment one mile, compared with 5.8 tons in 1920.

An average of nearly 32,000 persons sleep nightly in Pullman berths.

The average tonnage of freight transported per train in 1939 was approximately fourteen per cent greater than in 1920.

For every thousand tons of freight and equipment moved one mile, the railroads in 1939 used 112 pounds of fuel compared with 172 pounds in 1920.

Class I railroads on December 1, 1939, had 36,198 new freight cars on order, the largest number at any one time in more than two years.

Tons of revenue freight carried one mile by the railroads of this country in 1939 were nearly fifteen per cent greater than in 1938.

The railroads in 1939 expended \$1,237,000,000 for maintenance of equipment and right-of-way, an increase of nearly thirteen per cent compared with the preceding year.

Sympathy

A railroad magnate was visited in his office by a boyhood friend whom he had not seen for many years. The boyhood friend told a pathetic story of misfortune comprising bankruptcy, the loss of wife and children, and his own recent illness. He concluded with a plea for assistance, and the railroad magnate, overcome by emotion, touched a bell on his desk. A burly colored man responded. "John," said the magnate, his voice choked with sobs, "throw this poor fellow downstairs. He's breaking my heart."

the winter sports regions of the North Country are in the pink of condition and most of them have added many

From Prankster to President

He Stole Rides as a Youth on Railroad He Now Heads

IN the Chicago Sunday Herald-American of January 14th a story by George Hammond presents a picture of a youthful Henry A. Scandrett, who could qualify in his pre-teen years as "just one of those boys." The story goes:

"There's always a first time for anything, and when Henry Alexander Scandrett stole a ride on the blind baggage of a Milwaukee Railroad passenger train back in 1886 he

didn't know it would be his first connection with the railway which he would later head as president.

"Born at Faribault, Minn., April 8, 1876, Mr. Scandrett attended elementary school as a young boy and spent his spare time thinking of things that would give him fun when he wasn't working at odd jobs to earn spending money. Those were the days when even the sons of substantial citizens didn't get a weekly allowance, and when there was a strawberry social at the Episcopal church or the circus came to town, Henry remained at home unless he had the necessary funds to pay his way.

"Henry had his best fun at the old swimmin' hole near the spot where the Milwaukee road tracks crossed those of

the old Great Western Railway, a half mile from town.

"After a day of diving and playing in the water sans even a bathing suit, Henry and his boon companions waited for the early evening Milwaukee passenger train to stop at the crossing before pulling into the station at Faribault.

"As the train stopped, Henry climbed onto the blind baggage and rode into town, thus establishing a connection with the railroad which he was to guide to new heights of achievement in the streamlined era of rejuvenation for railroads.

"Recalling the incident, Mr. Scandrett said: 'It didn't matter that the distance from the railroad station in town was greater than that from the swimming hole to the family dwelling. It was the thrill of the ride that mattered, and it was more fun than anything I ever did in my kid days.' Sometimes Henry had a session with his conscience over blind baggage riding, for he was under the influence of a religious training which came from his maternal grandfather, the Rt. Rev. Henry Benjamin Whipple, first bishop of the Episcopal Church in Minnesota.

"His father, Henry A. Scandrett, was the town's leading insurance man, and in addition served as judge of the probate court. Hence the family was exceptionally well known to all the citizenry, and that was all the more reason why the boy had to see to it that he was never discovered bumming a ride on the railroad."

The story then goes on to Mr. Scandrett's collegiate days, when he became a football star of the University of Minnesota, where "he played the full four years and starred in a number



H. A. Scandrett

of games. His reward was the captaincy of the team in his senior year."

Mr. Hammond continues the career of the young Henry after his graduation in 1898, through the years devoted to the study of law, his entrance into the field of railroad law as a claim adjuster for the Union Pacific, the years he spent with that company and with the Southern Pacific; his duties with the United States Railroad Administration during the period of government control, and when on January 11, 1928, he resigned from the position of vice president in charge of valuation, commerce matters, the land department and public relations of the Union Pacific, to come to Chicago as president of The Milwaukee Road.

crasies is that it is one of the very few rivers in the Northern Hemisphere which flows in a northerly direction. It is a fact to be borne in mind because the first white men to reach the territory that is now Wisconsin reported paddling their canoes up the river (which they named after the Fox Indians), whereas they could as well have said they paddled down the river, in the sense of going southward.

Whether it flows north or south, the real significance of this stream is to be found in its fascinating past, for the history that was made on this little river is so important as to be completely out of scale with the river's size. We Americans are inclined to think of our country's early days more or less in terms of the Atlantic Ocean (Columbus and the Pilgrims) and the Mississippi River (De Soto, Marquette, Joliet, the Louisiana Purchase, etc.), but the fact of the matter is that as far as early American history is concerned, the little Fox River has very few rivals. It was the route taken by almost all of the early travellers, priests, *coureurs de bois*, fur traders, wandering rascallions and others who were foraging around for one reason or another—some were looking for China, some were out to preach the gospel, while others were just poking around to see what they could find in the way of furs, allies, land and whatnot.

Unfortunately, the history of the Fox River Valley, criss-crossed as it is by shades of Nicolet, Marquette, Joliet and their adventurous ilk, is of such importance that it has long been regarded as a required study in nearly all schools; and it is a lamentable fact that most things which are taught in a compulsory manner are heartily disliked and, as soon as circumstances will

In Beautiful Wisconsin Green Bay and the Fox River Valley

FIRST you see it and then you don't; now it's a river, now it's a lake, for nature, in a flight of whimsy, toyed around with the course of the Fox River until that little stream is not real sure to this day whether it is an offspring of the lakes or vice versa.

Be that as it may, however, its wriggling route across east central Wisconsin looks on the map like a garter snake that has swallowed a middle-aged dog and several puppies.

Starting out so bravely in Columbia County, the river immediately starts meandering until, seemingly lost and in a panic, it plunges headlong into Buffalo Lake. No sooner does it flow out at the opposite end than it jumps right into Lake Puckaway. Then, just as its uninterrupted trip across the northern part of Green Lake County about has it convinced that it is really a river after all, it unwittingly slips back into

its old habit and straightway becomes Big Butte des Morts Lake, which proves to be a sort of vestibule for Lake Winnebago. However, upon finding its exit from Lake Winnebago, its largest and last interruption, the Fox settles down and slips smoothly across Outagamie and Brown Counties, to take its deserved rest in Green Bay.

Another of the Fox River's idiosyn-



Landing of Jean Nicolet

permit, are disregarded and eventually forgotten. And so, if the reader still harbors a prejudice against the background of our present civilization, as taught him in grade school, he might do well to abandon here and now the project of reading this re-hash of the more romantic events which form the enviable history of that region served by the Milwaukee Road in the valley of the Fox.

It Was Three Hundred Years Ago

Mark Twain, discussing in *Life on the Mississippi* the difference in the speed with which expeditions were launched in the early days of American history and the way things are done in modern times, said:

"If somebody should discover a creek in the county next to the one that the North Pole is in, Europe and America would start fifteen costly expeditions thither; one to explore the creek, and the other fourteen to hunt for each other."

That was not the case in the early 1600s. Things moved slowly in those days when most of our continent was a mystery, but white men were drifting slowly into the unknown places, nevertheless. To quote Mark Twain again, "These people were in intimate communication with the Indians; in the south the Spaniards were robbing, slaughtering, enslaving and converting them; higher up, the English were trading beads and blankets to them for a consideration and throwing in civilization and whisky; and in Canada the French were schooling them in a rudimentary way, missionarying among them and drawing whole populations of them at a time to Quebec, and later to Montreal, to buy furs of them."

It was in 1634, only 14 years after the Mayflower had turned loose its cargo of ancestors on the future state of Massachusetts, that the first shoe prints were to be seen on the shores of Green Bay. However, the man who planted the shoe prints called *Baye Verte*, partly because he could paddle a canoe somewhat better than he could speak English and partly because he was French.

Jean Nicolet was not, in all probability, especially vain or elated about being the only man west of Quebec with shoes on, for the country to which Champlain, the Governor of New France, had sent him had never been seen by a white man. There were all manner of rumors floating around regarding this unexplored region, but there was not a sound, solid fact in the lot. That was why Nicolet and his handful of friendly Indians were sent on the voyage—to establish facts about the country, with an eye to building up fur trade.

Nicolet's mission was, in fact, a sizable one for a lone traveller in an unknown and hostile country. In addition to making arrangements with the natives for a bit of fur trading, he had it in the back of his head that he was in a fair way of finding the long-sought passage to China. He had heard the Indians talk about a strange people



Red Banks



Fox River at Berlin

whom they called "Men of the Sea" for some unestablished reason. If they struck the Indians as being *strange*, and if they really lived by a sea, then perhaps they were Chinese and the job which Columbus started some one hundred and forty years before could be completed.

With that in mind, Nicolet pushed his canoe westward, entering Green Bay and continuing southward until he had approached the southern extremity. Then, sending one of his Indian bodyguards ahead to announce his arrival, Nicolet made ready to come ashore near the present city of Green Bay at a landfall later known as Red Banks. However, being of the opinion that it might be the coast of China he was preparing to set foot on, he tricked himself out in a gaudy silk robe with vari-colored birds and decorations on it and, with one trick and another, got himself to looking about as oriental as a Frenchman in a canoe could ever hope to look. Upon landing he found a reception party down at the water's edge to greet him but he was the only one in the crowd bearing even a remote resemblance to a Chinaman.

What he found, of course, were more Indians, who very likely figured that they had come upon the key to the Chinese passage when Nicolet came paddling ashore in his incongruous finery. These Indians were later called *Ouinibigoutz* by the Jesuit priests and still later the name was simplified to *Winnebagoes*. The French translated this Indian name to mean *les Puants* which, in turn, means *The Stinkards*. Various theories have been advanced as

to why they were called Stinkards, but the likeliest one is that they smelled bad.

Regardless of how they smelled, the Indians proved to be very friendly (especially after Nicolet had obliged them with a couple of salvos from his pistols and made believers of them). Having been banqueted on beaver for several days, the Frenchman resumed his journey and entered the mouth of the Fox River, thus making himself somewhat of a patron saint in the city of Green Bay, which has grown up on the very shores he saw as his canoe entered the stream.

Due to the fact that Nicolet's education had not been perfected to include reading and writing, the only record we have of the places he visited are contained in the records of later and literate explorers who had heard his oral reports on the country which he had visited. It is certain, though, that this first white man to paddle a canoe on the Fox saw the Indian villages located near the now thriving and modern towns of Winneconne, Neenah, Menasha and many other points.

The Mystery of the Mascoutin Village

Of all the Indian villages which Nicolet or any of the adventurers beheld, certainly the most impressive and important, must have been the one occupied by the Mascoutin Indians and now referred to by historians simply as the Mascoutin Village, since the cloud of conjecture which has for decades hovered over the subject of its location has made it *the* village of Mascoutins and put all other sites the tribe may have occupied in something of an

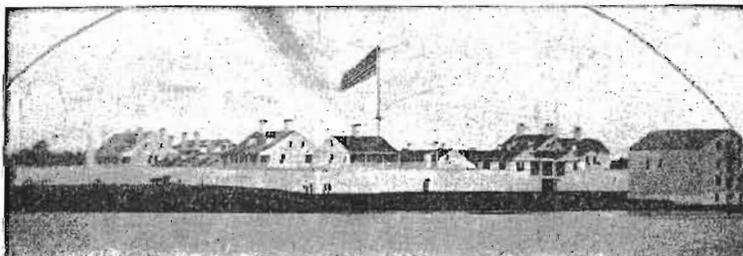
(Continued on Page 9)



Old Stone Lighthouse at Green Bay



Tank Cottage—Oldest House in Green Bay



Old Fort Howard—Green Bay

Service Club News

A "Thank You" Letter With Something in It

IT SEEMS a shame to be hauling Santa Claus out of his post-season slumber, but the following letter which has just come to our attention, exemplifies so very well the sort of work being done by the Western Minnesota Service Club at Montevideo, Minnesota, that it deserves to be quoted, in season or out.

Montevideo, Minn.

"Mr. F. T. Buechler,
Green Bay, Wis.

Dear Sir:

"We, the employes of the Milwaukee Railroad, at Montevideo, Minn., extend to you our most sincere thanks for the Christmas trees that you shipped to us for our annual Christmas Train Party, and through your wonderful co-operation it was another grand success.

"Old Santa Claus arrived in Montevideo on his special Milwaukee train right on time—5:20 p. m.—meeting about 4,000 children at our depot, in what we call *Milwaukee style*.

"His train consisted of engine No. 856 and three streamlined white cabooses and I shall try and describe how it appeared to our Montevideo people:

"The engine had a large star in front with 96 electric lights, red, white and blue, and seventy-five fuses wired to the wheels and side rods.

"The three cabooses were also streamlined with fuses and the rear caboose was equipped with a revolving star decorated with red lights and a large brick chimney on top.

"When the train stopped at the depot, a smoke bomb exploded from the chimney, colored red by fuses and when the smoke began to clear, Old Santa came crawling out of the chimney, and then you should have seen the kids!

"He then was taken aboard a special float, built by the Northern States Power Co., and escorted up to their building, where he gave each child a present.

"At Montevideo, Santa boarded the train and gave each child a present and each passenger a Christmas card.

"The beautiful trees that you presented were decorated by the several civic and fraternal organizations and each church received one for its annual Christmas party, which was greatly appreciated.

"I am very sure that we made many friends through this annual party and again we want to let you know that with your spirit of co-operation and friendship, the railroad boys in Montevideo appreciate your good will.

"Hoping that the year 1940 will

bring you health, happiness and success, we remain,

"As ever, your friends,

Employes of the Milwaukee
in Montevideo, Minnesota."

(Signed) R. A. Holzer, Chairman.

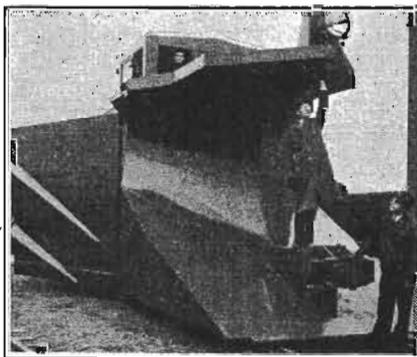
Bear in Mind

In making a talk at the December 5th meeting of the Mason City Service Club, Superintendent W. F. Ingraham made the following remark, which is worth bearing in mind when selling a customer on the superiority of Milwaukee service.

"We want to keep every fellow we can in the service and to promote our business, but we cannot advertise ourselves and secure business if we are not a safe railroad. I think everyone on the railroad should do everything he can to see that we run a clean, safe and courteous business."

Next Time Try the Train

THE new type snow plow pictured below is the first of a type which does the work formerly done by three separate units. In addition to bucking through the drifts, it cleans between the rails, and the large side wings, hydraulically controlled, widen the cuts. It weighs 80,000 pounds and its operation is governed by an operator riding in the cupola behind the steel skirts.



This efficient monster, made in the Milwaukee shops, is an iron-clad reason why we can be convincing when we say to people, "Next time try the train!" These big fellows make it their business to see that passengers and freight get where they are supposed to, and get there on time.

All one has to do to appreciate the advantage of train travel during the snowy months is to read some of the Chicago papers that came out during the icy weather in mid-January. According to them, the roads all around the metropolis were either extremely

treacherous or impassable, with the result that *trucking operations were at a temporary standstill. They were at a standstill, in fact, until the snowplows of the State Highway Commission could render them passable.*

It is worth bearing in mind that Illinois is not the only state that clears its roads for the trucks at the expense of the taxpayer.

CLUB NOTES

Minneapolis Club Gets Under Way

THE newly organized Service club in Minneapolis held its second meeting on January 18th, but unfortunately, the minutes were not available when this went to press. At the first session, held on November 15th, the group got itself off to a running start by turning out 250 strong, which is quite a record.

At that meeting it was decided that in choosing a suitable name, the club would honor the memory of J. H. Foster, who, prior to his death in 1935, was Assistant to Vice President Gillick, located in Minneapolis. The names of officers elected for the J. H. Foster Service Club will be found in the general listing of newly elected officers.

From all appearances the good example set by Minneapolis will be reflected by its twin, it being expected that in the near future St. Paul will follow suit.

Activity in Both Madisons

THE Four Lakes Club meeting, held in Madison, Wisconsin, on January 9th, was marked as usual by a fine show of enthusiasm. In the first place, there were 76 present. In addition, things were started rolling by music from the now-indispensable Four Lakes Orchestra, followed by group singing. They have the right idea in Madison—they open and close with a song.

The minutes of the meeting, bound and very creditably presented, went into detail regarding suggestions made by members for improvement of our service. From the resulting discussions it was apparent that this club knows exactly where it is going and why.

From Madison, S. D., comes the report that the local service club will have held its second Annual Mixer in the Madison Armory by the time this magazine is off the press, the affair being scheduled for January 23rd. The Calumet Club, the Junius Springs Club and the Madison and Bristol Club will have been the participants and the Madison business men the guests.

The program, as planned, included a dinner served by the Madison Fire Department, a baseball film, an amateur boxing match, a display of miniature trains and engines, music and a period for short talks.

Sounds like fun, and just the sort of thing to put the participating service clubs in the public eye.

Kitties and Shenanigans at Sioux Falls

TO explain:

The kitty idea was a brainchild of W. D. Griffiths, local general agent, who suggested that instead of making the members dig into their pockets at the meetings, funds for future entertainment could be provided by placing a "kitty" in plain view at the pay window on pay day so that it could receive odd pieces of change from the employes while they were still feeling affluent. Mr. Griffiths is something of a psychologist—at any rate his idea met with hearty approval.

(Continued on Page 9)



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J. P. Kiley

Recently appointed special representative of Mr. J. T. Gillick, chief operating officer, Mr. John P. Kiley is a native of Chicago, who entered the employ of the Milwaukee in 1915, following his graduation from Villanova College at Villanova, Pennsylvania, with the degree of civil engineer. Since 1930 he has been engineering assistant in the office of the chief financial officer.



J. P. Kiley

Mr. Kiley is congratulated on his appointment.

BOWLING TOURNEY

Pins to Be Set Up in Milwaukee for Employe Bowlers from Chicago to the Coast

THE Milwaukee Hiawatha Bowling tournament will be held at the Bensinger Recreation, 838 N. 27th St., Milwaukee, Wis., on March 16, 17, 23, 24 and 30, 31, 1940. The team event will be divided into 2 classes—Boosters for teams averaging 750 and under, and Regulars for teams over 750. The Booster Division is primarily for the fellows who do not bowl regularly and are not affiliated with any regular team, but want to go along for the fun. There will be only one division for the singles and doubles.

Requirements

The Regular team division and the singles and doubles will be on a two-thirds handling with 200 as *scratch* for each man. Averages as of Jan. 1, 1940, will be used provided 21 games have been bowled, otherwise last year's averages will be used. Each entry must be supported by a copy of the league average sheet as of Jan. 1 or a certification from the local association secretary as to last year's average. In case a bowler cannot support his average by such average sheet or certification, his average will be considered as 180 for the purpose of figuring handicap. This is not required for Booster teams; the captain must, however, state that his team is composed of non-average bowlers or bowlers whose combined averages will not exceed 750. If a regularly sanctioned team averaging less

than 750 desires to bowl in the Regular division on the handicap basis, instead of the Booster division, they may do so provided their entry is so marked and is supported by the required average sheet or certification. Teams competing in the Booster division will not be eligible for prizes in the Regular division. If it is discovered that any bowler has given erroneous information regarding his average, in order to secure a greater handicap than he is entitled to, his scores will not be recognized and he will not participate in the prize awards.

Sanctioned by A.B.C.

This tournament is sanctioned by the A.B.C. and all participants must be members of a sanctioned league. All

TERRE HAUTE DIV. WINS FIRE RECORD AWARD

On February 20th Terre Haute, Indiana, will be the scene of a victory dinner celebrating the T. H. Division's winning of the silver loving cup which Mr. L. J. Benson, Assistant to the Chief Operating Officer, announced December 23, 1938 would be awarded to the division with the best fire prevention record during the ensuing year. The T. H. Division had exactly *no fires* during 1939.

Present at the dinner will be the general officers from Chicago and Milwaukee, insurance representatives, Terre Haute city officials and at least 100 Milwaukee employes.

To keep the cup a division must win it three years straight.

teams not able to produce an A.B.C. card will have to pay a sanction fee of \$2.50. In the case of Booster teams this fee is only 50c. The money so collected will be turned over to the A.B.C. by the tournament secretary, and no part of it goes to the tournament funds.

All participants must be employes of the Milwaukee Road. It is not required that they be working. As long as their name appears on the seniority roster they are considered employes.

Bowlers may participate only once in each event.

Medals, Prizes, Entry Fees, and Such

Medals will be awarded on the basis of actual scores bowled without handicap. Prize money will be distributed on basis of actual score plus handicap.

Entry fee, \$1.00 per event. Bowling, 85c per event. Entry fees will be returned 100 per cent in the prize list. Medals and cash for the winners

of the team event, singles, doubles and all-events. Medals for high scores. Good Fellowship prizes.

Entries close Midnight, February 29, 1940.

It is anticipated there will be between 100 and 150 teams participating from Milwaukee, Chicago, Minneapolis, Madison, Green Bay, LaCrosse, Dubuque, Kansas City, Perry, Sioux Falls, Beloit, Omaha, Sioux City and other points.

For further information and entry blanks address J. H. Robinson, in care of District Accountant, Milwaukee, Wis., or 1316 N. 70th St., Wauwatosa, Wis.

HIAWATHA RUNNING TIME REDUCED

EFFECTIVE January 28th, the running time of the Hiawatha, already one of the fastest trains in America, was speeded up 15 minutes.

Three of the four units of the Hiawatha, providing daily double service between Chicago and the Twin Cities, will clip off 410 miles in 375 minutes, including seven station stops en route. The schedule of the fourth train, which makes additional stops, will not be changed for the present.

The present departure time of the Hiawathas leaving their terminals in the early afternoon will be continued but they will arrive at their destinations 15 minutes earlier than now. The Morning Hiawatha will leave Minneapolis and St. Paul 10 minutes later than at present, arriving in Milwaukee and Chicago 5 minutes earlier than now. West-bound, the Morning Hiawatha will continue on its present schedule.

The new schedules will provide more convenient connections in Chicago with trains for the East and South, and in the Twin Cities with trains for the North and West.

Appointments

Effective January 15, 1940:

W. E. Beck is appointed Supervisor of Personal Record Bureau with headquarters in Chicago, succeeding James N. Petersen, deceased.

Poor Pa

Mother: "Now, Reggie, wouldn't you like to give your bunny as a Christmas present to that poor little boy who hasn't a father?"
Reggie (clutching rabbit): "Couldn't we give him Father instead?"

Service Club News

(Continued from Page 7)

A. D. Johnson, night roundhouse foreman, was responsible for the shenanigans. He arose in the meeting and . . . we'd better quote Mr. Johnson:

"Just to create a little more excitement for tonight, I suggest that each of us write his name on a slip and drop it into a hat with a dime, then draw for the 'put' which will be split 50-50 between the winner and the club."

The idea took. Well, there were 50 present, which meant that some one was going to get \$2.50. And who do you think won it? . . . A fellow by the name of A. D. Johnson!

That had several of the earmarks of a first-class shenanigan. At any rate it did until Mr. Johnson saved his reputation by turning the whole \$5.00 over to the club.

Trainmen and Enginemen Swell Attendance at Arrow Club Meeting

IT is a pleasure to note that when the Arrow Club got together in Sioux City, Iowa, on December 18th the trainmen and enginemen were present in sufficient numbers that chairman Costello commented on the fact.

During the course of the meeting, at which there were 58 present, retired switchman M. M. Noonan made a short talk, stating that the retired employes take a keen interest in what the club is doing and for that reason should be notified of meetings, so that they can be on hand. A motion to that effect was passed.

W. A. Lux, chairman of the committee in charge of the party which the club held at the Labor Temple in Sioux City in November, reported a very enjoyable time, so enjoyable, in fact, that already many employes and others had asked for a "repeat performance." We wouldn't want to air the club's financial well-being, but it is no secret that the affair left them with a jingle in the pockets. There'll be another dance, all right!

Mount Tacoma Club Reports

WITH R. K. Burns, Tacoma's recently appointed City Freight and Passenger Agent, on hand to do a bit of pep-rousing for the crowd, this club had a very successful get-together at Tacoma on January 16th.

In his talk before the group, Mr. Burns stressed the need of securing more L.C.L. tips, the surface of that field having only been scratched. As a means of stumbling across additional business in this category, Mr. Burns suggested that occasional questioning of merchants, when making purchases, as to how various articles are shipped in, would produce results.

As a suggestion for increasing attendance (which isn't anything to be sneezed at now), W. B. Alleman, boardman at Tacoma, proposed that a jack-pot be started. The rules of the game would necessitate the receiver being present each meeting night in order to secure the contents, and in the event the would-be winner should not be present, the pot would be carried over until the subsequent meeting, or such time as the winner should be on hand to claim it. His thought was that numbers should be sold at ten cents and a few dollars of each pot used for refreshments.

The club, having an eye for good ideas, decided to put that one into effect.

It is always interesting to note what classification of employes turn out for meetings and in this case it was especially interesting to note that J. C. MacDonald, the District Storekeeper, not only put in an active appearance himself but brought 10 of the store department employes along with him.

Changes in Club Officers Since Last Report

IT will be noticed in the following listing that in some instances there has been a change in only one office of a club. In such

cases it is understood that the other officers have been re-elected.

Four Lakes Club

J. H. Vanderhie, pump repairer, Madison, Wis.Chairman
Robert Slightham, engineer, Madison, Wis.Vice Chairman

Menominee River Club

E. B. Squires, agent, Pound, Wis.Chairman
A. R. Goodell, agent, Lena, Wis.Vice Chairman

Stone City Club

R. A. Holley, rate clerk, Bedford, Ind.Chairman
F. J. Cowan, conductor, Bedford, Ind.Vice Chairman
J. B. Dede, chief clerk, Bedford, Ind.Secretary
Fred Foddrill, yardmaster, Bedford, Ind.Treasurer

James River Valley Club

L. L. Dudley, agent, Redfield, S. Dak.Chairman
B. L. Maunders, section laborer, Virgil, S. Dak.Secretary

West H & D Club

J. Teske, section foreman, Java, S. Dak.Chairman
J. B. Nicholas, agent, Hosmer, S. Dak.Vice Chairman

Arrow Club

L. E. Lamb, storekeeper, Sioux City, Ia.Chairman
B. L. Robson, city passenger agent, Sioux City, Ia.Vice Chairman
A. H. Osthoff, chief clerk to asst. supt., Sioux City, Ia.Secretary

R. J. Worthington, captain of police, Sioux City, Ia.Treasurer
Gillick's Club
C. W. Dettle, agent, Cologne, Minn.Secretary
Mid-Southern Minnesota Club
Jack Theophilus, agent, Granada, Minn.Treasurer
Old Line Club
A. H. Olsen, roadmaster, Horicon, Wis.Chairman
L. J. Campbell, agent, Woodland, Wis.Vice Chairman
Southwest Limited Club
R. Schoech, section foreman, Chillicothe, Mo.Vice Chairman
Geo. M. Reisch, agent, Braymer, Mo.Secretary
Mason City Club
Stasia Harding, stenographer, Mason City, IowaVice Chairman
Mississippi Palisades Club
J. J. Roe, superintendent rail mill, Savanna, Ill.Chairman
George Schmidel, agent's chief clerk, Savanna, Ill.Vice Chairman
Arthur Ferguson, clerk to supt. of rail mill, Savanna, Ill.Secretary
J. H. Foster (Minneapolis) Club
F. M. Balcom, yard conductor, Minneapolis, Minn.Chairman
Richard Anderson, welder, car dept., Minneapolis, Minn.Vice Chairman
H. V. Allen, stenog.-clerk, shop superintendent's office, South Minneapolis, Minn.Secretary
F. P. Rogers, chief clerk to superintendent, Minneapolis, Minn.Treasurer

GREEN BAY AND THE FOX RIVER VALLEY

(Continued from Page 6)

eclipse. The mystery has been the more intriguing because the Mascoutin tribe, like the legendary continent of Atlantis, vanished completely from the face of the earth; at any rate, they no longer exist as a tribe and it is difficult to prove that isolated individual natives are descended from it. The general supposition is that the Mascoutins were a ferocious outfit and eventually were beaten at their own game.

After much bickering, scholars have now agreed almost unanimously that this village was located within a short distance of the town of Berlin, Wisconsin. The Berlin Chamber of Commerce has been sure of it for longer than the scholars and historians.

In an article appearing in this magazine twenty years ago, a writer had the following to say of the Mascoutin Village:

"All the region in the immediate vicinity of Berlin was the site of this village—a city we would call it now, even though it was built of wigwams and tepees, and was minus the skyscrapers and street cars—for it contained three thousand permanent inhabitants, braves, squaws and papooses, and boasted, in troubled times, a total population of over 20,000, including

neighboring tribes who sought protection within the stockade while native wars raged through the countryside. On the crest of the ridge back of the river rose their signal fires, calling the braves to council, to war dances and to the pipe of peace. Here Nicolet found them en-villaged in the sunny valley and here in 1673 Pere Marquette, accompanying the Chevalier Joliet, first saw the village."

Practically all of the early explorers who came down the Fox River stopped at the Mascoutin Village and made special note of it. Radisson and Groseilliers in 1655, Nicolas Perrot in 1665, Father Claude Allouez in 1669 and Marquette and Joliet in 1673—all seemed to find in this large center of Indian life something quite unusual.

Even Marquette, who was not given to effusive rhetoric, took time out to make the following notation about the site:

"I took pleasure in observing the situation of this village. It is beautiful and very pleasing, for from an eminence on which it is placed, one beholds on every side prairies extending farther than the eye can reach, interspersed with groves or with lofty trees. The soil is very fertile and yields much



A Green Bay Street of 1859

Indian corn. The savages gather quantities of plums and grapes, wherewith much wine could be made, if desired."

It seems that in his last sentence Marquette may have unwittingly hit upon the explanation as to what became of the Mascoutins. They may have reasoned, like the gentle priest, that "much wine could be made, if desired." That leaves room for the belief that they desired and treated themselves to a bacchanalian finish, just as the Romans did, over a longer period of time. At any rate, within a generation from the time Marquette was there the Mascoutins had done such a complete job of disappearing that to this day it has never been definitely determined what tribal family they belonged to.

The site of their village was for years believed by some to have been Ripon, Wisconsin, but now that the town has been robbed of that distinction, it can still lay smug claim to being the birthplace of the Republican Party, an event which occurred in 1854 (and may have to be done all over again).

The City of Green Bay

It is only natural that Milwaukee Road employes should take a keen interest in the historic old towns along the Fox because through many of them our trains run daily. And yet, it is possible that if our workaday duties did not keep us in constant contact with these names, we might be more moved by their history because, while familiarity in such a case would never breed contempt, it might engender apathy.

The city of Green Bay, however, is one place whose past has such a romantic aura about it that its name can hardly be mentioned without the hearer picturing in his mind a solitary white man just arrived at the foot of *Baye Verte*, in a vast and silent new world.

Following the recorded history of this venerable metropolis, it is found that the French built a fort near the mouth of the river for purposes of defense and in 1706, when Indian trouble began, found it very useful. Officers well known in French annals commanded Fort St. Francis: Amartion, De Villiers, Montigny and others, making a history of adventure and thrill too long to set forth here.

England came into possession of the territory in 1761 and made an effort to gain the fur trade. The fort was garrisoned and held until 1763 when it was ordered abandoned after the massacre and demolition of Fort Mackinac. Ten years later Jonathan Carver, an enterprising traveler, passed through and reported that the fort had fallen in decay.

Prior to 1800 Green Bay belonged successively to the French and English, but in 1800 was ceded to the United States and became a part of the Indiana Territory. The place had become an important point for organized trade in furs and by 1810 a settlement had sprung up for some three miles along the river shore. Many acres

were planted in Indian corn which, at the time, was staple food for the voyageurs of Astor's Southwest Company, a fur trading concern which laid the foundation for the Astor fortune of today and which, even at that time, had arrived at such proportions and owned such vast tracts of land that that section of country was known as Astor. In 1838, however, the territory around the city became known as the Borough of Green Bay.

The fur trade, with its easy profits, paralyzed other industries and there came a day when this great commerce which had given Green Bay her earlier importance, became an obstacle to her progress. Fortunately, from about 1854 to 1857 a great wave of immigration struck Wisconsin and thrifty, industrious people from Holland, Belgium and Germany came to the city or settled in its vicinity. They have helped make it one of the foremost cities in the Mid-West.

Now, in addition to the Milwaukee Road's unexcelled service to Green Bay (and the city's other blessing, the champion Green Bay Packers football team), it is fortunate in having a diversification of industry.

Green Bay is the largest cheese manufacturing, concentrating and shipping center in the United States. More than one hundred and seventy-five million

pounds of cheese are shipped from this point annually.

The modern activity of the city is evident, of course, but the next time you hop on the *Chippewa* for a trip to Green Bay, try piecing together in your mind the city's significant past and its bustling present. The feeling of the passing of time and the extent to which things have changed is tremendous and casts upon the ever-romantic metropolis a new and much more interesting light.

Still, it is the same bay, and the same Fox River flows into it, just as it did 306 years ago when Nicolet came paddling up, only to find that the Chinese in this part of the country were highly unorthodox. It is an intriguing business, letting one's imagination toy with the picture of Nicolet, mandarin robe and all, coming ashore at the modern city of Green Bay with a blazing pistol in either hand.

It is highly probable that the city would have just the facilities for taking care of the situation.

The Editor would like to express appreciation of the valuable material secured for this article through Superintendent F. T. Buechler of Green Bay and Mr. S. B. Stedman, a life-long resident of Berlin, Wisconsin and a descendant of the town's earliest inhabitants.

An Active Agent at Ventura, Iowa

HOW an active agent successfully conducts his affairs was brought out by a talk recently had with R. E. Bernhardt, agent at Ventura, Iowa.

First of all, he says, he is a firm believer in courtesy—the sincere, friendly kind. He is hot on the trail of every tip card that comes his way. He allows farmers' pickup and delivery service, thereby increasing his LCL business. He has been successful in getting home merchants to pool cars of salt, sugar, flour and feed. He attends all sorts of public functions as a matter of policy and patronizes home merchants regardless of whether the railroad gets business from them or not; he believes that in time it will bring results.

"I run my station just the same as if I were in business for myself"—that is the way Mr. Bernhardt summed it all up, and from all appearances business is good.



R. E. Bernhardt

Boy Travels Via Thumb One Way—Via Hiawatha the Other

THIS 14 year old Milwaukee, Wisconsin boy, Joe Pelkowski, hitch-

hiked to Chicago to appear on the WENR amateur hour January 14th. When it transpired during the broadcast, which occurred while a blizzard was raging in Chicago, that Joe had hitch-hiked, he was invited to remain over night, was outfitted completely with new apparel and put aboard the Hiawatha for his return home. Rail officials were host to Joe at a luncheon in the Hiawatha's dining car en route. It was Joe's first train ride and the first time he ever travelled faster than 100 m. p. h.

Picture shows conductor Ernest E. Haddock bidding good-bye to Joe, whose comment, on parting, was, "Hiawatha has it all over hitch-hiking."



The Agricultural and Colonization Department

Dakota Farmers Rebuilt Soil in Brown-Marshall Counties

THE 1937 session of the South Dakota legislature enacted the Soil Conservation Districts Law. The act made it possible for local groups to organize for the purpose of securing assistance from federal agencies in solving some of their particular soil conservation problems.

A group of land owners and users in northeastern Brown and northwestern Marshall counties, whose land holdings amounted to 175,000 acres in 10 townships, were quick to avail themselves of the opportunity and organized a soil conservation district. When organized, the Brown-Marshall Soil Conservation District asked the U. S. Department of Agriculture to send technicians to make studies of their problems and recommend a course of action.

After locating and analyzing the problems of the district, it was decided that they could best be corrected by all farmers following a few recommended practices, among which were some that had been followed in a limited way by settlers in the area and others that had been tried out elsewhere under similar conditions.

Early settlers who set strips of trees along their farm lines and elsewhere demonstrated effective control of wind erosion. Strip cropping with alternate strips of row crops and small grain have proved effective. Crop residue management, which keeps residues at or near the surface of the soil, has proven a good moisture-conserving and wind-control practice. Including perennial grass or legumes in the seed mixtures helps rebuild the fibrous root supply in the soil, adding to its water-holding capacity and stability.

The area included in the Brown-Marshall Soil Conservation District is nearly level and the soil is sandy for the most part. It has suffered badly from wind erosion. But with 883,000 trees planted for wind breaks, 1,000 new acres of grass, 6,067 acres successfully strip cropped and much other erosion control planned for future years, local farmers are encouraged that they will soon have what geologists refer to as "Lake Dakota" again producing "normal" crops which will amply provide for themselves and their families.

The work of rehabilitating the district has gone forward largely because of the splendid cooperation secured from local farmers, the District Management, South Dakota Extension Service and many others. The success of the project so far has resulted in nine petitions for additions to the District. Many farmers who are outside its bor-

ders have seen the benefits and follow the recommended and tested practices.

May Build Storage Dam on Cannon Ball River

A 25,000 acre foot dam and water storage reservoir has been engineered by the Water Facilities Board and Soil Conservation Service on the Upper Cannon Ball River northwesterly from New England, North Dakota. It is hoped construction of this dam may be begun early in the spring.

The dam will be of earth construction, with rock face and will store flood waters of the stream which will be released as needed to control the flow of the stream below the dam and thereby offer opportunity to landowners and users along the stream to irrigate up to 20 acres each for the production of feed and food crops. To further facilitate irrigation of the suitable irrigable acreages, the proposal of sponsors calls for construction of several low check dams across the stream at varying intervals. The main storage dam will cost about \$50,000 and the check dams from \$3,000 to \$5,000 each.

About 100 farmers, who have land that may be irrigated if and when these dams are built, recently met with representatives of the Water Facilities Board in New England, stating they were hopeful the dams would be built and that if they were, those able to use the irrigation waters would be willing to pay a reasonable charge to defray supervisory and a portion of the construction costs.

Generally the lands to be irrigated will be used for the production of garden or food crops and feed crops for livestock, thereby aiding in stabilizing the human and livestock population in the Cannon Ball River Valley and territory adjacent thereto.



Looking down an Upper Michigan road in anticipation of Spring and a chance to again enjoy the summer's gifts of Nature

Recreational Properties

Upper Wisconsin-Michigan

MANY of those who sleep 56 hours and work 40 hours out of each week are seeking suggestions as to how the other 72 hours can be interestingly if not profitably used.

To help supply an answer to that perplexing problem, this Department will soon issue a booklet in which there will be a number of descriptions of water frontage properties each adapted to some kind of recreation. There will be descriptions of acreages on lakes and streams, with virgin and cutover timber, with pine, hardwood or a combination of forest cover, some will be near town—some isolated, and all will be in the justly famous play ground, Upper Wisconsin-Michigan.

A study of the descriptions and a personal inspection of them will bring forth visions of how they may be developed and how they will look when used for a summer home, tourist camp, summer hotel, fishing or hunting camp, or a boys and girls camp.

If you want a place in the northwoods for pleasure or profit, send or call for one of these booklets.

Soybean Facts

Discussed In Meetings

HUNDREDS of farmers have heard the answer to the question, "Why grow soybeans?", in many meetings held in Iowa, southern Minnesota, southern Wisconsin, Illinois and Indiana, each designed to give farmers factual information as to reasons why increased acreages of soybeans may be of benefit to them as well as processors.

The meetings were all cooperatively arranged and conducted by representatives of the State Agricultural Colleges, State Extension Services, leading farmers, local elevator managers and others. At the meetings factual material was presented pertaining to varieties which should do best in each locality, possible yields, best methods of production, harvesting and marketing, uses of soybeans, how they are processed and opportunity was given for questions and answers.

The meetings were generally well attended for the program was centered on giving information pertaining to a crop that many farmers have not previously grown and about which farmers have heard and read confusing statements. As a number of farmers are seeking a new cash grain crop and processors are anxious to turn more beans into manufactured products, the meetings served to mutually benefit all interested parties.

The Retirement List

Norbert Falch.....Milwaukee, Wis.
 Bert Milvin.....Kansas City, Mo.
 William Franklin Earhart.....Chicago, Ill.
 Charles William Showalter...Othello, Wash.
 Arthur Allen Moran.....Miles City, Mont.
 John Litrento.....Chicago, Ill.
 Sam Parks.....Milwaukee, Wis.
 Gustav George Trapp.....Milwaukee, Wis.
 Elias M. Etnyre.....Leaf River, Ill.
 George Frank Paulick.....Ramsey, Minn.
 Robert Alfred Young.....Rock City, Ill.
 Thomas David Mulhern.....Madison, S. D.
 Hugh Elmer Owens.....Terre Haute, Ind.
 Harry Herr Nicodemus.....Savanna, Ill.
 Charles Edward Porter.....Dubuque, Ia.
 Louis Oberhoffer.....Dubuque, Ia.
 John Joseph Greetan...Deer Lodge, Mont.
 Frank Bernard Piepel.....Dubuque, Ia.
 George Wiley Cooley.....Crete, Ill.
 Daniel Joseph Marlett.....Milwaukee, Wis.
 James George Angal.....Milwaukee, Wis.
 Fred Marcey.....Green Bay, Wis.
 Thomas Martin Allen.....Chicago, Ill.
 Joseph Wirtish.....Milwaukee, Wis.
 Joseph Washington Stephens.....
Drummond, Mont.
 August Peter Evenson.....Downsville, Wis.
 William Abraham.....Ottumwa, Ia.
 Clement Hiram Putney.....Waupun, Wis.
 Joseph Marshall Meek.....Hartland, Wis.
 John Ronald Laird.....Deer Lodge, Mont.
 John Kallman.....Escanaba, Mich.
 Otto John Kraemer.....Minneapolis, Minn.
 Fritolf Anderson.....Minneapolis, Minn.
 Nicholas J. Faust.....Milwaukee, Wis.
 James LeRoy Boyer.....Missoula, Mont.
 Arthur Benjamin.....Missoula, Mont.
 John Jacobs.....Seattle, Wash.
 Charles Willard Thompson.....
South Cle Elum, Wash.
 Edward Peter Radick.....Milwaukee, Wis.
 David Clifford Tibbets...Green Bay, Wis.
 Denis Joseph Cronin.....Chicago, Ill.
 Edward Osthoff.....Clayton, Ia.
 John August Nordin.....Minneapolis, Minn.
 Thomas Edwin Hanson.....Danville, Ill.
 Albert Lingle.....Green Island, Ia.
 Ben Carr.....Minneapolis, Minn.
 John Charles Williams...Milwaukee, Wis.
 Louis Blaine Gallaher...Harlowton, Mont.
 John Clement O'Toole...Dubuque, Ia.
 William Frederick Brown Iron River, Mich.
 Gustave Frederick Helwig Milwaukee, Wis.
 John Thomas Hanlon.....Dubuque, Ia.
 Frank Richard Ehrlich.....Dubuque, Ia.
 Theodore Nissen.....Bellingham, Wash.
 Frederick William Thurler...Portage, Wis.
 Percy Ernest Osborne...Minneapolis, Minn.
 John Alexander W. Stewart...Marion, Ia.
 August Albert Gaulke...Milwaukee, Wis.
 Ole Erickson.....Minneapolis, Minn.
 Frank Lanka.....Prairie du Chien, Wis.
 Anton Schneider.....Chanhasen, Minn.
 John Shanahan.....Miles City, Mont.
 Tony Blim, Sr.....Wabasha, Minn.
 Louie A. Phelps.....Worthington, Ia.
 Harriet Ann Badgett Cox...Sioux City, Ia.
 Thomas McFarlane.....Austin, Minn.
 Thomas X. Underwood...West Clinton, Ind.
 Morris Frank.....Minneapolis, Minn.
 Peter Mordoco.....Chicago, Ill.
 Charles A. Brookshire...Summit, S. D.
 Frank George McTigue...Minneapolis, Minn.
 Virgil Ota Metcalf.....LaCrosse, Wis.
 Thomas Francis Brennan...Janesville, Wis.
 Chris Johnson.....Council Bluffs, Ia.
 Peter S. Hay.....Dubuque, Ia.
 Andrew Michael Stoeffler...Guttenberg, Ia.
 Fred Yekaldo.....St. Paul, Minn.
 Henry Joseph Vormann...Milwaukee, Wis.
 Guy Wynn.....Roscoe, S. D.
 Henry Alt.....Milwaukee, Wis.
 Arthur Robert Dunn.....Chicago, Ill.
 George Wesley Hell.....Dubuque, Ia.
 Steve Severnak.....Tacoma, Wash.
 Doc Carmody.....Dubuque, Ia.
 Abner Miller.....Sioux Rapids, Ia.
 Thomas Winfield Culbert...Spokane, Wash.
 Clare Harry Gilbert.....Ossian, Ia.
 Ferdinand Max Lindeman...Channing, Mich.
 John Edgar Wires.....Bedford, Ind.
 William Ralph Althaus...Dubuque, Ia.
 Chris Anton Reich.....Dubuque, Ia.
 William Thomas Taylor...Dubuque, Ia.
 Nicholas Lester Elligan...Dubuque, Ia.

Jacob Koenig.....Chicago, Ill.
 William Herman Martin Roehl.....
Dubuque, Ia.
 Franklin Lusk Abell.....Chicago, Ill.
 Harry Murad Allamian.....Chicago, Ill.
 Joseph Saint Marchese...Tacoma, Wash.
 William Horace Janes...Kansas City, Mo.
 Robert Martin Dowd...Minneapolis, Minn.
 Frank Yokohoma.....Roundup, Mont.
 Hartwick Olof Hanson...Montevideo, Minn.
 George Henry Kalkbrenner...Wabasha, Minn.
 Raymond John Curry.....Yankton, S. D.
 Frank Irvin Leng.....Portage, Wis.
 Arthur George Murphy...Milwaukee, Wis.
 Albert Charles Wilson...Hastings, Minn.
 Lawrence Worthington Ballard.....
St. Paul, Minn.
 Theodore Gustave Protz...Tomah, Wis.
 Owen Sheeran.....Milwaukee, Wis.
 Charles Edward Jones...Chicago, Ill.
 Stephen Robert Smith Waite.....
Milwaukee, Wis.
 Joseph Schega.....Milwaukee, Wis.
 Andrew Wagstrom.....Minneapolis, Minn.
 Carl George Klose.....Aberdeen, S. D.
 Christian Shulerud.....Tacoma, Wash.
 John Kirk.....Dubuque, Ia.
 James Sullivan.....Milwaukee, Wis.
 Henry August Stiedel...Terre Haute, Ind.
 John David Adams.....Othello, Wash.
 Pancratins Valentine Maier.....
Minneapolis, Minn.
 Frank Emil Fenner.....Milwaukee, Wis.
 John George Joerg.....Janesville, Wis.
 Dean Hurlburt Ayars...Redfield, S. D.
 Sherman Thomas Anderson.....
Terre Haute, Ind.
 Robert Carl Zimmerman...Tomah, Wis.
 Carl Otto Dresdow...Genessee, Wis.
 Nels Svenson Ringnell...Seattle, Wash.
 John T. Cline.....Chicago, Ill.
 Andrew Charles Blesch...Green Bay, Wis.
 Ernst Robert Gilke.....Chicago, Ill.
 John Peter Theoes...Dubuque, Ia.
 Charles Christian Schoessow.....
Milwaukee, Wis.
 Edward George Nicholson.....
Montevideo, Minn.
 Charles Niebler.....Milwaukee, Wis.
 Erwin Luther Dodge...Milwaukee, Wis.
 George Leo Reburn.....New Albin, Ia.
 John Mattson.....Escanaba, Mich.
 Clarence Arthur Manson...Savanna, Ill.
 Robert Andrew Heyde...Green Bay, Wis.
 Franklin Ernest Williams...Kansas City, Mo.
 Edward Mark Ginaine...Elkhorn, Wis.
 Charles Mastare Richard...Tacoma, Wash.
 George Van Tassel.....Marion, Ia.
 William David Allen...Minneapolis, Minn.
 William Frederick Neuman...Dubuque, Ia.
 George Schneider...Dubuque, Ia.
 Frank Nagele.....Dubuque, Ia.
 Thomas Joseph McGannon...Hopkins, Minn.
 Anton Anthony Weber...Hilbert, Wis.



L. to R.—Tommy, Danny, Jimmy and "the Old Man"; the Dan Youngs, Gallatin Gateway Inn

Fullerton Avenue Building Chicago

L. G. J.

A LONG about this time every year, it becomes our pleasure to announce a bevy of engagements and this time is no exception.

Miss Edith Lamont of Mr. Hogan's office is sporting a band around the third finger of her left hand. Mr. Becker who doesn't work here but is a good friend of many of us is the lucky guy.

Another girl from the same bureau is Mary Alyce Johnson who has made known her engagement to Louis Kannapenstien of Chicago, also a very well known fellow to all of us.

There should be blaring of trumpets and roaring of drums accompanying this next announcement. Fellows, Bill Kures is engaged! The last of the gayboys has announced his engagement to Miss Charlotte Sikora of Chicago and he avers he is really going to settle down. Fine, Bill, but what's Bob Walton going to do for excitement?

We are also informed of Rhiney Eicklemann's engagement to a lil'de-icer far up in Wisconsin. We haven't been able to contact Rhiney to check on her name but what's in a name anyway.

Evelyn Nastali and Dick Kane will be married on February 3 and intend to go to New Orleans on their honeymoon. We wish them as well as the rest of the above-mentioned folks loads of luck and happiness.

Don't forget the Milwaukee Hiawatha Tournament at Milwaukee during March. Remember the fun we had in the previous tournaments? Entries close February 29 so get a blank from Al Gerke of the Freight Auditor's Office and enter now.

IDLE CHATTER . . . Judge Harris has just returned from a trip to Cuba and he looks in the pink . . . Last month we said that Gert Clavey was the telephone gal. We were wrong by about ten years. Gert Ragless is the hello gal with only 20 years of service and Gert Clavey who celebrated 30 years of service works for Mr. Loderhose. Pardon us . . . The boys in the bindery like Rinaldi because he's gay. . . And where did Warren Burg get that beautiful overcoat? . . . Julia Stalley left us to take up housekeeping in earnest. Good luck. . . Browsing in an old year-book from Lane Tech we see Ed. Wilwer's photo with the gymnastics team. . . Bet the boys who received electric trains for Xmas are having fun. We must go over and play "choo choo" some time. . . Every time Will Hettinger takes pen and ink in hand he gets that far-away look in his eyes. Who?? . . . How come Chuck Woelffer can manage thirty gals in the league when it is said he can't manage one at home (his wife) . . . H. Retzke leads the women bowlers with 145 and T. Amundsen is right behind with 140. . . The new blouses look swanky and will fit in fine when the Milwaukee Bowlers bowl in Chicago on Sunday, February 25. Our girls are out to get revenge for the close beating they took in Milwaukee. . . Coletta Denz, LaVerne Koch and Dolores Kraebber are really showing improvement. . . Olympians are still four games in front. . . Speaking of bowling, Art Peterson, Will Hettinger, Jim Finn, Joe Shermoske and McCloskey rolled in the Chicago tournament and came out with 2830 including their handicap. Joe Shermoske got 649. Not bad. . . That's about all.

A Shrewd Guess

A neighbor of ours, who liked his beer in the good old days, now is white haired, to the astonishment of his young son. One day when the white-hair question came up, the little boy suddenly cried out, "I know, Daddy, I know! It's the foam coming to the top!"

Many a chip off the old block needs to be taken out to the woodshed.

It Was Only a Scratch

This article, by Lois Mattox Miller, appeared originally in Hygeia and is reprinted here as condensed in the December, 1939 issue of the Reader's Digest.

A YOUNG man scratched his hand while repairing a screen door, and thought nothing of it. Twelve hours later his hand was painfully swollen, and the doctor was called in. With fearful speed the inflammation spread, the next day the patient died of streptococcus infection.

A woman pricked her thumb while working in her flower garden. The injury was so trifling that for some hours she was unaware anything had happened. Then she became alarmed by throbbing pain and a high temperature. A doctor administered antitoxin and rushed her to the hospital—which she left, after weeks of battling for her life, minus one hand. The cause: gas gangrene.

A boy of nine, while fixing his toy train, cut his leg with an ice pick. The small wound hurt little and bled less, so he bore it like a soldier and told no one. A few nights later he was wracked by convulsions and high temperature, and the doctor came—too late. The death certificate read: "Tetanus infection from small wound."

Every year, largely as a result of inattention to trivial cuts and scratches, hundreds of Americans lost their lives, and thousands more lose hands, legs, arms or fingers. The victims and their families, appalled by the swift, vindictive fury of infection, cry out, "But it was only a scratch! It didn't even bleed!" Yet doctors and hospitals, whose files bulge with just such "unaccountable" tragedies, know that the trifling wound is the most dangerous of all, because it puts caution to sleep. Nine out of ten cases of serious infection spring from injuries so small that they seem negligible.

A boy playing on a high school football team developed a blister on his heel. The blister broke, and in his eagerness to continue practice, he strapped an adhesive bandage over his heel and played for several days with what he called a "game leg." It was not a blistered heel, but a streptococcus infection of the leg, which sent him to the hospital and finally resulted in his death. The case closely parallels that which caused the death of young Calvin Coolidge, son of the late President.

Doctors insist that every scratch demands prompt treatment, but we can't go running to them with every stuck thumb or barked shin. What, then, are we to do? Know what infection is, the medical profession replies, and take precautions.

Here is a man of 70, who boasted he had never been ill in his life. While chopping wood he drove a splinter into his leg. He took the splinter out, but did not clean the wound. Soreness and

inflammation developed, and before he could be removed to a hospital he died.

What caused his death? A "poisoned" splinter? Germs on a tiny spearhead of rotting wood? Not necessarily. In cases of infection, we are often our own worst enemies. No matter how clean we keep ourselves, swarms of bacteria are always present on our skin—sometimes millions to the square inch. So long as they remain on the surface they are harmless. But once the body's Maginot line—the skin—is broken, whether by gaping wound or silly scratch, these bacteria can enter the body, incubate, multiply, and destroy. Fortunately, the invading bacteria need about six hours to consolidate their position within the body. During this interval trouble can nearly always be prevented by thorough washing or disinfection.

Since most people are woefully neglectful, why isn't the dreadful toll of death and amputation many times greater than it is? Because nature puts up a brave fight against infection, provided the individual's general physical conditions is good. Once the skin is broken, the body's second line of defense goes into action. The blood's white corpuscles rush to the vicinity of the wound, engulf the bacteria, try to keep the infection from spreading, and discharge it in the form of pus. But they don't always win.

We should be thankful when wounds bleed freely. They cry for first aid, and we rush to the doctor's office. In addition, the blood itself acts as a sort of disinfectant, and its flow helps to wash out the wound. Overanxiety to stop a flow of blood—of which we all have a surprising amount to spare—can distract from greater dangers.

The worst tragedies lurk in injuries that seem too small even for recourse to the medicine cabinet. A housewife jabs a sewing needle into her finger, a farmer snags his leg on a rusty nail, a clerk scratches his hand on an office machine. Each is too busy to bother with iodine. Frequent result: a needless gravestone, a pair of crutches, a breadwinner who will have to learn to work with his left hand.

Most treacherous of all is the punc-



John L. Flannery, veteran Milwaukee Road engineer, retired on Dec. 30, 1939, after 47 years of continuous service.

His family, representing four generations, surprised him by assembling at the Division street roundhouse, Chicago, when he brought his engine "home" for the last time. Rail officials were also present to bid farewell to Mr. Flannery and to congratulate him upon an unblemished record with the railroad.

ture, the little wound that closes as soon as it is made. Such injuries, infected by rusty tacks, pins, toy pistols, or objects in contact with manure, and old bricks and mortar, may implant the deadly germ of tetanus in the airless hiding place it requires. Insidious, and usually fatal unless antitoxin is injected, the paralysis and convulsions of tetanus may not appear until weeks after the small injury which caused them has been forgotten.

That the great majority of infections can be prevented is proved by the experience of industrial companies. Thanks to the efforts of insurance men and safety engineers, many companies now penalize employes who fail to have any injury, no matter how trifling, given first-aid treatment. In some large plants, where rules are strictly enforced, the infection rate in accidents has dropped to a fraction of one per cent. If the same care were observed in home and school, doctors insist, 90 per cent of the nation's infection tragedies would not occur. Their advice should be heeded.

Respect any break in the skin; wash the wound immediately with soap and water—it is often surprisingly effective. As an extra precaution, apply a disinfectant, avoiding those of the mouthwash variety. One of the best disinfectants is tincture of iodine, a three per cent solution of which is adequate for minor injuries.

Don't obey that all-too-common impulse, and suck the wound. Your mouth is the permanent home of many dangerous types of bacteria which thus may enter and infect the wound. Remember, when you remove a splinter with a needle, that the needle may be just as dangerous as the splinter unless first sterilized over a flame.

Painting a puncture with iodine isn't enough: perhaps the germs have penetrated too deeply to be reached. Show such a wound, if caused by rusty nail or other dirty object, to the doctor. He has seen enough deaths and amputations not to think you fussy. And consult him immediately if any scratch shows signs of soreness or inflammation.

Of course there are many people who have removed huge splinters and stuck themselves with ice picks and, without taking precautionary measures, have escaped infection. These lucky people have gambled on the miraculous chemistry of the human body—and won. The part of wisdom, however, is to believe in such miracles, and then play safe.

Cheer Up!

One night, as a messenger from the office of an evening paper was passing along the quays on the banks of the river, he heard the sound of someone struggling in the water.

"Are you drowning?" he shouted.

"I am," replied a feeble voice from the water.

"What a pity!" said the lad, consolingly.

"You are just too late for the last edition tonight. But cheer up; you'll have a nice little paragraph all to yourself in the morning."

The Milwaukee Railroad Women's Club

Sioux Falls Chapter

Mrs. Harry Kelly, Historian

THE first meeting of 1940 was held Jan. 9 at the home of the new president, Mrs. Ed. Todd, with about 25 members attending.

Officers elected in December took their places and the regular routine of business was held, after which a social hour was held and refreshments were enjoyed by all present.

On Jan. 10 the executive board, consisting of Mrs. Ed. Todd, Mrs. T. V. Cavanaugh, Mrs. Harry Kelly, Nick Kelley, Wm. Lane and Henry Kruck met with the president to make plans for the year's work and appoint committees. Mrs. Wm. Lagen, second vice president, is leaving the city, and Mrs. Wm. Lane was elected to fill the place left by her resignation.

The following committees were appointed by Mrs. Todd: Social—Mesdames Nick Kelley, A. D. Johnson and Henry Kruck. Sunshine—Mesdames Harry Kelly, Lloyd West and E. J. Ericson. Welfare—Mrs. Wm. Lane and R. V. Kohles. Program—Mesdames T. V. Cavanaugh, J. Nelson and F. Maxwell. Auditing—Mesdames R. V. Manson, L. Gallant and O. B. Thompson. Membership—Mrs. Lester Drew and Mrs. Christine Larson. Refreshment—Mrs. O. B. Thompson and J. Harshinann. House—Mrs. K. McClaren and Mrs. J. Conser. Ways and means—Mrs. Christine Larsen and selected helpers. Calling—Mrs. Thompson, Mrs. Conser and Mrs. Gallant.

The next meeting of the club will be in the form of a Valentine Party at the Y. W. C. A., February 13, with entertainment and refreshments. Mrs. Lane will be hostess at the next official board meeting.

Othello Chapter

Edith Bogardus, Historian

OUR local Chapter held its annual Christmas gift exchange party at our regular meeting December 6th. Before serving lunch, our hostesses presented the retiring President, Mrs. W. J. Krause, with a gift from the Chapter as a token of our appreciation for her faithful service to us in the past two years.

Election of officers was held at this meeting and the following members were elected for our 1940 officers:

Mrs. Clarence Showalter, president; Mrs. F. S. Schumacher, first vice president; Mrs. S. E. Weidner, second vice president; Mrs. L. L. Stinebaugh, recording secretary; Mrs. C. J. Bogardus, assistant recording secretary; Mrs. Robt. Stewart, treasurer; Mrs. J. C. Morgan, corresponding secretary; Miss Edith Bogardus, historian.

Bensenville Chapter

Mrs. Fay Leek, Historian

BENSONVILLE Chapter held its January meeting at the club rooms the first Wednesday afternoon of the month. The retiring president opened the meeting then turned the meeting over to the new president, Mrs. Alice Harvey.

The following officers were elected for the year: Mrs. Emma Capoot, 1st vice-president; Mrs. Florence O'Donnell, second vice-president; Mrs. Jess Wolf, treasurer; Mrs. Eleanor Wolf, corresponding secretary; Mrs. Frances Brossard, recording secretary; Mrs. Frances Leek, historian.

The retiring president was presented with some handsome gifts. The new president, Mrs. Harvey, was presented with a lovely bouquet of red roses and Mrs. Leek one of pink roses.

Refreshments were served by the hostesses for the afternoon.

Sanborn Chapter

Ella Frizzell, Historian

AFTER a recess during the summer months, our winter season opened Sept. 22 in regular session at the club rooms. After the business meeting refreshments were served by Mesdames Merriam, Lutie Allen, Barber, Anna Lowe, Colvin, Peacock, and Spurr to a large attendance.

The Chapter met in regular session October 20th. A nominating committee was named by president Smock and consisted of Hazel Riley, Ella Frizzell and Vange McDonald. Motion was made by Mrs. M. M. Burns and seconded by Mrs. Dale Dick, Sr., that the Women's Club continue to cooperate with Commercial Club in Christmas public work. There being no further business the meeting adjourned to enjoy a social evening. Refreshments were served by Mesdames Powers, Peterson, Radlaff, Donahue, and Miss Stueck.

November meeting was called to order by president Smock. The nominating committee made their report which was accepted. Newly elected officers are Mrs. Paul Olsen, president; Mrs. Amy Adams, first vice president; Mrs. Dick Leemkuil, second vice president; Mrs. L. D. Jones, secretary; Miss Emma Julle, treasurer, and Mrs. Fred Wagner, historian.

Plans were discussed and made for Christmas program. The club in co-operation with Commercial Club voted to make and fill candy sacks to be distributed to children after a community program at the opera house on Dec. 16. It was decided to discontinue distributing good cheer baskets among shut-ins and retired railroad men, but to just remember them with a card or call. Nor did the club buy large tree for Main street decorations as in previous years. It was moved decorating committee be allowed to use their own discretion in regard to decorations at community hall. After adjournment delicious refreshments were served by Mesdames Burns, Brandt, Stevens and Frk. Johnson.

December meeting was called to order by president Smock. Committee reports were made and their bills allowed. Work began immediately then by a large attendance.

Christmas at Mitchell, South Dakota

Edna Hall

EVERY employe was proud of our Christmas decorations at the Milwaukee depot, Mitchell, S. D., this year, and almost every visitor who went through the city commented favorably upon it. These decorations were sponsored by the Milwaukee Women's Club, with the help of nearly everyone connected with the railroad at Mitchell, S. D.

Francis Schonauer, our ticket clerk, was the man who started it all when he promised representatives of the city that we would do our part if the city would extend their decorations down to the depot. They called his bluff and the first thing he knew lights and trees were crowding the front door of the depot, so it was up to him to keep his promise. Like the average man, when there is some real work to be done, the first thing he did was to call a woman to do it. He called Mrs. Roy Peterson, president of the Milwaukee Women's Club at Mitchell, who immediately called a board meeting of the club and also a general meeting, where ways and means were discussed for the project.

Mr. C. E. Cechman, baggageman at Mitchell, was appointed chairman of the

plans. With the cooperation of chief dispatcher E. H. Platt, roadmaster P. McMahon, agent H. B. Peterson, storekeeper J. G. West and round house foreman A. W. Parker material and labor were furnished. Mr. Cechman and the club brought all of their Christmas decorations and the fun began. Cecil Linn was called in for the electrical problems, Estell Nicolls gave the club the benefit of his knowledge in B&B work, doing some of the high climbing to place the tinsel, etc. Roy Peterson and Ed Hatzenbuler gave a fine demonstration of machinists in their part of the decorations. Many others helped and the entire results were certainly satisfactory.

Two small trees each side of the depot door facing the town were blue lighted and blue lights were strung in the north windows. A big star was placed over the entrance to the door itself. Inside the depot was a large tree, beautifully decorated and lighted. Streamers of tinsel and crepe were draped from the center of the room in festoon fashion, to the extreme corners.

At the south doors, facing the incoming and outgoing trains were two small trees, red lighted. The ticket window had a small tree and a lifelike Santa facing the trains.

On December 23 a children's party was held at the depot with one hundred or more children present. Santa came in via CMST&P railroad at 3:30 p. m. and helped to distribute the candy, nuts and popcorn to all children present. The local Coca-Cola firm, Andy Ellwein, president, supplied Coca-Cola for all the guests of the party and surely deserves the thanks of all of us. A puppet show, in charge of Mrs. Irene Brodrick, was the big feature of the afternoon.

All in all, Christmas was a happy time at Mitchell this year for the "Milwaukee Family."

Austin Chapter

Mrs. H. J. Keck, Historian

WE seem to have crowded so many activities and social events into the two months since our last report, that, to keep the record straight, perhaps they should be mentioned in some sort of order.

October 29th seventy-eight delegates to the District Service Club attended a meeting in the depot club rooms, and were served a turkey dinner by members of the club. We think it must have been a pretty satisfactory meal, judging by the expressions of appreciation, to say nothing of the satisfied looks on the faces of the diners.

About this time we were sorry to lose three of our board members, Mrs. H. C. Munson going to Savanna, Mrs. A. C. Anderson to Mason City and Mrs. M. P. Ayars to Madison. Each was presented a corsage at the November board meeting, and the hope expressed that she would be very happy in her new home.

At the regular November meeting, Mrs. F. F. Luskow, chairman of the nominating committee, presented the following slate, which was duly elected:

President, Mrs. L. L. McGovern; 1st vice-president, Mrs. Arthur Reilley; 2nd vice-president, Mrs. Paul D. Sommers; secretary, Mrs. Geo. Haseltine; treasurer, Mrs. E. J. Blomly; corresponding secretary, Mrs. H. J. Keck; historian, Mrs. W. J. Lieb.

To complete the list of officers for next year, the following are appointments Mrs. McGovern has made:

Welfare chairman, Mrs. O. C. Peed; sunshine, Mrs. F. M. Valentine; social, Mrs. F. F. Luskow; telephone, Mrs. Frank Ryan; ways and means, Mrs. Wm. Trichter and Mrs. J. A. Larkoski; membership, Mrs. Frank Doering and Mrs. E. J. Full; hostess, Mrs. Mary Taylor; rules and by-laws, Miss Inez McCarthy; auditing, Mrs. H. B. Hinkley; program, Mrs. P. J. Weiland; safety, Mrs. Milton Erickson; sewing, Mrs. J. D. Williams.

For the December board meeting, the members journeyed to the McKay farm

home, where a delicious 1:00 o'clock luncheon was served. Following the luncheon, Mrs. W. J. Lieb was presented with a traveling bag. Mrs. Carl Voelker made a gracious presentation speech, congratulating Mrs. Lieb on the completion of a very successful two year term as president, and expressing the appreciation of the members for her untiring efforts in the interests of the club. Mrs. Lieb presented flowers to each board member at the close of the meeting.

A baked ham dinner was served to fifty-seven very special guests at our December meeting, when the retired veterans and their wives were entertained at a party in the club rooms. Calmar, Decorah and Grafton, Iowa, were represented, as well as Minneapolis, Mankato, Spring Valley and Albert Lea. Because of illness, many of the veterans were unable to attend, but the twenty-five present represented a total of 1,046 years in the service of the Milwaukee Road. M. J. Mayer was with the company 63 years before his retirement; Joe McDonald of Albert Lea 69 years; E. W. Rudloff 54 years; Harry Matthews 53 years; and many present had service records of fifty years.

The meeting was presided over by W. J. Lieb, who acted as toastmaster. Many of the veterans responded with short talks telling of some of their experiences in their early days of railroading. After the dinner community singing was enjoyed, featuring the Milwaukee song, "Boost the Milwaukee," followed by Christmas songs, with Mrs. H. A. Ellits at the piano. Club members had brought small gifts for exchange, and each of the guests was also presented with a gift. This was a wonderfully enjoyable party, and all present were happy to be together at such a pleasant reunion.

Mrs. O. C. Peed, Mrs. E. J. Full and Mrs. P. J. Weiland were hostesses for the children's Christmas party held in the club rooms the afternoon of Dec. 16th. A program, in charge of Wanda Valentine, Barbara Johnson and Patricia Maudry, included piano solos, readings and Christmas carols. Games and contests were enjoyed, an amateur hour was presented, and prizes awarded the winners in the various contests. The rooms were colorfully decorated in keeping with the season and a beautifully lighted Christmas tree was featured. Santa Claus stepped from the caboose of a freight train going through, to distribute candy, nuts and apples to the children.

We have had the pleasure of welcoming several new members who have moved here this fall, Mrs. W. J. Hotchkiss, Mrs. E. J. Full, Mrs. P. J. Weiland, Mrs. John McCarthy, Mrs. Milton Erickson and Mrs. Harry Howard. Mrs. Claude Butler was only here long enough to attend three meetings when she left for her new home in Terre Haute.

Our deep and sincere sympathy is extended to Mrs. C. M. Leighton, Mrs. Alfred Thompson, Ben King and John Schultz, all of whom lost their mothers recently. Mrs. Catherine King, the mother of Mrs. Alfred Thompson and Ben King, was also a member of the club.

During the past year, the welfare chairman, Mrs. O. C. Peed, made 56 personal and telephone calls, sent seven Thanksgiving and Christmas baskets, furnished clothing and fuel, contacting 17 families, at a total cost of \$123.72. Mrs. F. M. Valentine, sunshine chairman, reports for the year 1,113 sick calls and 61 cards and letters of cheer and sympathy.

We close the year with 297 members, a balance in the treasury of \$179.48, the memory of many pleasant gatherings and friendships, a very efficient and co-operative board, all of which we turn over to our new president with our very best wishes.

Perry Chapter

Mrs. Carl Shannon, Historian
New Year's Greeting

"Ring out the old, ring in the new,
Ring out the false, ring in the true,

Ring out the want, the care, the sin,
Ring in the common love of men."
—Tennyson.

OUR November meeting was a 6 o'clock dinner for the members and their families, which was enjoyed very much by all those present. We had a delicious dinner, Mrs. Harry McDevitt being the kitchen chairman for the occasion. During the business session the nominating committee read their report which was accepted. Following are the officers for 1940: President, Mrs. Tom Birmingham; 1st vice-president, Mrs. W. F. Thompson; 2nd vice-president, Mrs. Peter Slater; 3rd vice-president, Mrs. Carl Shannon; secretary, Mrs. Frank Keith; treasurer, Mrs. George Slater; corresponding secretary, Mrs. Thomas Connell; historian, Mrs. E. E. Edwards. "Bingo" provided entertainment for the evening. Late as it was in the year we acquired two new members.

A Christmas party with a pot luck luncheon made our December meeting a success. At this meeting the retiring president, Mrs. John Heinzelman was presented with a set of beautiful glass goblets, for which she thanked the club very graciously.

And for our installation meeting January 4th the committee planned a turkey dinner at 6 p. m. for the families. It was a cold night but about 70 were present for the event. During a short business session following the installation, the new President announced the following committee chairmen: Welfare, Mrs. Ralph Goodwin; good cheer, Mrs. Milton Springer; scholarship, Mrs. Geo. Havill; ways and means, Mrs. Earle Cook and Mrs. John McLane; membership, Mrs. Clayton West, with assistants, Mrs. P. Ryan and Mrs. A. A. Brown; dining room, Mrs. E. A. Rumley; Mrs. J. C. Barth and Mrs. M. G. Dixon; program, Mrs. Fred Bolander; refreshments, Mrs. F. H. McDevitt; publicity, Miss Ruby Eckman; auditing, Mrs. D. F. Sullivan and Mrs. A. A. Brown; safety first, Mrs. A. M. Peterson; library, Mrs. Carl Vodenick; house and purchasing, Mrs. B. Stitzel and Mrs. Thos. Beatty; telephone, Mrs. Charles Hunt; constitution and by-laws, Mrs. Jesse Snipe; reception, Mrs. Thos. Beatty; club house rentals, Mrs. John Heinzelman. With such an army of officers we should accomplish a great deal and have a very successful year. Mrs. Springer reports 77 cards sent in 1939 for good cheer.

Wisconsin Rapids Chapter

Mrs. Ray Cleveland, Historian

ON October 18th our regular business meeting was held in the passenger depot. Mrs. Leonard Kroll was placed in charge of the birthday plate method of raising money in which each member is given a paper plate with the names of the months written around it clockwise. As each month comes along the member pastes a dime on the plate and at the end of the year turns the plate in to the club treasurer. This meeting also marked the beginning of the surprise "contest" which will be a feature of each successive meeting in an effort to increase our fund.

After the close of the meeting a special meeting was called for the purpose of electing officers for the coming year. By unanimous vote all the incumbent officers were re-elected.

On Nov. 15th a public card party was held in the Babcock community hall under supervision of the following committee: Mrs. Alb Urban, Miss Edna Urban, Mmes. Herby Van Warmer, Irv Van Warmer, P. Millenbah and Isaacson. About fifteen tables were in play with prizes being awarded as follows: At Schofskopf, Herb Cleveland and Ray McCulloch; at smear to Mrs. John Emerson and Harvey Ward; at five hundred to Mrs. P. Millenbah and Mrs. Otto Kuhlka, and at bridge to Mrs. Ray Cleveland and Ernest Carl. After the playing a very abundant lunch was served. The committee is congratulated on a very successful party.

We were all grieved to hear of the death of Glen Morse of Babcock. We extend our deepest sympathy to his family.

On Wednesday, Dec. 20th, our regular meeting date, the club enjoyed a Christmas party at the home of Mrs. Archie Akey at 2:00 p. m. A short business meeting preceded the party in which Mrs. A. Berg asked to be relieved of her duties as treasurer because of her inability to attend. Mrs. Carl Akey was voted to take over the duties of treasurer along with her secretarial work. Our Christmas baskets were also planned for at that meeting with Mrs. Archie Akey in charge of arrangements. Following the business meeting five hundred and Schofskopf were played.

The surprise "contest" was won by Mrs. M. Dolan. The house was decorated for the occasion with a well-lighted Christmas tree as the center of attraction. Gifts were exchanged and a delightful lunch concluded the afternoon. The hostess was assisted by Mmes. Ray McCulloch, Frank Frederick, Claude Murray and Leo Paradise.

Miles City Chapter

Mrs. Custer Greer, Historian

THE regular meeting of the chapter was held at the club house Dec. 4, 1939.

The different committee chairmen reported on the activities of the club during the month. Mrs. Earl Farr gave a report of the annual dinner Nov. 6 and the dancing party Nov. 29. The minutes of the executive board meeting, held at the home of Mrs. Geo. Carr, Nov. 27, were read.

A motion was made to have the Christmas party Dec. 21 at the club house. Bank night was won by Mrs. W. H. Fellows. Mrs. Carr, program chairman, and Mrs. Wolfe, educational chairman, presented a joint program entitled "Choir Practice at the home of Mrs. Wolfe." The cast consisted of Mrs. J. Elza, Mrs. Ira Cain, Mrs. Geo. Carr, Miss Mary Carr and Miss Cecelia Diebel. The play included the story of Christmas, Christmas tree and customs of all nations, with quartets, duets and solos of Christmas carols. At the close of the meeting refreshments were served by Mesdames Corbett, McMahon, Nummerdor and Fellows. Gifts were exchanged during the evening.

On January 8 the regular meeting was held at the club house.

It was announced that the nominating committee had chosen Mrs. A. W. Hervin to succeed Mrs. A. C. Kolhase as first vice-president. We were sorry to lose Mrs. Kolhase but wish her lots of happiness in her new home. We are very happy to have Mrs. Hervin with us. Having had previous experience with Mrs. Hervin we know she is a splendid worker in the club.

Mrs. James, good cheer chairman, gave a very fine report of three hundred and fifty-eight calls of different kinds made during the month of December.

Mrs. Moss gave another of her very interesting talks on "Safety First."

Glady Grill and Patsy Flinn furnished several numbers on the program which everyone enjoyed.

The membership committee is already getting the new membership started for 1940.

Refreshments were served by Mesdames Cain, Walters and Eastwald and bridge was played for the remainder of the evening.

Beloit Chapter

Mrs. Wm. Steuek, Historian

THE December meeting was held on the 13th with 24 members present. The meeting was called to order as usual by the president. Secretary's report and correspondence were read by Mrs. Spurgeon in the absence of Mrs. Raasch. Treasurer reported a balance of \$220.85. Welfare made 29 telephone calls and \$10.25 was spent for welfare. Sunshine made 24 telephone calls and eight received good cheer. Ways and means reported \$6.69 made on

card party and sale of skiddoo. Membership stands at 86 voting and 124 contributing, making a total of 210 members.

The ladies attending the luncheon at Madison on December 7 reported a most enjoyable time.

The following committee was appointed on the Christmas party: Supper, Mrs. McIntyre, Mmes. R. Smith, Callahan, Flannigan and Hohenthauser; tree, Mrs. J. Yohn; candy and boxes, Mrs. Callahan; decorations and bingo, Mrs. E. Stewart; program, Mrs. Robert Smith.

The meeting adjourned and refreshments served, after which the candy boxes were filled and a social hour followed.

The annual Christmas party for club members and their families was held on Saturday, December 16, with about 100 present. A 6:30 potluck supper was served, after which a program was given by the children with Mrs. Robt. Smith in charge. The singing was led by Tom Malone of Rockford. Everyone joined in the singing of Jolly Old Saint Nicholas and Over the Housetop. Miss Joan Stewart sang several selections. Evelyn Spurgeon played a piano selection. Robert Butler played several selections on the saxophone. Readings were given by Alice Dawes and Roberta Smith. Charlotte Schroeder of Savanna gave a piano selection. Then all joined in the singing of Christmas carols. The children each received a box of candy and an apple. The rest of the evening was spent socially and 500 was played by the grown-ups while the children enjoyed bingo. The supper was a very bountiful one and the party was enjoyed by all. Quite a number from Rockford attended.

The January meeting was held on the 10th with 27 members attending. Mrs. Raasch read correspondence. Many cards of thanks were received for Christmas cheer and baskets. Treasurer reported a balance of \$176.06. Welfare reported \$28.94 spent for welfare and Christmas baskets. Sunshine made 10 telephone and three personal calls; four received good cheer and \$5.98 was spent. Ways and means made \$5.35 during December. Membership stands the same as last month. Bingo parties are to be held again during the winter months. The fruit cake contest at the Christmas party brought \$2.85. Mrs. Tingley was the lucky lady to receive it. Coal is being furnished a needy family during the winter.

Aberdeen Chapter

Mrs. Max A. Hansen, Historian

A FEAST for a king was served to 171 members of the Milwaukee Women's Club on December 11th, in the club rooms to commemorate its fourteenth anniversary. Poinsettias and candles made the dining room gay in harmony with the season.

After dinner the regular meeting was called to order, and the Women's Relief Corps presented our club with a beautiful silk American flag. Mrs. Carrie Thompson made the presentation, and at the close all members saluted the flag. The W. R. C. members presented a patriotic program which was received with great enthusiasm, and was very inspiring at a time like this with most European nations at war, while we live in a land of peace and plenty. Mrs. Soike thanked the members of the Women's Relief Corps for this flag in a gracious manner.

Installation of the following officers then took place: President, Mrs. E. H. Soike; first vice-president, Mrs. A. J. Anderson; second vice-president, Mrs. W. J. Beckel; recording secretary, Mrs. A. E. Hatten; treasurer, Mrs. Aug. Zick; corresponding secretary, Mrs. Harry Sundem; historian, Mrs. R. A. Burns. Mrs. Soike named her committee chairmen as follows: Constitution and by-laws, Miss Ruth McCarthy; welfare and relief, Mrs. E. H. Soike; good cheer, Mrs. A. J. Anderson; scholarship, Mrs. R. C. Dodds and Mrs. J. D. Shea; membership, Mrs. H. M. Gillick; membership secretary, Miss Myrtle E. Brown; ways and means, Mrs. John Weist and Mrs. C. H. Anderson; social, Mrs. W. W.

Arnold; program, Mrs. W. J. Beckel; house and purchasing, Mrs. L. McCormick; publicity, Mrs. R. A. Burns; safety, Mrs. C. O. Lundquist; auditing, Mrs. W. J. Kane; courtesy, Mrs. W. J. Mertz; pot luck, Mrs. Louis Christman; flag custodian, Mrs. C. O. Bross; pianist, Mrs. Ed. Conley; matron, Mrs. Mary Karr; hostess, Mrs. C. Miller.

We are very thankful to have Mrs. H. M. Gillick as our membership chairman, and Miss Myrtle Brown as her able assistant again. It was through Mrs. Gillick's guidance we became the largest chapter.

Mrs. Soike called upon the charter members present and asked them to express their views and observations of this chapter during the past fourteen years, and we heard how our chapter grew from a mere handful to an organization of over 1,000 members in fourteen years, and many other delightful incidents.

Mrs. C. O. Lundquist donated to the chapter a most lovely Horseman doll with complete hand-made wardrobe. This was presented to Mrs. Henry Lucas. The two turkeys were given to Nick Benson and Geo. Conn.

Mrs. R. C. Dodds, wife of our new superintendent, and Mrs. J. D. Shea, wife of our new trainmaster, were introduced and admitted as new members. Mrs. Dodds was our first vice-president when it was organized fourteen years ago. She stated she was glad to be a member of this chapter again and praised the members for their good work.

A resume of the past year's work was given by Mrs. Soike and we find our chapter went over the top in more than one way. We are happy to know our work was well received and we all hope for a successful year in 1940.

Spencer Chapter

Mrs. Harry Ferguson, Historian

THE NOVEMBER meeting was held on 9th. Election of officers were as follows: president, Mrs. Carl French; vice-president, Mrs. Floyd Merchant; secretary, Mrs. Jake Erkes; treasurer, Mrs. Ray Hanna; historian, Mrs. Harvey Ferguson. The chapter now has 56 voting and 35 contributing members of which we are very proud.

The Christmas party was held Dec. 19. A fine program was given after which lunch was served. Santa Claus was there to give candy to the children and exchange of gifts made the evening very enjoyable.

The good cheer committee distributed three baskets and many plants to the sick and needy at Christmas time.

Mrs. Vince Rose, who has been in the hospital, was able to be out at our last meeting and we were all glad to know she is better.

Mrs. Jess Dennis spent several days at Mason City installing officers in the Auxiliary of the Trainmen.

Trainmaster R. E. Sizer from Mason City attended our last meeting. He also complimented us on our fine attendance.

Mr. and Mrs. Bernard Jennings have moved to Cylinder, Iowa, where Mr. Jennings is agent. Mrs. Jennings will be remembered as Miss Marian Clarey and who worked in the office for many years.

Madison Chapter

Mrs. Cash Allemang, Historian

YESCRIBE will write one parting shot before turning over the duties of the Magazine correspondent to the newly elected and very able historian, Mrs. J. A. Macdonald. I feel sure the Magazine readers will find many items of interest concerning the news of the club the coming year and perhaps on time, too. It was a little hard for your present correspondent to cover all the meetings the past year due to "enjoying poor health"—but now after a few weeks of hospitalization she should be able to meet 1940 square on and in much improved health.

To summarize the meetings since September, we will report money on hand Sept. 6, \$522.69; \$300 of this was put in savings.

The service shop date was set for Oct. 24 but was later cancelled due to lack of sales ladies. The Kiddie Camp was remembered. The October meeting was very short, working mostly on ideas of getting new members. The nominating committee for the election of new officers was appointed and consisted of Mmes. MaHaffey, Speckner and Taylor. Penny march, 15 cents. Thirteen ladies attended the 12:30 luncheon and sixteen attended the meeting of November 2nd. Motion made and seconded to contribute to the community union. Slate of officers for 1940 presented by the chairman of the nominating committee were as follows:

President, Mrs. J. Leitz; 1st vice president, Mrs. A. Welke; 2nd vice president, C. Corcoran; treasurer, R. F. Green; recording secretary, Cash Allemang; corresponding secretary, Mrs. Walter Klebesadel; historian, Mrs. J. A. Macdonald.

Motion made and seconded to invite Beloit and Janesville chapters to a luncheon December 7th. Mrs. Speckner, Mrs. Welke and Mrs. Lyne to make the necessary arrangements. Penny march, 35 cents. Bank day won by Mrs. Ziel and surprise package by Mrs. Klebesadel.

The December meeting was held in form of a delightful one o'clock luncheon at the Kennedy Manor to which the Janesville and Beloit ladies were invited. 64 ladies attended this luncheon and enjoyed cards afterwards. These luncheons are really a treat and enable our ladies to visit with the ladies from the other chapters, exchange ideas as to ways and means of growing and also to promote a friendlier feeling. It is always interesting to hear and see what other chapters are doing. A short business meeting was held at the close of the luncheon. A Christmas party was planned for Friday night, December 15th. Committee in charge: Mmes. McNulty, Macdonald, Lietz, Welty, McDermott, Tomlenson, Shipley, Smith, Zimmerman and Klebesadel. A number of calls for relief were received by the welfare chairman, which amounted to approximately \$144.49. A large number of good cheer baskets were sent out also to make Thanksgiving and Christmas more enjoyable to those who have been less fortunate. Let it be mentioned here again to employes on the Milwaukee Road on the Madison Division to apply for help if they are in dire need. Our welfare chairman is ready and anxious to hear of your needs and to do whatever the chapter is able to contribute.

At the January meeting the chairman in charge of the Christmas party reported it the most successful party of its kind ever held. They thought it advisable to get larger quarters for our Christmas parties hereafter, as they are getting to be the outstanding event of the club year. Santa was there with candy and pop corn balls for the children, and some very fine talent was enjoyed. A rising vote of thanks was given the committee for putting across such a successful Christmas party.

The installation of officers then took place. Mrs. Ray Zimmerman acting as installing officer and Mrs. J. Dimpas as conductress. Each being duly installed, they took their places. Before leaving her chair, Mrs. Welty, past president, thanked her officers for their fine cooperation and faithful work. The club has grown under her fine leadership; the treasury has a fine showing. She piloted us through an interesting year and in conclusion I will give you the result of both hers and her membership chairman's fine work. Voting members, 119; contributing members, 116. And now in closing, and before I turn my office over to my successor I want to wish, in behalf of the Madison Chapter, a happy and successful new year to the other chapters and their officers.

Milwaukee Chapter

Elinor Zuehl, Historian

A BIRTHDAY party, regular meeting of Milwaukee Chapter and installation of officers was held in the clubroom of the Union Depot Monday evening, November 20th, at 6:30 P. M. sharp. A baked ham dinner was given for 130 members and

furnished by 55 voting members. Those in charge of this dinner were: chairman, Mrs. E. Haese; reservations, Mrs. F. Wegner; table decorations, Mrs. R. D. Miller. Miss Etta Lindskog was honored guest at our party.

Regular meeting followed and was called to order by Mrs. George Kelly, our president. After the treasurer and membership chairmen reported Mrs. Kelly presented Miss Lindskog, who gave us a very interesting talk of the entire membership which was the highest in the history of our clubs, and she urged us to keep on bringing new members in to the club.

Our yearly turkey raffle was held next and 15 turkeys were won by shop members and members. \$78.45 was cleared for our welfare fund.

Mrs. G. Geckler, chairman of the nominating committee, submitted her list of candidates for approval. There being no other candidates, these candidates were duly elected.

Mrs. Genevieve Seigel's name was drawn for the \$3.00 door prize, which was forfeited. This increases the December cash prize to \$4.00.

Sunshine collection totaled \$3.67.

Miss Irma Knoll, chairman of the annual dance and card party which was held at the Elk's Club, reported \$105.40 was cleared.

There being no other business or discussions, meeting adjourned.

December meeting was held on the 18th. This also was our Christmas party. All members brought gifts not to exceed 25c each in value, which were later exchanged.

A Heinz Soup demonstration took place before the meeting and every member was presented with a can of soup.

Our regular meeting followed and was called to order by our president, Mrs. Kelly. The following reports were given: treasurer's report shows balance brought forward, \$584.28, receipts, \$138.02; disbursements, \$103.24; leaving a cash balance of \$614.06. Membership, 265 voting, 592 contributing, or a total of 857 members.

Mrs. Kelly reported one welfare case. We expect our welfare work to increase during the winter months.

Mrs. M. Dineen gave a Sunshine report. Seven cards of good cheer and sympathy were sent and she received two cards of thanks.

Mrs. O. J. Carey installed the officers for 1940.

The new officers installed are as follows: President, Mrs. C. E. Larsen; first vice president, Mrs. C. Tenant; second vice president, Mrs. J. McConahey; recording secretary, Mrs. C. C. Steed; assistant recording secretary, Mrs. J. Schuh; corresponding secretary, Mrs. R. D. Miller; treasurer, Mrs. F. D. Schunck; historian, Miss Ellnor Zuehl. Mrs. Carey gave instructions to the new officers and handed the gavel to Mrs. Larsen.

Mrs. Larsen, as our new president, appointed the following chairmen: ways and means, Mrs. F. Wegner; mutual benefit, Mrs. George Kelly; membership, Mrs. J. Schuh; sunshine and good cheer, Mrs. M. Dineen; better films, Mrs. J. H. Valentine; publicity, Mrs. H. Lohf; social, Mrs. A. Freiberg; house and purchasing, Mrs. M. Kressin; constitution and by-laws, Mrs. C. Graf; musician, Mrs. H. M. Hilton; program, Mrs. C. Tenant and Mrs. J. McConahey.

A \$4.00 door prize was forfeited and was divided into four \$1.00 prizes. Mrs. Otto Lucht, Mrs. R. T. Rathbun, Mrs. J. F. McConahey and Mrs. J. Cavanaugh won \$1.00 each.

Before meeting adjourned, Mrs. Kelly spoke to the members and thanked them for their cooperation during the past two years, and urged them to be as helpful to our new president.

Milwaukee Chapter was host to 700 children of members on Dec. 20th at 7:30 in Futuristic ballroom. A well-balanced program was heartily received. Although the program lasted over an hour it was altogether too short. Following the program

Santa Claus headed the procession of children, and each child, according to age, received a gift, candy and ice cream.

Mrs. Kelly and her committee worked nearly all day to prepare for this wonderful Christmas party and they certainly deserved a rising vote of thanks.

At the board meeting which was held Thursday afternoon, January 4th, it was reported that 12 Christmas baskets were sent to needy families. Our balance at the end of the year is \$492.72.

Our membership at the end of the year is 266 voting and 591 contributing, or a total of 857 members.

Those who wish to become members, remember that we meet every third Monday night of the month in the clubroom of the Union Depot and all are welcome.

Members are urged to renew their dues. Every meeting is prize night with a cash prize which is forfeited if the member whose name has been drawn is not present. The prize is then doubled for the next meeting. So let's all pull together and make this a successful year.

Janesville Chapter

Mrs. P. J. Wallace, Historian

JANESVILLE Chapter congratulates the entire club for the splendid gain in membership shown by the report from the General Governing Board, indicating the largest membership in the history of the Milwaukee Railroad Women's Club.

This Chapter has been busy throughout the season. A public card party has been given every month and a Feather Party during December helped to increase our funds. We have also sold wax paper and Social Security number plates, had bake sales and sold cakes and hand crocheted rugs made by our members.

A very enjoyable Hallowe'en party was given at the club house with Mrs. Geo. McCue and her committee in charge. A pot luck supper and Christmas party for members and their families was held on the evening of December 17th, with a Christmas tree and Santa Claus, who distributed candy, etc., to the children and gifts to the older guests.

There has been much illness among our members and their families, and our sunshine chairman, Mrs. B. C. Sommerfeldt, has been kept busy sending good cheer. Cards were sent to all our veterans at Christmas.

All former officers were re-elected for the coming year with the exception of corresponding secretary, which Mrs. Hugh Davey has accepted. A dinner, in charge of Mrs. James Fox and her committee, preceded the installation of officers on the night of January 2, 1940. Mrs. Carl Edwards was installing officer, assisted by Mrs. H. P. Carey as conductor. Corsages were presented to all incoming officers and committee chairmen.

A course in the study of parliamentary law has been planned for the coming year for all members who might be interested.

We hope to make our membership drive the outstanding feature of 1940.

Wausau Chapter

Mrs. Albert T. Lathrop, Historian

THE work of the Wausau Chapter for 1940 started at the clubhouse Tuesday, January 9, with "vim, vigor and vitality." Plans were made for a "mixer" for members and their husbands, as well as other railroad people, at the clubhouse Monday evening, January 22, with Mrs. Emily McCarthy acting as chairman.

The president, Mrs. Arthur Yates, appointed the following committees for the ensuing year: Mrs. B. F. Hoehn, by-laws; Mrs. Emily McCarthy, welfare; Mrs. James O'Brien, ways and means; Mrs. Arthur Dreier, good cheer; Mrs. Edward Gongaware, membership; Mrs. J. A. Jakubec, social; Mrs. Leo Ziebell, library; Mrs. A. I. Lathrop, publicity; Mrs. Felix Slomski, club rentals, and Mrs. Matthew Ka Sage, house and furnishings. Mrs. James O'Brien

resigned as treasurer, and Mrs. J. E. Whaley was elected to fill the vacancy.

Mrs. Emily McCarthy, reporting the activities of the welfare committee, said, \$21.66 was expended for food and clothing for two families in December, and eleven beautiful Christmas baskets were given to railroad families at a cost of \$36.70. Twelve personal calls were made by the ever-faithful welfare chairman in December. It was reported that the active membership of the chapter was 104, with 83 contributing members.

With a background of green and a Christmas tree in the clubhouse, the Wausau chapter held its annual Christmas party on the regular meeting day. Prizes at cards, which provided a part of the afternoon's pastime, were won by Mrs. N. A. Obey, Mrs. W. W. Essells and Mrs. Henry Rege. Gifts heaped high on the table were distributed to club members, after which lunch was served from a long table decorated with a snowman and symbols of a festive Yuletide. Generous donations of canned and baked goods and other food supplies from the club members were turned over to Mrs. Emily McCarthy, welfare chairman, and her committee, for the Christmas baskets, which have become a tradition with the club. The hostesses were Mrs. James O'Brien, chairman, assisted by Mrs. Donald Hanson, Mrs. Samuel Loomis, Mrs. Edwin Hahn, Mrs. Henry Wagner and Mrs. Walter Freebern. The out-of-town guests were Mrs. Louis Schultz and Mrs. Edward Urban, Tomahawk, and Mrs. E. P. Little, Irma.

It was reported by the welfare chairman that \$19.57 was expended for welfare work during November, with \$5 given for the city Thanksgiving baskets.

Council Bluffs Chapter

Mrs. Nels S. Jensen, Historian

THE "Back to the Rails Week" at Council Bluffs was a grand success, and our very original float which Mr. T. P. Schmidt and his men made went over fine. Our chapter paid \$10 as our share toward the expenses and we decorated the tender with sumac and Indians. Mr. Fred Olsen was chief, and Mrs. Olsen, squaw; Mr. Nels Jensen, medicine man, and myself, Indian maiden. Young Teddy Schmidt was very handsome as Hiawatha. On October 26th we had a pot-luck supper and dance for all employes.

We held election of officers at our November meeting, as follows: President, Mrs. Nels Jensen; vice president, Mrs. Roy Wicheal, second vice president; Mrs. Eva Gallagher; recording secretary, Mrs. Earl Smith; treasurer, Mrs. Floyd Lacey; corresponding secretary, Mrs. Frank Wahl.

On November 8th we had a party for Mrs. L. Underwood and new son at the Underwood home. We also planned our Christmas party, to be held on the 16th at the Y. M. C. A.

At our December meeting we had a gift exchange and kitchen towel shower.

About fifty were present at our Christmas party. We all missed our faithful Santa, Mrs. Etta McDermott, but ill health made it impossible for her to be with us. We hope she will soon be well again. But old Santa was nice and sent Mr. Guy Frame as helper, so we all had a good time.

We sent six fruit baskets and one large basket of food to shut-ins at Christmas.

Marquette Chapter

AT the November meeting of Marquette Chapter, officers were elected as follows: President, Mrs. John Stuckey; 1st vice president, Mrs. Fred Seetz; secretary, Mrs. Thomas Barr, Jr.; treasurer, Mrs. John Whalen; historian, Mrs. Albert Tesar. After the election, cards were played and prizes won by Mrs. Gerald Dickey and Mrs. John Stuckey.

The December meeting was held on the 13th. A one o'clock luncheon was followed by cards and exchange of gifts. Prizes were won by Mrs. Willis Kohl and Mrs. Albert Tesar.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Ruby M. Eckman.....Care Chief Dispatcher, Perry, Iowa
 John T. Raymond.....Care Superintendent, Marion, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 C. W. Dunaven.....Care Yardmaster, Mason City, Iowa
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
 Ira G. Wallace.....Clerk, Red Wing, Minn.
 H. J. Swank.....Care Superintendent, Austin, Minn.
 Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
 E. L. Wopat.....Care Superintendent, Austin, Minn.
 J. B. Phillips.....Care Superintendent, Green Bay, Wis.
 Miss C. Hammond.....Care Superintendent, Terre Haute, Ind.
 Miss F. A. McCauly.....Care Local Freight Office, Minneapolis

Lucille Millar.....Care Store Department, Dubuque, Iowa
 Mrs. Dora M. Anderson.....Care Local Agent, Moberly, S. D.
 F. B. Griller.....Care Ticket Office, Sioux Falls, S. D.
 Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana
 Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
 R. R. Thiele.....Care Agent, Tacoma
 K. D. Smith.....Operator, Portage, Wis.
 H. J. Montgomery.....Mechanical Dept., Milwaukee Shops
 J. J. Steele.....Care Davis Yard, Milwaukee, Wis.
 V. C. Williams.....Care Agent, Council Bluffs, Iowa
 O. R. Taylor.....Care General Agent, Cedar Rapids, Iowa
 C. D. Wangness.....Care Dispatcher, Mitchell, S. D.
 Leonard Jahnke.....Fullerton Ave. Chicago
 Raymond F. Huger.....Care Superintendent, Aberdeen, S. D.
 Gil Garrison.....Care Car Department, Seattle, Wash.
 Mabel Newberry.....Care Agent, Lewistown, Mont.

Freight Shop News

S. G.

WE are starting a new year and should all get together to make it a successful year in making our department a safe place to work.

We have only gone one month but already the good resolutions are being forgotten.

When a man like Fred Dallmann tries to change the habits of a lifetime, the betting is five to one that in a day or at least a week, he will be puffing on that old pipe again.

Then there is Lawson Wilson, who has sworn off chewing tobacco for the last two years but has never gotten past the fourth day.

Peter Mitchell resolved to go to bigger and better bingo parties.

Tony Milazzo, Jr., made the one resolution which can't be forgotten or overlooked when he recently announced his engagement to a very pretty young lady whom he will wed one of these sunny June days.

Rudy Moschell, our tractor driver, says a man sure needs a cup of good strong coffee after straightening out a newspaper a woman has been reading.

Here is an article I received on *Meditations*: "I know some people like to take their meditative moments simmering in the bath tub. Some like to dream beside the fireplace. Some prefer a garden at twilight. Others fondly imagine they do their heavy thinking snoozing on the davenport after dinner." However, if you're trying to get somewhere in a hurry and there is something ahead you just can't pass—that's Art Grothe who, it seems, likes to do his meditating driving down the middle of the street.

Little Otto Leetz either has a filling station in his back yard or uses fuel oil in his car. The fellows at his dinner table were discussing how he can get eleven gallons of gas for a dollar. That is a place we would all like to find.

Terre Haute Division

C. H.

EFFECTIVE January 16th, roadmaster L. H. Wohlert is transferred to the La Crosse River Division, with headquarters at La Crosse, Wis., and Leo J. Cross of La Crosse is assigned as roadmaster on the south end of the Terre Haute Division.

In honor of roadmaster Wohlert a farewell dinner party was given at the Milwaukee Women's club rooms on Jan. 11th by division officers and attended by a goodly number of Mr. Wohlert's closest friends and associates who took this opportunity of expressing their wishes for his future well-being and success. To convey a measure of their warm regard for "Louie," he was made the recipient of a number of gifts from his friends on the Terre Haute Division.

N. V. Engman, son of former chief car-

pent V. E. Engman and who is now chief carpenter at Savanna, was appointed assistant trainmaster on the Terre Haute Division effective December 19th.

Agent J. G. Springer of Chicago Heights has been transferred to Freeport, Ill., as agent. During the short period Mr. Springer has been at Chicago Heights, he has made many friends, and while we would like to see Joe stay here, nevertheless, we are glad to see him receive this recognition.

Clarence (Fritz) Schwartz, of the Terre Haute car department, with his family visited relatives in Newark, N. J., during the Christmas holidays.

Dispatcher W. E. Allen has been confined to his home for several days due to illness. We all join in wishing him a speedy recovery.

Terre Haute and vicinity has experienced an exceptional wave of cold weather since December 28th. In fact, this is the first time since 1926 that the Wabash River at Terre Haute has been frozen over. On many days during the past few weeks, the weather here has been colder than in Minneapolis and other points in the northwest.

The Terre Haute Division was successful in establishing the lowest fire loss record of any division on the system during the year 1939 and will be awarded the trophy for same. Unfortunately, we are handicapped in starting the year 1940 due to the fact that a "fire bug" working in the vicinity of Bedford, who has started numerous fires the past year resulting in heavy financial loss, started a fire in the Dugan Stone Mill on January 10th and we had three or four cars in this mill at the time of the fire which were quite seriously damaged.

The coal loading during the first half of January has been quite heavy, due to the increased demand in the vicinity of Terre Haute on account of the exceptionally cold weather.

C. C. Draper of West Clinton has been elected local chairman for the O.R.C. and H. T. Jackson of Terre Haute has been elected local chairman for the B.R.T., succeeding former O.R.C. local chairman E. L. Kenney and former B.R.T. local chairman B. Carr. G. W. Goodenow has been elected local chairman for the B.R.T. at Faithorn, succeeding former local chairman R. M. Hensley.

While the Terre Haute Division is not proud of its safety record for the year 1939, we at least have one bright spot. That is the fact that the switchmen and transfer crews at Faithorn and operating Faithorn to Bensenville went through the year 1939 without a reportable injury and were able to secure first place for the year, having the largest number of man hours of any yard on the system and not having a reportable injury. Congratulations are extended to yardmasters Robson and McPadden and the entire organization of trainmen and enginemen operating in that ter-

ritory and they can be proud of the safety record they have established.

John R. Huggard, instrumentman from Miles City, has joined our engineering force at Terre Haute.

We are sorry to report the death of fireman Robert H. Smith, who died very suddenly at Crete, Ill., on January 6th.

H&D Division—"Where the Olympians Meet"

Billy

TONY OAKES left the latter part of December for a two-weeks vacation. He plans on taking in Los Angeles, Salt Lake City and the most important of all—Hollywood. Is your wife going along, Tony? Good luck.

Ruth McCarthy visited in Chicago over New Year's with friends and relatives.

Mike Daschel and family were up at Eureka for Christmas. Play much whist, Mike?

Andrew Gross and family spent Christmas at Ipswich.

Johnny Pierson and wife spent Christmas in the Twin Cities.

Frank Faeth and wife spent Christmas in Oregon.

W. J. Kane and family spent the holidays in Chicago with friends and relatives.

Sam Toney and family entertained his son and daughter and their families at a Christmas dinner. How did you come out on the Rose Bowl game, Sam?

Jack and Jimmy Phelan, sons of Mr. and Mrs. L. D. Phelan, spent their holidays in Aberdeen with their parents. Jack is attending the University of Minnesota and Jimmy is attending West Point.

Robert Dodds, son of superintendent and Mrs. R. C. Dodds, was home spending the holidays with his parents. He is a student at the Chillicothe business college.

Barbara Jerde, daughter of Operator A. E. Jerde and wife, visited friends and relatives in Montevideo during the holidays.

Carl Steinlicht and family spent New Year's in Webster.

Myrtle Brown spent New Year's in Minneapolis with friends.

L. J. Utgen and family spent the holidays in Minneapolis with friends and relatives.

Byron Kelly and wife spent two weeks in Sunny California over the holidays. How did the weather compare with ours, Byron? Was it raining orange juice?

Our sympathy is extended to W. F. Matz, agent at Glenham, S. D., in the recent loss of his mother who passed away Wednesday, January 3rd, following a lingering illness.

Evidently Bill Berg cannot stand his own cooking or somebody's cooking, as he and his family enjoyed New Year's dinner in a local cafe.

H. D. Neelings is succeeding A. F. Ludington as traveling engineer on the west

H. & D. Mr. Neelings comes from Mitchell, S. D. We welcome you and the best of luck to you.

A. F. Ludington who has worked his way into so many of his fellow workers will be greatly missed from the west H. & D. Lud was transferred to traveling engineer on the east end with headquarters at Monte. Hope you will drop in occasionally, Lud.

H. T. Dersch, former traveling engineer on the west and east H. & D., has been transferred to the La Crosse-River division. Good luck, Mr. Dersch.

J. S. Nilan is the agent at Bristol coming from Summit. He succeeded C. W. Mayer at Bristol. Charlie is now located at Milbank.

Bert Smith has left our vicinity and has been promoted to freight house foreman at Union street in Chicago. We are sorry to see you leave us, Mr. Smith, and hope you won't forget us. Good luck and our best wishes go with you. L. D. McCormick has been promoted to foreman at Aberdeen.

The lady trainmen are still holding their dances every thlrd Wednesday in the month. This, for the information of those who didn't know. Even if you can't dance it is still worth your time to come and take a look at some of the boys hoof it. Sam Davis can really swing a wicked foot when he gets started, and when he does, watch out. Billy Reid also can get around without any help. Come on along, assured of a good time.

FLASH! FLASH! G. A. Crampton became a father to an eight-pound boy, James Thomas. Congratulations, George.

With Valentine's Day coming up the middle of the month and this being Leap Year also, some of you boys better watch your step. Bernard and Raleigh, this goes for you guys. Hurley it won't be long for you if you aren't careful.

Davies Yard News

J. J. S.

STANLEY STAWICKI, an oiler at the Air Line, who is planning on terminating his bachelorhood, has just informed us that his fiancée has named April 20th as the big day in his life. Congratulations, Stan!

John Dunn spent New Year's day visiting his father at Random Lake, Wis.

Vagabond Walter Noctor, of the Davies Yard, the Air Line, and Coach Yard, spent New Year's day in Miles City, Mont., with his parents.

Last year's vacation trip to Mexico must have been very impressive to Catherine McConville, for it has been rumored that she is planning on spending her 1940 vacation there. In preparation for her forthcoming jaunt she has been studying Spanish very diligently.

Jerry Riesmeyer, who is an early sufferer from spring fever, has already planned his summer vacation. Jerry plans to buy a new car and then take Mrs. Riesmeyer on a sightseeing trip 'way up north to Green Bay.

In an article published in a recent newspaper some well-known sports writers have rated Ray Stark as the fourth best tennis player in the state of Wisconsin. We are proud of Ray and hope that he surpasses his rating next year.

Unlike the Davies Yard Bowling team, The Varsity, which has been practically in last place for so long that we are forced to believe that it is a permanent roost, the Hiawathas, Milwaukee Road's Archery team, is in first place and are sure to bring home another cup this year.

Mr. and Mrs. George Schram have become the proud parents of a seven and a half pound baby girl, born December 8, 1939. Little Miss Schram will hereafter be known as Patricia Ann.

Ray O'Brien, caller at the roundhouse, met with an accident while bowling the other day. Ray dropped a bowling ball on his foot and has engaged the services of two competent nurses, Al Reich and I. Craig, to nurse him back to health.

"The New Hub of the I&D"

F. B. G.

THE annual arrival of Santa Claus took place at eight o'clock the evening of December 20th, via special train at Sioux Falls. The vicinity of the passenger station was literally jammed by the throngs witnessing the event. The Women's Club distributed over two hundred bags consisting of candy, nuts and fruit to the Milwaukee Road children present.



Santa at Sioux Falls Depot

Agent and Mrs. J. C. Paulsen and daughter Dolores of Tripp spent the holidays in Seattle visiting relatives. Relief agent Harry Bahr presided during the absence.

Electrician John Madden, Sioux Falls, made a trip to Milwaukee to usher in the New Year and also a brand new baby daughter which is the first blessed event for the Mr. and Mrs. Congrats, John.

The West End Traffic Club held its regular meeting December 20th at Tripp. DF&PA Zane and TF&PA Stuben gave interesting talks adding much to the success of the meeting.

Retired conductor W. B. Anderson made a brief stop in Sioux City before the holidays on his way to Flint, Mich., to buy a new Oldsmobile. No one knew he was here until he had gone. The boys would like to have seen him. Why the hurry, Walt? Have you forgotten your friends?

The 4-H Club members of Eastern South Dakota traveled in special sleeper on the ARROW to Chicago on December 2nd, to attend the International Live Stock Exposition under the direction of State Club leader H. M. Jones, Brookings, S. D.

Engineer Oscar Erickson seems to be chipper than ever lately which may be attributed to the fact that he became a grandpa again the fore part of January.

A note of interest is the liquid gas industry at Mapleton, Iowa, shipped by the Bupane Gas Company of that city to the seven surrounding states which has grown to a considerable magnitude. During the past year over five thousand cylinders consisting of over a million pounds were shipped, resulting in a prepaid revenue of about eight thousand dollars. Ninety cylinders were shipped in a single day. All were handled without complaints and only one claim resulted from these large LCL shipments.

Frank Miller, ditcher freeman, Fairview, visited friends in Ottumwa, Iowa, and Chillicothe, Mo., the latter part of December. Miss Ruby Miller, who is attending college in Chillicothe, returned to Fairview with her brother Frank for the holidays.

Agent G. E. Ferguson, Yankton, just purchased a 1940 Dodge sedan. This is the second new Dodge in the past eight months.

William Lagan, LCL rate clerk, Sioux Falls, was the successful bidder on the position of rate and bill clerk at the stock yards in Sioux City effective January 8th.

The Sioux Valley Service Club held a very successful meeting in their depot club room at Canton on December 18th with thirty in attendance. New plans for the 1940 meetings have been worked out and it is hoped the New Year will bring forth better results than ever in the past. The membership in its entirety are behind the movement and in addition to the regular business meetings, excellent educa-

tional entertainment will be afforded as the new feature of the meetings.

Engineer Walter H. Houser was married in Long Beach, Calif., to Miss Kathryn Wheeler of Long Beach on December 23rd. Mr. and Mrs. Houser will live in Sioux City. Congratulations and good luck, Walt.

Passenger brakeman Walton E. Penrod, who has been out of the service for several years, due to his physical condition, is seriously ill at his home in Sioux City.

The Service Club of Sioux Falls held its regular meeting January 10th, having an attendance of 39. Ticket agent L. F. West was appointed chairman of the publicity committee and the secretary was named as secretary-treasurer. Roadmaster Jerry Murphy was the winner of the 40 per cent taken in

at the gate.

Agent Roy Greene, Ravinia, had the flu and had it bad, but is under way again. Operator Jim Bennett filled in during this period. Anyone noting a big black sedan headed back for Iowa at a terrific rate of speed Saturday evening might have seen Jim at the throttle, and I don't think he was humming "Home On the Range."

It is reported that T. Honeychile Graves is wearing a Scotch cap and a new Oshkosh B'gosh uniform for this cold period known as winter.

Retired traveling engineer H. S. Rowland is reported to be enjoying the winter in sunny California.

West End of TM Division

P. R. H.

MR. and Mrs. W. C. Shearer of Miles City left December 21st for Watertown, Wis., where they spent the holidays. They plan on visiting in Milwaukee and Chicago after which they will go to Florida and thence to Southern California for the winter months.

Mr. and Mrs. Otto Heim, daughter Marylyn and son Richard of Three Forks spent the holidays at the home of conductor and Mrs. H. W. Barker of Miles City. They left Miles City for Chicago and New York where they will spend a couple of weeks' vacation.

Mr. and Mrs. H. J. McMahon of superintendent's office, Miles City, spent two weeks' vacation, visiting relatives and friends in Deer Lodge, Tacoma, Seattle and San Francisco. They returned home by way of Ogden, Utah, and report a very enjoyable trip.

Mr. and Mrs. Chas. Lincoln of Tomah, Wis., spent the Holidays at the home of Mr. and Mrs. H. W. Barker, in Miles City. They also visited friends in Billings and Harlowton. Mrs. Lincoln plans on returning to her home in Tomah shortly after the first of the year, and Mr. Lincoln will resume his duties as engineer on the switch job at Roundup.

Mr. and Mrs. J. O. McIllyar and daughter Janet spent the Holidays with Mr. McIllyar's parents in Cambridge, Ohio.

Henry Swartz, a graduate of Custer County High School, Miles City, and who has been employed in the Douglas Aircraft Corp. Plant, in California, spent the holidays with his parents, Mr. and Mrs. H. C. Swartz. On his return to California, he plans on enrolling in the Riverside Junior college to take training preparatory to applying for enrollment in the Randolph field Army Training School.

Miss Olive Mae Loehr, daughter of engineer and Mrs. Henry Loehr, Miles City, was home during the holidays from her studies at Dillon State Normal College.

Miss Norma Fulks, daughter of Mrs.

Lulu Fuiks, Miles City, has returned from Klamath Falls, Ore., and is now taking a post graduate course in Custer County High School, Miles City.

Train Dispatcher D. J. Hagerty is still confined in the hospital at Miles City. He is slowly improving and we sincerely hope will soon be able to leave the hospital.

Charles Nummerdor, son of Trainmaster and Mrs. C. A. Nummerdor, of Miles City, has been laid up with scarlet fever at Conrad, Mont. We are glad to report he is getting along fine.

We are sorry to announce the passing of Mrs. Roy Tarbox, wife of one of our trainmen on this division, whose death occurred January 7th. Our sympathy is extended to her loved ones who mourn her passing.

F. L. Denson, boiler foreman, Miles City, spent the holidays visiting with relatives in Georgia.

Mr. and Mrs. Thos. Haroldson and daughter Roberta, left Miles City January 10th for Staples, Minn., to attend the funeral of Mrs. Haroldson's mother, who passed away at Fishtail, Mont., January 9th. We extend our sympathy to this family in their loss.

Mr. and Mrs. D. E. Braden, Miles City, spent two weeks in January at Seattle, where Mr. Braden met with the general committee of the Brotherhood of Railway Trainmen.

Mr. and Mrs. A. W. Hervin and son arrived at Miles City December 29th, Mr. Hervin having been promoted to the position of superintendent of the Trans-Missouri Division. They are former residents of Miles City and we are glad to welcome them back again, and wish them many years of success and happiness.

La Crosse-River Division— First District

Scoop

OUR division is saddened this month by the passing of three veteran employes, Frank P. Lawton, veteran conductor; William Townsend, veteran engine dispatcher; and William McMahan, veteran engine caller.

Frank Lawton, aged 54, passed away suddenly New Year's eve at his home in Portage due to a sudden heart attack. His loss will be greatly felt by his many railroad friends, whom he was always ready and willing to serve in his position as local grievance adjuster for the ORC and then as legal adviser serving with the state insurance division at Madison. A brother, Joe Lawton, is a veteran locomotive engineer at Watertown. Burial was under Masonic auspices at Portage.

William Townsend, familiarly known to all of us as "Castiron," veteran engine dispatcher aged 71, passed away at his home in Portage due to failing health. He had recently retired on pension. He was one of our dependable veterans who always did his work in first-class shape.

William McMahan, aged 54, known to his friends as "Mickey," was one of our veteran callers who in his line of work was noted for his efficient and quiet mannered way of doing his job to the satisfaction of all. He passed away at home due to a severe attack of pneumonia.

We extend sympathy to these bereaved families.

H. E. Ward, veteran agent, has taken the pension after a long and successful service with our road. His station, Poynette, is the location of the State game farm, where you may see animals of all descriptions, native to Wisconsin, in their natural state.

Arnold Sturm is working at Poynette pending bulletin appointment of regular agent to succeed Mr. Ward.

Engineer Pugh and family are now sojourning on the West Coast visiting relatives in California. They intend to return with the robins this spring.

We finally got our snow storm but what a fizzle it turned out to be. Just about enough to lay the dust, and now we are looking for that January thaw.

Splinters From the Wooden Shoe

J. B. Phillips

CONDUCTOR D. C. TIBBETTS, who has retired from special service, is still writing poetry, and has paid special tribute to the wooden shoe in the following:

For many years I have worked
And did everything I could do
To make a better railroad
Of the good "Old Wooden Shoe."
From Milwaukee to Lake Superior
Wisconsin gave it birth
And for the men who work upon it
It's the only one on earth
You see they grow up with it
And everything they do
Is to make the public conscious
Of the good "Old Wooden Shoe."
I grew too old for service
So I have nothing else to do
But talk about that Railroad
The good "Old Wooden Shoe."
If I had my life to live over
Do you know what I would do?
I would hire out as a brakeman
On the good "Old Wooden Shoe."



Above picture is the freight house force at Iron Mountain, Mich. They are, left to right: R. H. Schwalenberg, cashier and rate clerk; J. Ashenbrenner, clerk; R. Baldrice, general clerk; R. McLean, operator, and James R. Peebles, agent. You will note from the looks of these men that they are a snappy office force, and handle a lot of business at Iron Mountain. This is one of the largest stations on the Superior Division, the chief commodity handled being logs and automobile parts, as the Ford company has a large plant at Iron Mountain.



Mr. and Mrs. Wallace Pritchard boarding the Chippewa at Channing, Mich., on December 12th, en route to Sumner, Wash., where they will spend the winter. Mr. Pritchard hired out on the Milwaukee Road on May 10th, 1892, and the last position held by him was the passenger run between Channing and Iron River, Mich. He has now retired on pension and expects to spend the winter months in Washington.

The Superior Division enjoyed a good passenger business during the holiday season, and carried a very large number of passengers, especially on the ever popular train, the Chippewa.

Chicago Terminals

Spark

THE following item is from Mr. Snell, general car dept. supervisor, in reference to the Community Fund Drive of Chicago: "There are a total of 616 men and women employed in the Car Dept., Chicago Terminal District (91 of whom live outside of the city of Chicago), who contributed the sum of \$1,821.00. The Car Dept. has a 100 per cent record—every employe contributing."

We regret to report the passing of Bert Aberdeen, switchman, on Dec. 10th. Mr. Aberdeen, who had been ailing for some months, had applied for his pension only a short time ago. Bert will be remembered as the fellow with a ready smile, no matter how tough the going. His fellow workers express their sympathy to his wife and daughter.

On Jan. 1st, Charley Chambers, general foreman, Union St. freight house, applied for the pension. Mr. Chambers started to work for the Milwaukee on Aug. 8th, 1898, and served faithfully and well since that time. His fellow workers join in wishing Charley lots of happy years to come. B. M. Smith from Aberdeen, S. Dak., succeeds Mr. Chambers at Union St.

Sebastiana Zappia, better known as Tony Zappia, for over twenty years sealer and stevedore at the Union St. freight house, died suddenly after a short illness late in December. His fellows express their sympathy to Mrs. Zappia and children, one of whom, Dominic, works for the Road.

John L. Flannery, engr., 70 years old, completed 47 years of railroading, and took the pension effective Jan. 1st. John expects to vacation in Florida during the winter.

Adolph Dathan, switchman, passed away on Dec. 31st. He suffered a stroke just a week previous to his death and never regained consciousness. Mr. Dathan had been with the Milwaukee for a good many years, and he will be missed by his many friends throughout the terminal.

Nicholas Tymusz, deliveryman, Morgan St., died during the holidays. His fellows join in expressing their sympathy to his wife and children.

Mr. and Mrs. Leslie Knowles and son, Gordon, spent the holidays visiting with Mrs. Knowles' parents, Mr. and Mrs. Nick Nummer, at Miami, Fla. Nick Nummer will be remembered as a retired carman from Bensenville.

Elmer Harkness, yard clerk, Bishop's office, his wife and son, Sheldon, spent the holidays with relatives at Delray Beach, Fla.

We express our sympathy to Gus Johnson, yd. clk. at Division St., who lost his mother recently.

Charley Jones, John McCartney and Edw. Kinsella, all retired from the yard service, attended an entertainment sponsored by B.R.T. 119 recently. All three gentlemen appear in the pink—and presented a fine looking trio.

Joe Blake, switchman, and his wife, celebrated their Silver Wedding anniversary last fall and became grandparents on the same day. Belated congratulations on both events.

Mr. George Riley, father of Ferd Riley, switchman, who has been visiting Ferd for the past month, passed away January 5th. Mr. Riley was buried at Madison, Wis.

On the evening of January 17th, friends and relatives of Mr. and Mrs. Tom Williams gathered at the Midwest Athletic Club, Chicago, to congratulate them on their Golden Wedding Day. Tom will be remembered as gen'l inspector for the car dept., S. W. District, prior to his retirement a few years back. Engrs. John and Sam Williams of the terminal are his sons.

I&D Division

C. W. D.

I&D TRAIN baggageman Ed Sparks has been off duty for a few weeks. Mr. and Mrs. Sparks enjoyed a fine trip to the southwest over the holidays. They went down to Mexico City and report a wonderful trip, saw some fine country. After seeing it all, Ed says the scenery around Marquette is still good enough for him.

Lyell Holmes has been on Ed Sparks' run while Ed was laying off. Mr. Holmes came here from the west end to work on the east I&D. Lyell likes our town so well he is building a fine new home here. Welcome to our city, Lyell, and we hope you like it here.

Mrs. Carrie Ruge, clerk in the superintendent's office, reports a fine vacation over the holidays, having spent Christmas and New Years in Chicago, taking in a real New Year's celebration.

Conductor C. R. Sifert was home over the holidays from the hospital in Chicago. He went back after New Year's for another operation. Last report he was getting along fine and we all hope he will soon be able to be back to work.

Howard Neelings, traveling engineer of Mitchell, has been transferred to Aberdeen as traveling engineer.

J. W. Wolf, former night roundhouse foreman at Bensenville, has been appointed traveling engineer at Mitchell.

Mrs. A. R. Johnson, wife of fireman Johnson, is better after a serious illness. We hope she keeps on improving and is soon well again.

Switchman Henry Troening is confined to the Park Hospital taking treatments for arthritis. Heine has been off duty for some time now, and we hope he soon gets out again.

J. Bodenberger, road foreman of engines, of Milwaukee, called on local roundhouse in January on business.

I&D employes were shocked to learn of the death of conductor Ed Larson of Minneapolis on January 5th. Mr. Larson ran to Mason City from Minneapolis on Nos. 163 and 164, and was well known here. We extend our sympathy to his family and regret the loss of a fine fellow worker. He was killed the morning of Jan. 5th, being run over by his train while switching at Komis, Minn.

We are still looking for some notes for the magazine from along the line. Please send them in by the 10th of each month. Let's hear from along the line.

D&I First District

E. S.

ON Dec. 9, in Clinton, Iowa, occurred the marriage of Miss Nelda G. Fields, only daughter of operator and Mrs. R. D. Fields, Savanna, to Claude E. Bashaw, only son of Mr. and Mrs. E. S. Bashaw, of Mt. Carroll. Congratulations are extended.

Plans have been made for an interesting meeting of the Mississippi-Palisade Service Club on the night of Jan. 17, with Grant Dahl, general yardmaster at Savanna, principal speaker. Following the meeting there will be a three-round boxing bout between Jas. Canavan and Vic Fitzpatrick, both of Savanna, also wrestling matches have been arranged between members of the Savanna High School wrestling squad. The social periods are followed by refreshments.

Announcement has been made of the engagement and approaching marriage of Miss Joyce R. Lanning, only daughter of chief dispatcher and Mrs. G. E. Lanning,

Savanna, to Gerald E. Hartman, son of Mr. and Mrs. Charles Hartman, Mt. Carroll. The wedding will be an event of early spring.

Nancy Ellen, two-year-old daughter of Mr. and Mrs. Guy Manson, Davenport, died suddenly Tuesday morning, Jan. 2, in her home, following a half-hour illness due to a throat infection. Funeral services were held in Davenport on Thursday, Jan. 4. Sympathy is extended to the parents, paternal grandparents, Mr. and Mrs. C. A. Manson, and other relatives.

Sympathy is extended to engr. H. A. and Mrs. Krahn and family on account of the death of Mr. Krahn's sister, Mrs. Arthur Christensen, whose death occurred in her home in Chicago on Dec. 22, following a heart attack.

Sympathy is extended to Mr. and Mrs. Floyd Staples, of Libertyville, Ill., and cond. Harry Crist and family of Savanna, on account of the death of their sister, Mrs. Elice West, whose death occurred in Savanna on Dec. 28.

We were sorry to hear of the death of Mrs. J. J. O'Toole, wife of asst. supt. O'Toole, Milwaukee, Wis., whose death occurred in that city on January 5, and extend our sincere sympathy to Mr. O'Toole and children.

Spokane and Inland Empire

Ef Jay Kay

SPOKANE and vicinity has been enjoying one of the mildest winters in years thus far. With temperatures ranging from 34 to 50 above, we can well afford to boast. The year 1939 left us with only two very light snows late in December, both of which disappeared in a day or so. There has been no snow service thus far on either the St. Maries or Pend O'Reille branches,

CUT IT OUT AND SEND IT IN

TO THE READERS OF THE MILWAUKEE MAGAZINE:

Will you please fill out the following questionnaire, cut out the page, and send it to the MILWAUKEE Magazine just as soon as you conveniently can?

We would like to improve the magazine, and strengthen its standing as an effective and worthwhile advertising medium reaching our thousands of readers. By filling out the questionnaire, you will assist us greatly in compiling information of value for our advertising representative in interesting national advertisers to take revenue-paying space in the magazine.

Won't you please help? You need not sign your name to the questionnaire.

THANK YOU!

Editor, MILWAUKEE Magazine, 736 Union Station Bldg., Chicago, Ill.

QUESTIONNAIRE

- (1) What is the nature of your employment with the company? _____ (2) How many years employed? _____ (3) Do you own () or rent () your home? _____ (4) How many children have you? (). (5) Have or will you send them to college? _____ (6) Do you take the magazine home? _____ (7) Do your women folk and/or children read it? _____ (8) How do you rank the magazine in readership and interest among the publications you read weekly or monthly? _____ (9) Name two or three magazines you read _____ (10) Do you have an automobile? _____ Make? _____ (11) Do you have a radio? _____ Make? _____ (12) Name your hobby or hobbies? _____

Among the following articles and equipment which you buy, please check those you purchase regularly or expect to buy this year:

ARTICLE	BUY REGULARLY	USUAL BRAND	EQUIPMENT	EXPECT TO BUY THIS YR.	BRAND PREFERRED
Work Shirts			Auto (new, used)		
Overalls			Tires		
Work Shoes			Car Battery		
Rubber Footwear			Radio (Car)		
Cigarettes			Radio (Home)		
Smoking Tobacco			Vacuum Cleaner		
Pipes			Oil Burner or Stoker		
Soaps and Cleansers			Elect. Refriger.		
Caps and Hats			Elect. House. App.		
Gloves			Watches		
Cereals			Fishing Tackle		

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which are always the forerunners of our winter weather. Three or four days with the thermometer reaching 20 above has been the extent of our cold weather up to the middle of January, 1940.

Here's a chance to make a New Year's clean-up. Got any soap wrappers, box tops or bottle caps? If so, get in touch with Joe Gengler.

We failed to announce the death on Dec. 2nd of John Clizer, retired conductor, who suffered a stroke in November from which he never recovered. Our sympathy is extended to the family.

With deep regret we announce the death on Christmas morning of Alfred Strand, car foreman at St. Maries. Mr. Strand was stricken with a heart attack a few months ago which developed into further complications from which he never recovered. Interment was at St. Maries on Thursday, Dec. 28th. Out of town employes who attended the funeral services were: W. E. Campbell and J. C. MacDonald of Tacoma, Clyde Medley of Seattle, G. H. Hill, J. A. Wright, C. F. Allen and Earl Medley of Spokane.

Albert Bates, who suffered a serious auto accident on Sept. 30th, from which he was confined to the hospital for several months, returned to work the first of the year at his old position as machinist at Spokane roundhouse.

Here's a gentle hint to Herman "Slim" Tetzlaff, blacksmith helper at Othello: The next time you are in possession of a smoked salmon, keep it quiet, hide it in your suitcase or somewhere.

Sect. laborer Victor L. Schultz and wife of Lost Creek, Wash., spent two weeks vacationing in Los Angeles in January.

Sect. foreman R. A. Stevenson and wife of Dalkena, Wash., spent the holidays with relatives at Thorp, Wash.

Clyde Amick, brakeman, POR line, has been displaced on his old run and is now working in the ring out of Malden, Wash.

Condr. Henry "Dutch" Schurch spent the holidays back in the old home towns of Farmington and Cannon Falls, Minn., visiting relatives. Aside from almost getting frozen stiff, Dutch reports a very enjoyable trip, and says the Cannon Falls boys are as wide awake as ever. We understand he also brought back a fresh supply of Cannon Falls papers for the boys in the caboose to start fires with.

Condr. Robt. Elliott of the CDA run has taken a ninety-day leave of absence to make his regular winter trip to southern California and Chihuahua, Mexico. They say Bob is sort of "nertz" about those Mexican frijoles and chili. Perhaps there are "trimmings" that go with these, which we know nothing about. Condr. Charles Boyer is relieving him.

E. A. Bell, brakeman, who has been off for over three months with an injured ankle, has improved to the extent that he expects to resume work in a short time.

Cement loading at Metaline Falls has fallen off on account of the work being suspended for the winter at Coulee Dam. Lumber loading has recently taken a lull on account of the end of the year and the taking of inventories. All mills report many orders to be filled after inventories are completed.

Barney Colligan has returned to work as operator at St. Maries after a six weeks' layoff account illness.

E. Matson, agent at Rosalia, Wash., spent Christmas with his folks in Eureka, Mont. A. Lane relieved him.

J. C. Maddock was assigned to third trick at Malden on January 1st in place of C. M. Pease, who is spending the winter in California.

J. R. Reagan, DF&PA, and A. E. Gist, TF&PA of Spokane, attended the annual live stock meeting held in Yakima, Wash., on January 11th.

The office of D. E. Rossiter, train rules examiner, Lines West, has been moved from the Union Station in Spokane to the White Building in Seattle, Wash.

Sylvan Lang, carman, and wife spent Christmas with the wife's folks at Polson, Mont.

Vincent Pironne has displaced Jake Biterman on the Spokane Yard section.

Frank W. Kreutzer, wrecking foreman, stationed at St. Maries, Idaho, has taken over the duties of car foreman at that point, account vacancy created by the death of foreman A. Strand.

With deep regret we announce the death on January 11th of engineer J. L. Marre. Jimmy, as the boys all called him, was very well known and liked on the entire West End. He entered a hospital in Ellensburg some time ago for an operation, but a set-back proved fatal.

As We Taught Them

Roadmaster C. F. Allen trying to get his hat out of special agent's office, which was locked.

Andy Fischer and Leonard Lore of the car dept. talking about their turkey and rabbit farm.

Carl Lillwitz walking through Spokane yard without his umbrella.

J. C. Paige, TF&PA, perusing the railroad financial sheet.

Fred Carlson purchasing a pair of safety shoes.

J. T. Slavin criticizing certain local radio broadcasts.

P. L. Hays agreeing with him.

Lloyd Modeland, switch foreman, carrying firewood into switchman's shanty.

H. E. Harris, frt. checker, describing his first bowling experience.

W. C. McCaughey, of Dishman, dropping around for his pay check.

Nell Driscoll wearing new suit of coveralls.

I. & S. M. Division, East

H. J. S.

UNDERSTAND Bill Ende has two new members for his "Missed the Train Club." P. J. W. and L. W. B. almost caught No. 172 as they were leaving town one day.

Anyone contemplating taking "setting-up" exercises, please contact Frank Larson, roadmaster, for some practical hints. The first one will no doubt be, "Remove coat before attempting to touch the floor with your fingers without bending your knees." He tried it, and understand the seams in the coat came to the parting of the ways.

Our sincere sympathy is extended to the bereaved relatives of the following:

Thos. H. Mork, retired car inspector, Austin, who died at 1 p. m., Dec. 27, 1939.

Roadmaster F. F. Luskow, whose father passed away suddenly Jan. 9, 1940, at Alden, Minn. Burial services were held at Mapleton, Minn.

Minnie H. Smith, who died at 11 p. m., Dec. 26, 1939. Miss Smith was born Feb. 29, 1864, and entered the service of the Milwaukee Road Nov. 27, 1878, as agent at Hammond, Minn., where she was employed until July 15, 1882, on which date she was transferred from Hammond to the agency at Zumbro Falls, where she remained until she retired from service on Feb. 13, 1937, having served the Milwaukee for 59 years, 55 of which were spent at Zumbro Falls.

Conductor F. J. Harmacey, whose son passed away New Year's Day after a lingering illness.

Winners in the turkey drawing sponsored by the Austin Area Service Club just before Xmas were:

D. F. O'Marro, conductor; P. J. Welland, trainmaster; V. L. Beatty, steno.; Wm. Holm, baggage clerk, and O. D. Theophilus, operator, Jackson.

The new watchdog at the Yard Office took such a liking to the switchmen for their kindness that she made them an advance Christmas present of a family of

seven pups. Mother and family are reported as doing very nicely. As soon as she is able to stand the shocking news, Sever will present her with the numerous adoption papers which have been received for the youngsters. We hope they all find happy homes.

Ray Hoffmann, chief carpenter clerk, was off for a week following the holidays on account of a severe cold.

The Milwaukee Employees' Austin Credit Union announced a 5 per cent dividend on share accounts for the year 1939, and is returning about \$1,100 to the shareholders, who are requested to bring in their pass books so the dividend may be credited to their share account or paid to them in cash.

During the past year the membership increased to 340, and loans to members during the year totaled \$38,875.52. The total share account at the close of the year was \$26,650.

Kansas City Division

K. M. G.

SEVERAL weddings have taken place among the members of the Milwaukee family; Engineer W. E. Becker and Mrs. Clara Lanning of Ottumwa were married on December 22 and are now making their home at 257 S. Willard street, Ottumwa. Mrs. Lanning was formerly on the teaching staff of the Iowa School of Success. Mr. and Mrs. William Fry entertained at dinner on the evening of January 4 in their home, complimenting Mr. and Mrs. Becker. John Reed, Jr., was married to Betty Adams of Batavia on December 17 at Lancaster, Mo. They will make their home in Ottumwa. Mr. Reed is the son of Engineer John D. Reed. Announcement of the marriage of the daughter of Mr. and Mrs. John Mooney, Donna Marie, to Mr. Frank Anzalone, at 4:00 p. m., on November 25 at Chicago, has been received. The wedding was followed by a reception in the home of Mr. and Mrs. Mooney. The young couple will reside at 1244 Lill Avenue, Chicago.

Agent H. O. Hoover and wife, with their two sons, were in Columbia, Mo., to spend Christmas with Mrs. Roger Hulett and family, daughter of Agent Hoover, of Liberty.

On December 20 engineer Wm. L. Franklin and wife left Ottumwa for Savannah, Ga., to remain indefinitely as guests in the home of their daughter and son-in-law, Mr. and Mrs. James Beckwith.

Engineer C. E. Leonard was confined to his home in Ottumwa for three weeks during the latter part of November threatened with pneumonia.

For two weeks engineer A. L. Towns was ill with influenza, being confined to his home both on Christmas and New Year's. He has recovered and will soon resume his duties.

Robert Upp, son of train dispatcher J. G. Upp, journeyed from Buffalo, N. Y., to Ottumwa, to spend Christmas in the home of his parents.

Charles Vosburg, son of W. H. Vosburg, who is attending college at Ames, Iowa, spent the holiday vacation at his home in Ottumwa. Another home-comer for a Christmas vacation was Gloria Reed, daughter of engineer John D. Reed, who has been a student nurse in Council Bluffs since last September. She departed from Ottumwa on December 29 to return to Council Bluffs.

Mr. and Mrs. L. H. Akers of Victoria, Tex., who came to Ottumwa on December 23 and returned on December 26, were guests for Christmas in the T. H. Kemp home. Mrs. Akers is the former Virginia Kemp, daughter of engineer Kemp.

Several employes in Ottumwa spent Christmas at their various homes or with relatives out of the city. Those of the engineering department who journeyed some distance to spend Christmas at home are William Hay, who went to Warren, Pa.; Everett Jordan, to Rensselaer, Ind., and Walter Zlogar to Chicago. Signal Maintainer D. L. Carbaugh and wife went



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to Chicago for a family reunion on Christmas. District Adjuster G. W. Anderson was in Milwaukee to spend Christmas with his sister.

Conductor William Carnahan performed his last service as conductor on Train No. 8 on December 30, making application for annuity. He entered the service as a brakeman on October 15, 1902, was promoted to conductor on July 20, 1907; his most recent service was that of conductor on Trains 3 and 8 operating between Kansas City and Davenport. B. J. Hart has taken his run as conductor on Trains 3 and 8.

On January 8 Mrs. Wheeler Gage received notice of the death of her father in Portage, Wis. She had just returned from a visit home and the condition of her father seemed much improved. Mrs. Gage, accompanied by her sons, William and Keith, departed the night of January 8 for Portage, to be joined by Mr. Gage, who is now assistant roundhouse foreman at Bensenville, Ill., effective with January 2.

A new dispatcher in Ottumwa is E. L. McGuire of Perry, Iowa, who started his duties on Christmas day. For the present understand Mr. McGuire's family will remain in Perry.

On January 4 conductor Mike Reynolds and wife arrived back in Ottumwa having spent two weeks in Los Angeles during the holiday season with their daughter, Mrs. W. M. Daugherty and family.

The family of superintendent O. A. Beerman arrived in Ottumwa on December 23 and are now living at 617 N. Court street. We welcome them to our city and hope they will like living in Ottumwa; this also applies to the family of roadmaster P. M. Loftus, who recently took up their residence in Ottumwa.

Mrs. C. E. Wingate and two children went to Omaha to spend New Year's with the parents of Mrs. Wingate.

Received notice of the death of John S. Richardson, retired section foreman, Excelsior Springs, which occurred on December 6.

News from the West I&D

C. D. W.

NEW YEAR'S was welcomed to this section of the state with a general snow fall of several inches and broke the continuous dry spell of several months.

Retired conductor Geo. Slagle and wife left for the winter for a visit at California.

Conductor Harmon has taken several weeks' vacation from his duties on the west end and with his wife has left for Florida, where they will visit.

Switchmen Joe Mussigman has been confined to a local hospital the past week where he was operated on for appendicitis. Hope to see you back soon, Joe.

Mrs. Francis Schoenauer, wife of local ticket clerk, is a surgical patient at a local

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hospital and we hope for her speedy recovery.

Conductor Fred Wilson and wife left for California the first of the week, where they will visit with their son for several weeks.

We extend our sympathy to the relatives and friends of former conductor J. C. Wiley who passed away at Sanborn after several days' illness. Mr. Wiley was one of the older conductors on this division and had been on the retired list for the past several years.

Traveling engineer H. D. Neelings has been transferred from Mitchell to Aberdeen where he will make his new headquarters and he will be succeeded here by Mr. Woelf of Bensonville, Ill. We wish Mr. Neelings the best of success in his new territory and also welcome Mr. Woelf to our midst.

We extend our sympathy to the H. Ahrens family and relatives of Sanborn. Mr. Ahrens was fatally injured while switching at Canton the first of the year and passed away at a Sioux Falls hospital.

Agent Peterson, chief dispatcher Platt, roadmasters McMahon, Core and Bahr and Mr. Woelf attended a staff meeting at Mason City the past week.

Orioff McGrew of the B&B department is enjoying a visit to the southland.

Dispatcher Bloom spent several days visiting with friends in Minnesota during the holidays and was relieved by operator Burke of Canton.

Conductor Thos. McComish's aged father passed away after a lingering illness at his home in Mitchell the latter part of the month and we extend our sympathy to the bereaved ones.

Passenger brakeman J. Hill is taking several weeks' vacation from his duties and taking life the easy way.

Milwaukee Terminals

G. W. E.

ENGINEER Henry J. (Harry) died at his home December 23rd, after nearly 40 years' service with the Milwaukee Road as engineer and fireman. For the past ten years he has served as General Chairman of the Brotherhood of Firemen & Enginemen on the Milwaukee system. He is survived by his wife, mother, two brothers and a sister. Funeral, December 26th, under auspices of the B. of L. F. & E., was attended by a host of friends. He was a member of the Masons, the B. of L. F. & E., and the Veteran Employees' Association. Entombment at Valhalla mausoleum.

Yardman Frank Adams died at his home, December 24th, after 40 years' service with the Milwaukee Road. He was a member of the Knights of Pythias, Brotherhood of Railroad Trainmen, Eagles and Veteran Employees' Association. He is survived by three daughters and one son. Funeral December 27th. Interment, Mount Olivet cemetery.

Miss Mary Ann Palmershein, weighing 8 pounds, arrived at the home of Asst. to D. M. M. Joseph J. and Mrs. Palmershein on December 15th, and expects to continue her residence with them for some time. Some of the employes expect to smoke, too.

Mr. Adolph (Red) Haack, chief fuel

TO THE CREW OF THE OLYMPIAN

Many of the banks of the Northwest Bancorporation are located in the territory you cover. They are there to serve you and all Milwaukee Road employees with the same speed and safety and courtesy which characterize your great line.

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110 affiliated banking units serving seven states of the Northwest. All are members of the Federal Deposit Insurance Corporation.



clerk at the roundhouse office, was confined at his home for a week, returning to work January 2nd fully recovered from a real cold.

Engineer and Mrs. Charles Loose celebrated their golden wedding anniversary December 27th. They have three children and four grandchildren, and the local papers had a fine picture of them December 27th.

Engineer Charles S. Winn has been confined to the hospital at San Jose, Calif., on account of illness for some time and has now returned to his home at Los Gatos where he would be glad to receive some or many GET WELL CARDS.

Yardman Roy R. Lewis returned home January 8th after a visit with his son at Hollywood, Calif. Mrs. Lewis will pass the winter with her son.

Boilermaker and Mrs. Henry J. Murray celebrated their golden wedding anniversary, January 6th, with a golden wedding mass, and a reception at their home. They received many useful presents and congratulations from a host of friends. Henry is a veteran of over fifty years with the Milwaukee Road.

Mrs. Silvester J. Weirzba, wife of carpenter (Shorty Wheelbarrow) Weirzba left Milwaukee, January 10th, to visit relatives and friends at Lakeland, Florida, for the winter. Shorty is a star boarder at the home of his cousin, carpenter John M. Scales.

Engineer Edward J. (Uncle Tom) Heth and daughter are starting for Tucson and Phoenix, Arizona, January 14th, for the winter months. Uncle Tom is looking up a small fruit farm when he retires from railroading.

Engineer Wm. L. Crowley has been wearing a 50 year button of the Veteran Employees' Association since the first of the year.

Members of the Veteran Employees' Association, don't forget your dues for 1940.

Iowa (Middle and West) Division

Ruby Eckman

THE officers of the Milwaukee Women's Club know that if they want to get out a big crowd even in sub-zero weather, all they need say is that a pot luck dinner will be served and they will furnish the turkey. Such a dinner was planned for the January meeting when the new officers were to be installed. If there had been another family at the dinner they would have had to eat at the second table with the cooks as a crowd which taxed the capacity of the club house was in attendance at the dinner and for the social evening which followed.

The next time the Iowa division round house foremen come to Perry for a staff meeting, they are going to put in some time getting practice at bowling. Mr. Foster, who is an ardent bowler, held a staff meeting in Perry January 3rd, and

STATEMENT OF CONDITION DECEMBER 30, 1939

RESOURCES

CASH AND DUE FROM BANKS.....	\$ 8,497,840.20
UNITED STATES GOVERNMENT OBLIGATIONS, DIRECT AND FULLY GUARANTEED.....	5,537,141.26
Municipal Bonds.....	1,011,892.42
Other Marketable Bonds.....	662,422.86
Loans and Discounts.....	4,340,937.40
Other Real Estate.....	87,377.93
Interest accrued but not collected.....	40,492.19
Other Assets.....	96,236.89
	<u>\$20,274,341.15</u>

LIABILITIES

Capital Stock.....	\$ 600,000.00
Surplus.....	500,000.00
Undivided Profits.....	96,952.50
Reserve for Taxes, Contingencies, etc.....	107,621.16
Reserve for Bond Premium.....	139,856.96
Interest Collected but Not Earned.....	13,339.10
Other Liabilities.....	95,854.49
DEPOSITS.....	18,720,716.94
	<u>\$20,274,341.15</u>



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knowing the men would be in Perry until the departure of the night train, issued a challenge to the ladies' bowling team captained by Mrs. Everett Buckley of the freight office force. The ladies willingly accepted the challenge and supplied a team which defeated a team comprised of A. J. Kressen, W. E. Cooper, Arthur Law, and H. D. Dimmock. Mr. Foster was score keeper and H. Wuerth, who happened to be in Perry that day, was the referee. The ladies won the first three games which were played. The 4th game was matched play with Mrs. Buckley and Mr. Law getting high score.

If a railroad man had to sign all his various titles back of his name each time he wrote it, Iowa division Lowell Fox would have some string of names to write. "Pee Wee" whose folks have all been railroad men for years, is a regular brakeman but when work has been slack he has worked as a yard clerk, switchman, caller, freight office clerk and during his idle time in January he went to Manila to get posted on the work as train director so that he was able to go there and handle the work for a few nights while Earl Akers was sick. If he would learn telegraphy and shorthand he might fill in on a few more emergency jobs.

Brakeman Arthur Santee has deserted the ranks of the bachelors. He was married on December 27th to Marie Wolber of Ogden, Iowa. Arthur's sister, Irene, and his friend, Don Dyer, were the attendants. They will live in Perry.

Conductor Elmer Gardner's son Eldon and his wife and conductor Homer Lee's son Jack and his family came down from Minneapolis to spend the holidays at home. The mothers didn't see much of the boys during their visit as both Jack and Eldon had made plans to join the Masonic lodge while they were at home for the holidays and they with their fathers spent most of their time at the lodge hall as they had

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to do some intensive studying to learn the work necessary to pass the three degrees in such a short time. Conductor Lee, who is a past master of the Perry lodge, presided at one of the meetings and gave some of the initiatory work to his son.

Lloyd Bailey of the Milwaukee freight platform force was married on December 15th to Betty Jane Duncan.

L. H. Kegley of the B and B department was in the Kings Daughters Hospital at Perry for some time in the latter part of December and January on account of injuries sustained when he fell from a roof of one of the buildings at the shops.

Engineer Arthur Cortner now answers to the name of "Grandpa." A daughter was born to Mr. and Mrs. Judson Reimers, December 22nd. Mrs. Reimers is a daughter of engineer Cortner.

Several friends at Perry received Christmas greeting cards from Cary Beeler, who lives at Tacoma, Wash., and who celebrated his 91st birthday anniversary New Years' eve. Mr. Beeler worked at Perry for many years in the engine service and advises that he keeps in touch with his friends on the division through the news notes in the Magazine. The Iowa division correspondent's first recollection of Mr. Beeler was when she was a news reporter for the Perry Chief and since she wears a "30" year button in the VEA that means it was "way back when."

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Traveling engineer E. D. Jefferson had the housekeeping to do the fore part of January, Mrs. Jefferson having gone up to La Crosse to spend a few days at the W. C. Givens home.

Clarence W. Olson, who will be remembered by many of the old-time Iowa division employes, died at the family home in Manila on January 6th, following a short illness. Mr. Olson was a fireman and engineer on the Iowa division before he went farming.

Perry friends were pleased to learn the middle of December of the promotion given train dispatcher C. C. Marchant of the Wausau, Wis., office. Mr. Marchant was named train master on the C. and M. Division with headquarters at La Crosse. Curt was a former Iowa division dispatcher and has many friends on the division who wish him lots of success in his advancement.

The Milwaukee Company was well represented at the Rose Bowl game and parade in Pasadena on New Year's Day. Quite a few of the employes have been in California for vacations and the list during the holidays included retired operator Joe Maher, retired conductor H. O. Whitlock, Mrs. C. E. Robbins and Mr. and Mrs. Chris Johansen, W. F. Thompson, Earl Townley, Lloyd Leonard, Frank Keith, Benton Stitzel, Thos. Rellihan, A. J. Kronke, Clyde Utterback, Ralph Wright and Mason Hildrith.

Notes From the Local Freight Office, Tacoma, and the Coast Division, West

R. R. T.

IT IS with feelings of genuine grief that we chronicle the death of Mrs. Rose Shipley, our telephone manager on the first trick at Tacoma, who died December 21st after a brief illness, and whose funeral took place on December 26th. She reached the age of only 43 years. She had returned from a vacation trip to the Central states with her husband, Mr. Bob Shipley, warehouse foreman at Tacoma, only recently. For 23 years she has served her public at Tacoma faithfully and well and her place will not be easy to fill. The funeral was very widely attended, as Mrs. Shipley had a great circle of friends. Our sincere sympathy goes out to Bob Shipley, her surviving husband, and to Miss Thelma Durkee, a niece, who has made her home with the Shipleys for years.

We announce the death of Mr. Axel Strand, the car foreman at St. Maries, who passed away shortly before Christmas; our sincere sympathy is extended to the survivors.

Mr. Edward L. Moore, retired yard conductor in Seattle yard, passed away at that city December 11. The funeral took place at Seattle. He had retired September 1, 1937. Our profound sympathy goes out to the survivors.

December 31, 1939 saw the retirement of Mr. F. E. Devlin, superintendent of the Coast Division, who went to the pension list on that date, as has already been forecast in the last number of the magazine. He served the company for 47 years, beginning as operator at Tunnel City, Wis., in 1892; he served as operator at various stations on the LaCrosse Division until 1902 when he went to Green Bay as train dispatcher, serving there and on the H. & D. Division until 1918. From 1918 to 1920 he was trainmaster on the C. & M. and Superior Divisions; in 1925 he became superintendent of the R. & S. W. Division at Beloit and of the Superior Division at Green Bay until 1928; since then he has been in charge of the Coast Division. On December 27th a large crowd attended a farewell banquet in his honor, at which he received the honest and sincere farewells of his associates, together with valuable gifts as a token of esteem. Mr. Devlin was so overcome by emotion that he was barely able to reply. A legion of friends and well-wishers wish him a long and undisturbed retirement. Mr. and Mrs. Devlin will make their permanent home at Tacoma.

Conductors H. J. Neff and W. Reimers have both been disqualified because of bodily defects and placed on the retired list. We extend our best wishes to both of these gentlemen.

Mr. Charles Floberg, boilermaker at Tacoma shops, went on the retired list January 1st; we hope he enjoys it a long time.

Mr. C. Otto, agent at Cedar Falls, has been in the hospital at Ellensburg for some time, undergoing an operation; he is improved now and will return to work before long. Our best wishes to Mr. Otto.

Mr. J. G. Davidson, agent at Ashford, who was off for some time due to an operation, is now back at work again. Congratulations and best wishes! He was relieved by Miss Mildred Shaw, who is new to our list.

General yardmaster Howard Montague is off on a vacation trip to California with his wife at this writing; he is being relieved by Mel Kongsil.

Mr. Harry McMahon and wife, of Niles City are here and at present are visiting their daughter, who is a trained nurse at the Providence Hospital, Seattle. They are going to California from here.

Ed Herzog, who is clerk to the assistant superintendent here, is enjoying a brief vacation which he is spending enjoying his new home out on The Narrows, where he has a glorious view of the Sound and can observe progress on the new bridge to perfection.

Dick Wende, trolley foreman, is on vacation for a month, during which he enjoyed a visit to California; he is coming back via a slight detour, by way of New York. Walter Hubbard is back from a vacation trip of two weeks to California.

Mrs. Wheeler is taking Mrs. Shipley's place as telephone operator, while her place is taken by Miss Thelma Durkee.

The authorities at Milwaukee Dock No. 2 (Shaffer Terminal No. 1) are breathing easier, now that a steamer being loaded at the dock with trinitrotoluol (T.N.T.) has safely departed. Tacoma is about the only port in the country where that com-

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modity is allowed to be loaded. It won't be much longer, to judge from an ordinance introduced in the City Council.

Charles Tokley of the district accountant's office fell at the passenger station and broke his shoulder—just before Christmas, too. We hope he recovers in good shape.

Jacob Falk and wife, of the Store Department, took a trip to Los Angeles to spend the holidays with their children living down there.

Fay Clover, cashier at the local freight office and Mrs. Clover, entertained at Christmastime with an 18-pound turkey as the center of attraction. You will not wonder at the size of the bird, when you hear that there were gathered around the festive board the Rev. and Mrs. Wood and daughter, Mr. and Mrs. Clover, Sr., Mr. and Mrs. Rau, Mr. and Mrs. Beemer and Mr. and Mrs. Clover, Jr., and son Kingsley.

Conductor H. E. Tucker returned from the East and went to work in the main line ring.

MILWAUKEE BOWLING LEAGUE
Tacoma—Dec. 22, 1939.

Team—	Won	Lost	Total Pins
1—Boilermakers	41	23	35761
2—Machinists	39	25	37694
3—Accountants	38	26	33274
4—Roundhouse	35	29	35383
5—Extra Gang	33	31	35978
6—Supervisors	33	31	35897
7—Store Dept.	30	34	35505
8—Pipe Shop	26	38	35560
9—Ticket Office	23	41	32156
10—Blacksmith Shop	22	42	32508

High Individual Game — Kimose, 271; Stansbury, 271. High Individual 3 Games—Kimose, 758. High Team Game—Supervisors, 1167. High Team 3 Games—Supervisors, 3362.

The train dispatchers office at Bellingham is being discontinued and the dispatching will be done from Tacoma in the future, a wire having been leased for the purpose.

Mr. J. R. Clarke, district accountant, and wife are just back from a business trip to Chicago; doubtless they also improved the opportunity to do a little Christmas shopping.

Miss Mildred Fetters, stenographer to Mr. F. J. Alleman, the local freight agent, went to Walla Walla on a visit to relatives over Christmas.

Kingsley Clover, son of cashier Fay Clover of the local freight office, who is a student at the College of Puget Sound, has joined the Ski Club at that institution and is taking his meals standing up just now.

"Wrong Way" Higgins, of the district accountants' office, spent a brief vacation over the holidays at Minneapolis.

The main line work train has been pulled off for the time being, though it will not be for long, no doubt. No snow service has been ordered as yet, unusually late.

We notice that Mr. Thos. Quinn has been appointed weighmaster at Spokane; congratulations; T. B. Copen is night watchman at Spokane and C. O. Montague is check clerk there; lots of new blood.

Mr. L. K. Sorensen, who has been superintendent of the Rocky Mountain Division, has been appointed superintendent of the Coast Division at Tacoma; we extend a cordial welcome to him.

Mrs. Myrtle McKay Schulze, who will be remembered by us old-timers as the switch clerk at the local freight office, has writ-

ten to us from Chicago, where she is now located, happily married. Needless to say, we were very much pleased to hear from her and have given everybody her "73."

Northern District Car Dept.

O. M. S.

MR. J. E. MEHAN, assistant to superintendent, car department, from Milwaukee office, explained A. A. R. rule changes, effective Jan. 1, 1940; at Northwest Carmen's Association meeting on Jan. 5th at St. Paul.

Mr. Mehan and Mr. A. C. Schroeder discussed A. A. R. rule changes at local meetings of car department forces at Minneapolis shops and St. Paul repair track on Jan. 5th. Mr. Harry Belond, A. A. R. inspector from Milwaukee office, also attended above meetings.

At the December meeting of Brotherhood of Railway Carmen of America, at Minneapolis, Local 299, elected F. M. Manser, president, and Herbert Schultz, treasurer for the years 1940 and 1941. Secretary V. Anderson and chairman R. Anderson with committee members L. M. Allan, C. E. Johnson, B. Kanduth and T. Magnuson, hold office this year, having been elected for 1939 and 1940.

Sympathy is extended to Harry Asplin, helper, Minneapolis light repair yard, on the loss of his mother who passed way December 12th.

Thomas Mork, car inspector, Austin, Minn., who retired on railroad pension Oct. 1, 1938, passed away on Dec. 27th.

Nick Wojtowicz, car inspector, St. Paul freight yard, while on his way home from work, was struck by an automobile and fatally injured. He leaves a widow and children to mourn his passing.

Report was received of accident sustained by Robert Hughes, former wood mill foreman at Minneapolis shops, who retired on railroad pension, when struck by an automobile as he crossed the street, early part of December.

Wm. B. Olson and wife, and John Sharp,

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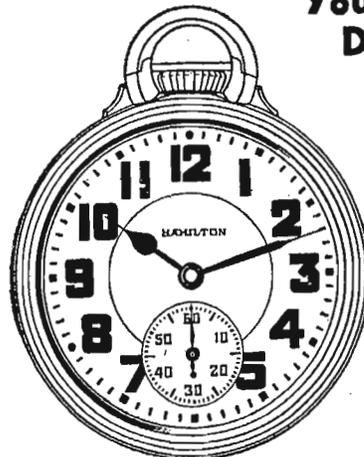
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To Milwaukee Patrons

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

Three Forks Creamery Co.
THREE FORKS, MONT.

from the Minneapolis light repair track, visited Los Angeles, Calif., during Christmas holidays.

We regret the serious illness of Johnny Cline of store department at Minneapolis, and hope for his recovery.

The Christmas party six o'clock dinner of the store, locomotive and car department office employees, at Minneapolis shops, was attended by a large crowd at The President. A 25c gift was donated by each person. Every one present enjoyed lots of fun.

Equipment maintainer J. F. Kasak at Hastings is improving, following serious illness.

J. M. Hemsey, equipment maintainer, Wabasha, who sustained highway automobile accident, is improving nicely and expects to return to work in a short time.

Roundhouse foreman Thos. Hickson, who has been ill with pneumonia, is reported improving.

Drafts From the Drafting Room

H. J. Montgomery

WHAT was all the "fireworks" on Dec. 27 at the Regent Alleys? Oh, that? It was just the "roll-off" of the three-way tie for league championship of Milwaukee Road League. The Sioux, Marquette and On Wisconsin took part in a "bowling contest," and after some mediocre bowling by all, the On Wisconsin came out on top. The Sioux could do no better than tie the Marqueters. Most of the fireworks came about after the "contest," in which many differences of opinions were brought forth on the subject, "How to run a championship bowling affair when three teams are bowling."

Howard Melzer has "gone and done it." 'Twas rumored about that Howie was soon to make the plunge but now we are certain because his future bride now proudly displays a beautiful diamond engagement ring on her left ring finger. The day has not been set as yet, but one can just picture a poor fellow in the doomed row awaiting the walk on the last mile to happiness. This being leap year makes one wonder!

Elmer Reinke cannot be found for a statement as to his future status as a bachelor man. Latest outside reports were, however, favoring severing relations with the single man's club. Elmer! after all these years.

John Fedler has accomplished one of his life's ambitions. He bowled over the 600 mark and passed Jack Armstrong in average. John bowled 190, 195, and to top it off, 223 for the big 608. His average is now 171. Now he has his eyes and ball aimed at the 700 mark.

The drafting room was honored the morning of Jan. 13th by the presence of none other than Ed. Heidl, the locomotive boiler foreman. He came up to see the president of the Midnite Picture Corp. Come up and see us again some time!

One Lee Voltz has come out of temporary retirement to bolster the Don Askew Olympians. Lee, you know, was one of the Road's better bowlers of 1938 but just couldn't tear himself away from the fireside this year. Lately he was overpowered by the thought that he could help some team win the last half championship. Thus the Olympian connection.



Lee Voltz

Ode Odegaard had an opportunity to bowl with a "good team" the other night and didn't. Why? He says he already had his shoes off and didn't feel like putting them back on, but we think it's be-

cause he wouldn't know how to act on a good team.

What seems to be the daily center of attraction for the riders on the 35th St. northbound bus?

The fightingest bowling captain: L. A. Cochrane. Larry won't give or take an inch. That's why the Marqueters are always up there.

Richard (Butter-Cup) Cowper has been visiting Minneapolis quite a few week-ends. What seems to be the new attraction?

H. W. Chandler is still as good as he ever was (or will be)—152 average.

Ode Odegaard—152 average (same as HWC).

Al Hoppe—149 average. Blame it on immediate surroundings.

Moco Wellnitz—145 average. "Wood" get more if he could bowl.

L. A. Cochrane—154 average. At least higher than aforementioned.

Armstrong—170 average. No breaks at all.

MILWAUKEE ROAD SOCIAL BOWLING LEAGUE STANDINGS JANUARY 9, 1940

Team	Won	Lost	Average	Per Cent	Total Pins
1. Tomahawk	35	13	767-40	.729	36,376
2. Sioux	30	18	720-15	.625	34,575
3. Arrow	30	18	711-47	.625	34,175
4. Fast Mail	28	20	711-20	.583	34,148
5. Varsity	27	21	733-22	.563	35,206
6. Southwest Ltd.	26	22	695-34	.542	33,394
7. Hiawatha	20	28	701	.417	33,648
8. Olympian	19	29	688-11	.396	33,035
9. Pioneer Ltd.	18	30	700-40	.375	33,640
10. Chippewa	7	41	652-44	.146	31,340

With the turning of a new year we turn our eyes to this year's baseball outlook. First of all, we want a backer with \$200 to take care of our first class softball team. This team will enter the Garfield and Shorewood leagues this year and will be fully equipped—if we get the backer. The railroad clubs, B. A. R. E., and others closely related will be given first opportunity. If no contact is made by March, outsiders will be contacted. The team is gifted with many up and coming stars. Two close games with Luick's last year proved that this year 1940 will be our year.

J. Fedler—171 average. Getting breaks now.

A. Schultz—173 average. Getting the brake now.

W. Schroeder—175 average. Thanks to 665, eh, what?

C. Jaeger—163 average. Still thinks he's at Bethesda.

J. Elder Jr. has completed his stay at the drafting room but still finds time to visit the offices during noon hours?

Sincere sympathy is extended to the bereaved families of Ray J. Petrie, Harry G. Miller and Tyrone M. Cannon over the loss of their fathers, and to the E. A. Kuntz family at loss of Mrs. Kuntz's father.

"Council Bluffs Terminal"

V. C. Williams

HAPPY New Year! Only a month late, but this contributor to the Steel Trail had an attack of Old Man Flu and thereby was unable to get copy to Chicago in time for the January issue. It seems as if this was the inopportune time for most of us around here to decide to stay home and combat the various colds and what-not that usually accompany the winter months. E. L. Hannum confined four or five days with an infected elbow, Floyd Lacy with the grippe, Orby Kensinger with the same, Howard Loper and Car Foreman Schmidt, ditto. So all in all it hasn't been a very pleasant holiday season for a lot of us. But am glad to report all-back to work now in good shape, and ready for the ground hog. Here's hoping. Oh, yes. H. O. DeVol also tied up at Lake Manawa for a week or so with a severe cold.

Poor old Andy Thompson, the packing irons friend, had a little tough luck a while back, to-wit: After diligently polishing and putting a new wax job on the new bus, he decided one fine afternoon, after much squabbling, to take said bus out for a warm-up. While speeding along the highway at the terrific pace of twenty-five per, who should come tearing down on our Andy but a big, bad old truck, and shave the tail-feathers off his bumper, causing said Andy to decide to take to the bushes, which happened to be a steel guard rail. Any damage? A few dented fenders and running boards. No one injured. Moral: Spend a few gals of gas and get some practice.

While on the subject of car-toads, it might be well to casually mention at this time that Nels P. Jensen, our very hard-working and conscientious third tricker, went a-hunting. Well, he hunted. All day long without spending so much as a single shell. Wandering around by his lonesome, he "happened" onto a strange blind, and thinking he might get in a little target-practice, lay in wait for the elusive mallard. Suddenly out of nowhere, in front of his startled eyes, a beauty floated past him with tail in high gear, begging to be taken home. Nels up and bangs away with all barrels, knocking him for a loop, but after

wading out in the icy water, what did he find? You guessed it. A wooden decoy, good as new except for some mysterious perforations, suspiciously like leaden pellets. He didn't take it home.

"Whistling Dan" Kensinger drove the Mrs. to Sioux City early in December to attend the district bowling meet, at which she competed. Haven't heard the outcome, but I'll bet she managed to come out among the high-scorers, as she is considered one of the best in the city.

To follow along with the general theme mentioned in paragraph one, hard luck overtook a couple more of our boys here. Harley Wichaal, brakeman from Perry, was taken suddenly ill with appendicitis while here on his regular run and was rushed to the hospital for an emergency operation, while Russ Anderson received a badly crushed arm and shoulder while working on the repair track, but is now on the mend, thanks to a good strong constitution and an ever-present cheerfulness that really is contagious. Always the same, old Russ has made many friends here, and we are sorry to hear of this tough piece of luck.

What red-headed pin-puller got the poor Mrs. out of a nice comfortable bed one cold 4 A. M. to politely inform her that he had neglected to close the kitchen door after madly dashing to work in the mid-night engine? And would she please see it was shut on his arrival home? You can imagine the nice "cool" reception Uncle Oscar received on his arrival, but not from a cold kitchen.

With the Standard Oil Co. shipping about 150 cars of gas and oil a day from their new tank farm on the Burlington tracks, we have received on an average of twenty cars a day, with more in sight. Just an item of Good News interest.

With the rabbit hunting season on in full blast, our local "Finns" are taking to the plains and spotting a few big Jacks. Snake RKW was seen skinning ten or twelve with a pair of rubber gloves. Asked if he wasn't a little skeered of leukemia. He wanted to know who he was. Well, Rich, that is the skin disease suffered by your "Russian" friends during the warm months.

Lawrence E., the mighty man of words, strolled into the east yard office one 12 below A. M. swinging the old right arm around and around like he was giving a wash-out signal. Reason? It seems he has a "trick" shoulder, and it suddenly decided to pull its trick on the lead and come out of joint, but after a little "tarry-pulling" party by Uncle Oscar it fell back in the socket without any apparent damage.

The many friends of Curtis Marchant were glad to hear of his appointment to assistant superintendent on the La Crosse Division. While working as a trick dispatcher at Perry, "Curt" made quite a few social trips to this terminal, and made many friends here.

Colleen Hannum, daughter of Assistant GYM, was appointed editor-in-chief of her school paper, The Bugle, and at this writing has decided to be another Dorothy Thompson. But this really is something of an honor, as this paper is rated as one of the best in the country, winning an honor rating on the National Scroll and Quill, and she is to be complimented upon the honor given her.

Iowa Division (East)

J. T. Raymond

LOCOMOTIVE engineer G. W. McRae of Cedar Rapids left Saturday to visit relatives at Three Forks, Mont., a sister at Spokane, Wash., and a son at New Orleans. Walter returns March 1st.

Mrs. E. C. Fox, president of the Milwaukee Railroad Women's Club at Marion, entertained the members of the standing committee for 1940 at her home December 29th. There are about 30 on the committee. Present in addition were the five elected officers. Refreshments were served.

Hearty congratulations are extended to Mr. and Mrs. Lyell Shellenbarger of Marion on the advent of a little baby girl in their home Christmas Eve—Carol Jean.

Miss Nadine Dove, daughter of Mr. and Mrs. L. S. Dove, Marion, spent the holidays with her parents, returning to Carleton College, Minnesota, to resume her studies.

Trainmaster Lyell Shellenbarger, Marion, returned home January 3rd well on the road to recovery after a five weeks' hospital experience at Cedar Rapids.

Being constructed and nearing completion is a large lime-soda water treating plant. It consists of over 100,000 gal. steel storage tank, 50 feet high, and a 150,000 gal. steel tank with base on the surface of the ground just north of storage tank. A building is being erected just north of the storage tank to house machinery for operating the plants. All are located on the quarter of a block just east of the passenger station at Marion.

Various officials of the division congregated at Marion offices January 8th to discuss important matters concerning the interests of the Iowa Division. Supt. W. G. Bowen presided.

Roadmaster George Barnoske of Marion is taking a January vacation. J. P. Whalen is substituting.

Mr. and Mrs. Scott Leidigh of Davenport

celebrated their fiftieth wedding anniversary January 1st. Mr. Leidigh retired two years ago after 47 years' service as a machinist with the Milwaukee Road. Dr. R. E. Leidigh, his wife and two daughters of Marion went to attend the celebration.

Eugene Newlin visited his parents, Mr. and Mrs. Fred Newlin of Marion, over the holidays and has returned to Fort Wayne, Ind., where he attends Indiana Technical College.

Otto Bensch of Marion left January 6th to visit his son, who is a machinist on the U.S.S. Boise.

Northern Montana Division

M. N.

WE regret losing Mr. James O'Dore from our Division, and hope he will visit us when opportunity permits.

R. A. Middleton comes to us as trainmaster from Miles City. The Trans-Missouri Division's loss is our gain. We hope he will like us and our town.

Fireman S. A. Bryant and wife spent Christmas in West Virginia.

Conductor J. A. Christie spent the Christmas holidays with his mother in Spokane.

Conductor C. K. Hatton spent Christmas with his parents in Auburn, Wash.

Agent D. Flock and wife of Coffee Creek, visited with friends and relatives in Illinois and Michigan during December and the holidays.

Brakemen R. W. Goldbrand and W. T. Gwin have returned to school, Tacoma and Missoula, respectively.

Phil Collins spent the holidays with his parents in Great Falls. Ray Peterson spent the holidays with his parents in Lewistown. Phil and Ray are attending college in Seattle. Laura O'Donnell, who is attending college in Bozeman, was home for the holidays with her parents in Lewistown.

Conductor and Mrs. J. L. Lindblom spent Christmas with their daughter, Mary Alice, in Cleveland.

Conductor and Mrs. L. S. Wandell spent the Christmas holidays in and around Milwaukee. Mrs. Wandell's daughter and her husband accompanied them. While there they visited with Jimmie Dunbar (former R. M. Div. fireman) who is happily located on a small farm back there.

Conductor J. P. Smeltzer and wife are visiting with their daughter, Katherine, and her husband in San Francisco. They expect to be gone until about March 1st.

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Conductor C. L. Galbraith, wife and son and daughter spent the Christmas holidays in Los Angeles with relatives and friends.

We regret to learn of the passing of Mrs. Zella Morrison in this city January 10th. She was the youngest sister of brakeman James A. Wilson. We offer our sincere sympathy to the bereaved family.

Yard clerk Roy Spogen and family spent Christmas with relatives at Belt.

Roadmaster Haanes was made an honorary member of the Lewistown Ski Club last month, and his chief worry was whether there would be any snow. However, Ole showed 'em how to take all the jumps the way they do it in Norway, and came limping in the next morning to tell us about it.

Motoring on the Milwaukee, Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

CAN'T help wondering why Miss Mabel Newberry left us so soon. After that nice writeup in the magazine for the Northern Montana news, why quit? Mabel, you better get out your trusty typewriter and tell us all about it now, and don't let anything get by you—but of course you wouldn't and put it all down. (See page 29, Editor.)

Thirty below and lots of snow is our weather nowadays. We have had so many mild winters the past few years, guess we can't take it now, but it's here, and what to do about it we don't know . . . have not had as much snow around this part of the country in several winters but expect that is what is needed, so who am I to complain?

Operator and Mrs. James Campbell have returned from a holiday visit in Wisconsin and Illinois with home folks. They report a nice time.

Engineer and Mrs. George Brentnall of Deer Lodge have gone to the coast to visit with their two sons for several months.

Engineer and Mrs. John Smeltzer have returned from a few weeks' visit with Mrs. Smeltzer's brother in Portland.

Engineer Chester Bales is back on the trouble shooter again. The car was pulled off for a month but cold weather brought it back into use again.

James Beatson's telegraph crew has left the division again. They were stationed at Donald for several weeks doing repair work.

Adolph Gorsky, who spent the Christmas holidays at home, has returned to his crew on the Coast Division.

Conductor Jenkins and Mrs. Jenkins are in Seattle for a short business and pleasure trip. Mr. Jenkins is attending the meetings there of the Order of Railway Conductors.

Engineer and Mrs. Lieb have returned to Three Forks after a few weeks spent with their son, Charles, in Seattle.

Brakeman Leo Eck is working out of here now after some time spent on the Butte yard switch job.

Conductor and Mrs. Archie McDonald and family have returned home from a holiday trip to Portland.

Nora Kilpatrick and Walter Klare, both students at the university in Missoula, spent the holiday week at home, and Happy Koga came all the way from California to spend Christmas with her parents here.

We regret to write of the death of James Lewis, father of Mrs. Dick Griffith, Dec. 18. He had been ill for some time and Mrs. Griffith had spent much of her time here and in Bozeman, where he was later taken to the hospital. Mr. Lewis was one of the pioneers of this vicinity, known and liked by everyone. He will be greatly missed. He leaves his widow, three sons and a daughter, Mrs. Griffith, to whom we extend our most sincere sympathy.

Walter McRae of Cedar Rapids, Iowa, spent the holidays with his sister, Mrs. Grey. He went to Spokane from here to visit his sister, Mrs. Echard, who is living

there. He has visited here a number of times before and is well known.

An item of interest to Rocky Mountain readers is the wedding in Seattle of Miss Elizabeth Rust and Gene Hawkins in December. Gene is the youngest son of Mrs. Hawkins of this city, and his father was the late fireman Hawkins, for many years employed on the R. M. Division. We extend congratulations and very best wishes.

The death of William Peck of Whitehall early in January takes one of the oldest twins in the state. Mr. Peck was 76 and a brother of Henry Peck of this division, now retired on pension. William Peck had been hurt in an accident just before Christmas and passed away in Butte. He leaves besides his brother, Henry, a wife and a son, William. We extend sympathy to the family.

Fireman Otto Heim and family spent the holidays with his relatives in Miles City. Fireman Brach of Harlowton roundhouse was home over New Year's.

I&SM West

E. L. W.

NOW since the Christmas holidays are over, our diets back to normal again, and our past year 1939 a very successful one, let's all do our very best to make the year 1940 a still bigger one.

R. E. Gilbertson of Erwin, S. Dak., relieved H. J. Bennett, agent at Egan, S. D., for two weeks while Harvey and family visited in points in California.

F. H. Bruha received Dexter, Minn., on bulletin the 15th of December. He was formerly agent at Forestburg, S. D. The East End welcomes you and your family back again.

G. F. Jones of Pipestone relieved "Swede" Maynard Bloom of Okabena for a period of two weeks while Swede and family were visiting relatives in California. Swede stopped off in Hollywood, looking over the actors and actresses. Did you sign a contract for pictures, Swede?

Understand Skinnie Lawrence Ludvigsen, trucker at Jackson, Minn., has been making frequent trips to Chicago. In love, Skinnie?

K. W. Gebhart received the Forestburg, S. D. agency on bulletin Jan. 1st. Kenny was formerly employed as agent at Roswell, S. D. Better look out for the watermelons at Forestburg in the fall, Kenny.

J. E. Felker, agent at Ramona, S. D., had the misfortune to receive an injury while unloading freight the latter part of December. At this writing he is progressing very rapidly. He is being relieved by Melvina Severson of Vienna, S. D.

G. F. Jones of Pipestone is relieving Joel Johnson at Mapleton, Minn., for an indefinite time while Joel is vacationing and attending to business matters down in the sunny south.

The Fulda-Jackson freight patrol was discontinued on Dec. 23rd, and No. 94 and 95 are again running thru Madison to Jackson.

Your correspondent, who is agent at Wirock, Minn., wishes to announce that the year 1939 was the greatest revenue year since Wirock was originated. The net revenue was \$51,145.95, in which there were forwarded 372 cars of grain to terminals. The population at Wirock at present, the largest it ever was, is 27. Think this is a record on the whole Milwaukee system and it will be hard to equal. Great deal of credit is due Mr. Nelsen, grain elevator manager. The grain elevator is the only industry located on our tracks at Wirock.

Brakeman Ed Flynn on 94-95 respectively, at present is very sick in the Mayo hospital at Rochester, Minn. Am sure he would like to hear a few words from some of his many friends. Here's wishing you a very speedy recovery, Ed.

Trainmen Fred Wagner and George McKinney are confined to bed with illness at Madison, S. D. We all wish you boys a speedy recovery and hope to see you back on your regular runs soon.

Agent Earl Wood at Junius, S. D., is very proud to announce the arrival of a new baby girl born the early part of December. Earl says he is going to make his two girls both Western Union operators. Good luck, Earl.

Seattle Terminals

Gil Garrison

Local Freight Offices

ROY EDWARDS of St. Maries, Ida., has taken over the messenger job in Seattle and has moved his family to our fair city. We welcome Roy and his family to Seattle and hope their stay will be a permanent one.

Chester MacLennon, the claim clerk at the local freight offices, has taken a position in Mr. Hurlbut's office. Chester's work has been taken over by our most popular Stanley Holtum of the claim desk, for the present.

Our former messenger, the good-natured George Bahl, has taken over the job of expense clerk in the bill room. George is some typist believe me. He uses the Columbus system, he discovers a key and then lands on it.

Charles Hiatt, for a long time connected with the Oriental department of the Milwaukee, R. R., died at his Seattle home on January 5th. Mr. Hiatt had been in excellent health up until the time of his death. He leaves many friends in the railroad circle as well as a large acquaintance in the city. We extend our sincere sympathy to the widow and family.

Frank Berg of the Ocean Dock force left December 26th for a two or three months vacation in Old Mexico. Frank spent a few weeks in Old Mexico last winter and liked it so well he is trying it out again this winter.

Agent Copeland of St. Maries, Ida., was a holiday visitor to Seattle local freight office. We are always glad to see Mr. Copeland.

Car Department and Yard Office

It is of great interest to the Lines West employees that we record herein of the passing of William Sherlock. "Bill," as he was affectionately known by us all, died at the family home December 14th. He was the first car foreman both at Seattle and Tacoma (in 1909). He later served as general car foreman in 1910 preceding Mr. F. D. Campbell, now deceased. At the time of Mr. Sherlock's death he was car foreman for the Pacific Coast R. R. at Seattle.

We must not forget to mention that on December 22nd, Ralph Washburn, our friendly captain of police drove in the yard with a big smile, for he was riding in his Christmas present, a nice new "Ford De Luxe Sedan." Ralph was pretty proud too, and we wish to congratulate him.

On November 17th our Service Club re-elected Clyde Medley as chairman and Chester MacLennon as vice chairman and another year. Laura Babcock of the local freight office was elected secretary. We wish the new officers a very successful and prosperous New Year and that they will be strengthened by a greater response from the officers and employes of the road.

MILWAUKEE BOWLING LEAGUE Seattle, January 8, 1940.

Team—	Won	Lost	Total Pins
Engineers	29	15	32120
Local	23	23	33046
General	22	24	32942
Yard	16	29	30490
High Individual Game—Bigelow, 225;			
High Individual Average, O'Meara, 164;			
High Team Game—General, 854; High			
Three Games—Local, 2288.			

E. T. "Tussey" Beaumont, our great big, good-natured car inspector, returned from a trip to Butte January 10th. He reported a very enjoyable trip and the boys were all glad to see Tussey return.

General Offices

Mr. Eugene Webster, T. F. & P. A., Seattle, is the proud grandfather in the

traffic department this week, and has been doing a handsome job of treating with high-class cigars and chocolates befitting the superior qualities of the new hopeful. Congratulations, Gene, you don't look it.

Mr. Bert Bigham of the adjuster's department, has been confined to the hospital since the Christmas holidays, but is reported to be steadily improving.

Twin City Terminals

F. A. M.

HELEN WARNER is flashing a diamond ring on her left hand. We understand the date has not been set as yet. Maybe this will start the ball rolling in the comptometer department for a series of weddings, such as the typing department has experienced.

The Christmas holidays meant more to Martha Benson this year than to some of the rest of us as it brought her son Dean home from West Point to celebrate his last Christmas before he graduates and marries.

District accountant's son, Lloyd, also was home for Christmas vacation. He has been attending school at Grinnell.

The Carl Holmgren's have moved into their new home. Haven't heard anything about a house warming, but we're looking every day for that invitation.

The stork beat Santa Claus by only a few hours in presenting Mr. and Mrs. Bob Wilson with a baby girl on December 23. She has been named Jacqueline Mary and weighed 6 pounds 10 ounces at birth.

Harry Hoye and his wife spent the Christmas holidays in Duluth.

Mathilda Cully and Helen Warner went to Aberdeen and Eleanor Moran to Austin. Mr. T. M. Hartz and his wife as usual spent Christmas with relatives near Milwaukee. Ray Hoefs and family went to Aberdeen.

Christmas found the following members of the Traffic Department and their families out of the city: W. E. Sinclairs in Des Moines, A. G. Bantlys in Cleveland, Ohio, Harry Ericksons in Marshall, Mar-

vin Edwards in Wilmar, Nick Kosta and Bob Bach in Red Wing. Myrtle Henry spent the New Year week-end in Kansas City with friends.

Those who visited the Traffic Department offices during the Xmas season found a very unusual and beautiful surprise. A most gorgeous Christmas tree had a very prominent place in the office which did much to add to the festive air of the season.

Recent visitors were Creston Harris of Winnipeg, Roy Burns of Aberdeen, R. E. Beauvais and John Hagelin of Duluth, and D. M. McGeen of St. Paul.

Mr. and Mrs. Aloys Lakmann were honored guests at a dinner on December 26th, the occasion being the twenty-fifth anniversary of the couple. Our sincere wishes are that they will enjoy many more anniversaries and that their fiftieth will be as happy and gala an occasion as their silver anniversary. The Lakmanns also were hosts to the Traffic Department girls at a most enjoyable dinner. The occasion also gave the girls an opportunity to see the beautiful home the Lakmanns recently moved into. There is nothing lacking to make the home perfect.

Speaking of experts in mimeographing, for any professional advice concerning the running of such a machine consult with either C. P. Cassidy or Carl Matzoll of the Traffic Department, whose information is unlimited.

December 15, 1939, witnessed the retirement from railroad service of Mrs. Gene Jacobsen, who has been employed as stenographer at the Minneapolis freight office since 1926, prior to which she had served in a similar capacity in the accounting department. She was lavishly entertained during the week prior to her departure and was the recipient of a number of handsome gifts as tokens of esteem in which she was held by her friends and office associates. Gene goes to join her husband, Milton A. Jacobsen, at Lakefield, Minn., where they will make their future home. Good luck, Gene—come back and see us some time.

On December 14th Don Bowles of the local freight office announced a baby girl had arrived at his home, and Priscilla is the name.

The following at the local freight spent the Christmas holidays out of town: Harold Beringer and family at Dubuque, Ia., and Everett Hallorans with Mrs. Halloran's family in Chicago.

Serials From Cereal Center

C. R. T.

MR. and Mrs. F. B. Curran and daughter, Margaret, of Perry, Ia., visited with relatives and friends in Marion and Cedar Rapids over the holidays.

Richard Jasa, cashier at the freight office, and daughter, Dorothy, spent the New Year's holiday in Lacrosse, Wis., visiting with friends.

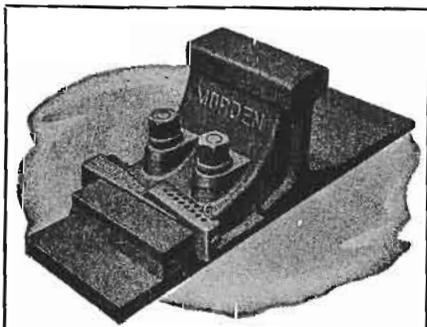
Retired general agent J. L. Coffey and wife spent the holidays in Cedar Rapids visiting their son, Wilber, and family. Mr. and Mrs. Coffey have taken an apartment in De Kalb, Ill., for the winter. We are glad to report that Mr. Coffey is feeling much better.

Retired conductor O. R. Taylor and daughter, Muriel, of Perry, Ia., Mr. and Mrs. M. L. Taylor of Ottumwa, Ia., and Mr. and Mrs. T. E. Taylor of Iowa City, Ia., spent the Christmas holiday with the K. K. Taylors and yours truly.

Mayme Berryhill, roadmaster's clerk at Perry, and her mother, Mrs. Kollman, who is making her home with Mayme for the winter, were holiday visitors with relatives and friends in Cedar Rapids.

E. A. Evans of the water service department was in Marion and Cedar Rapids during December and January in connection with the installation of the water treating plant at Marlon.

The Service Club is very busy at this time getting ready for their big dance to be held at Danceland in Cedar Rapids on Jan. 19. There are to be both square and round dances and we understand some of the boys are going to do a fair job of "Swingin'" that night. We will try and give you a few of the fine points next time.



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New Orleans, La.

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

Former Resident: "Well, everything in the old town seems the same. But what became of the Smith boys? They always seemed such bright lads."

Native (with a sigh): "They both turned out bad. John's bin sent to the reformatory an' Bill's learnin' the printin' trade."

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Have we done a job?
Say listen!

MAYBE you remember, back last fall, when folks were asking if the railroads were in shape to handle an emergency increase in traffic.

Well, here's the answer.

Between August and October we had the biggest increase in traffic ever recorded in so short a stretch of time.

Did we handle it? Snappy's the word. That increase was handled without congestion, delay or a hitch of any kind.

The fact is—when the railroads loaded the peak movement of 861,000 cars in the week ending October 21, there was still

a daily average of 64,299 surplus cars in good order and ready for duty.

And remember that the railroads that did this job have been through ten years of tough sledding.

All this shows that railroad men know their business. It proves again that the railroads have the

capacity and the ability to handle their job.

Above all, it spotlights the fact that the railroads deserve the square deal they ask for—a fair break in legislation and regulation—and the opportunity to earn a living.

This isn't the first peak load the railroads have been called on to handle. It won't be the last. They ought to have a fair chance to keep themselves ready for any emergency.

What's needed now is a national policy of equal treatment for all forms of transportation.

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Association of **AMERICAN RAILROADS** Washington, D. C.