

THE MILWAUKEE MAGAZINE



FEBRUARY, 1941

About Traffic Tips

You will be glad to know, as I am to report, that December, 1940, brought in 3,359 tips, a greater number than for any other month since the tip plan was started. There were 2,359 tips in December, 1939, and 2,349 in December, 1938. I wish to compliment all who helped produce this fine showing. Because of it we must increase the size of this month's Traffic Tip Bulletin, which I hope you will make us do again.

While the earlier months of 1940 showed a steady increase in the number of Traffic Tippers, this was not true as to the number of tips. The December showing, therefore, is especially gratifying. Let's keep up the good work.

In the tabulation below, Madison Division leads with 73.9 tips per 100 employes, an increase of 130% over November, 1940, and many other divisions and groups show big gains. Congratulations to everyone who contributed to this fine showing.




Number of Traffic Tips Reported by Traffic Tip Supervisors on the Divisions Shown Below During the Month of December, 1940

Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees	Division	Passenger Tips	Freight Tips	No. of Tips per 100 Employees
Madison Division	462	6	73.9	Rocky Mountain Div... 60	14	8.7	
Hastings and Dakota Div. 329	60	34.7	Chicago General Offices 97	32	7.4		
Iowa and Dakota Div... 384	65	30.4	Kansas City Division... 34	20	7.4		
Dubuque and Illinois Div. 210	144	27.1	Superior Division	29	11	6.6	
Seattle General Offices. . 35	7	24.8	Terre Haute Division... 1	53	6.1		
Milwaukee Division . . . 137	78	16.8	Coast Division	68	9	5.4	
Iowa Division	172	57	16.4	Milwaukee Terminals .. 139	28	4.9	
La Crosse and River... 271	28	16.2	Miscellaneous	18	6	4.1	
Trans-Missouri Division. 112	19	15.5	Twin City Terminals.. 49	9	3.0		
Iowa & S. Minnesota Div. 35	41	10.2	Chicago Terminals	22	8	1.0	
TOTALS					2,664	695	12.9

THE MILWAUKEE MAGAZINE

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MARC GREEN,
Editor

A. G. DUPUIS,
Manager

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Grain Producer Does Not Profit From Inland Waterways

FARM support of inland waterway development schemes is solicited by waterway boosters on the basis of representations that water transportation will bring them higher prices for grain. Several outstanding observers of actual experience, among spokesmen for farm interests, have challenged such representations, asserting that they never have been able to find facts supporting such claims.

Noteworthy among statements that western farmers do not get benefit from lower grain rates, available on traffic moving by barge, is one made by A. M. Corp, Transportation Commissioner of the Wichita (Kas.) Chamber of Commerce.

"In connection with the movement of wheat to the primary markets," Mr. Corp said, "we ask how the purchaser at the primary market is to determine as between the wheat of two shippers, whether or not one shipment will move from the primary market under water rates or whether either one of the shipments will move via water routes. If the purchaser at the primary market is unable to determine this information, how is he to give the producer the benefit of any reduced rating? At the time of the purchase he is unable to determine the outbound route of movement. Wheat placed in the elevator at the terminal market may move north, west or south where waterways do not exist, and we doubt if the purchaser at any primary market will gamble to the extent of extending to the producer the benefit of inland waterway rates, in view of the fact that the grain loses its identity when placed in the elevator at the primary market. Grain placed in the elevator at the primary market may remain

there from six months to one year, and we contend that the producer will not in any instance secure the benefit of inland waterways transportation rates."

The facts to which Mr. Corp directs attention are all the more significant in view of the further fact that the inland waterways are open to navigation through only part of the year. All are closed during several winter months, but grain movement from the primary markets continues throughout the winter. The purchaser at the primary market never is able, though, to determine in advance just when the wheat he buys will move, or over what route it will move.

Truck Transport Does Not Pay Its Own Way

THE recent Eastman report on "Public Aids to Transportation" finds that the total cost of highway improvement and maintenance in the 16-year period, 1921-1937, was \$25,500,000,000; and that total motor vehicle payments in the same period, including gasoline taxes and fees paid by private automobiles, along with those paid by all trucks, were only \$10,500,000,000. Thus, for each \$25.50 spent from public treasuries for highway improvement and maintenance, motor vehicles of all types and classes paid \$10.50 in fees and taxes.

A very large part of this \$10.50 was paid by private motorists, local delivery and farm trucks. A very much smaller part of it was paid by the heavy duty, over-the-road trucks competitive with the railroads. All motor vehicles failed by \$15,000,000,000 to pay in fees and gasoline taxes as much as was spent in that 16-year period from public treasuries for highway improvement and maintenance.

There has been no material change in this situation since 1937, with the result that several billion dollars since have been added to the share of the load the general public must shoulder. There is also a developing certainty, in most states, that additional revenues must be secured for highway support. Yet the transport trucks uniformly oppose all suggestions that their tax contributions to public treasuries shall be increased.

Private Profits From Transportation Subsidies

A TRAFFIC officer of one of the larger oil companies admitted very frankly before a Congressional committee, something over a year ago, that it has been the company's practice to "put in its own pockets" savings resulting from use of barge line transportation on the inland waterways. This admission now has been further supplemented by a statement in the annual report of the Standard Oil Company of Ohio that the firm's profit in 1939 was due "to a considerable extent"

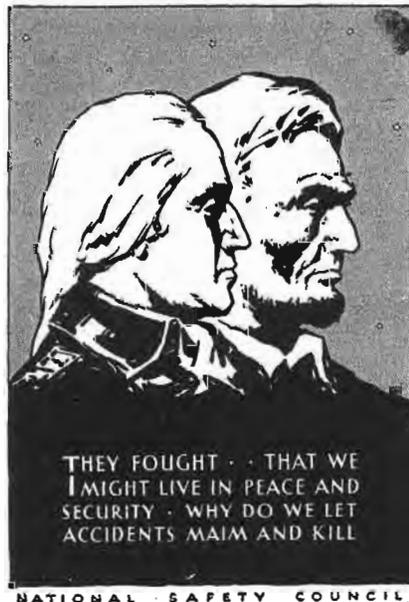
to capital expenditures on barge and pipe line facilities. By construction of short pipe lines connecting production points with waterway terminals, rail hauls were eliminated.

The firm's additions to profits, of course, result through the fact that it continues to base prices of its products to consumers on rail freight rates, however substantially it may reduce its cost of deliveries through use of transportation paid for in part from public treasuries.

Public spending thus produces private profit but it is not equally productive of reduction in the country's total transportation cost. The well known facts as to the general practice of private corporations in putting savings, accruing to them from use of transportation facilities provided at public cost, into their own pockets, afford ample support for proposals to impose toll charges on the users of the inland waterways. Such charges, in the aggregate, clearly should at least cover the continuing public costs of maintaining and operating such waterways.

Nonproductive Expenditures by Railroads

A SIDE from tax payments for highway purposes, railroads regularly make much larger expenditures in connection with highway improvement than most people realize. In his survey of such expenditures, in the five year period, 1927-1931, in connection with his report on Public Aids to Transportation, Commissioner Eastman found nonproductive expenditures by railroads amounting to approximately \$213,000,000. These expenditures all were in connection with carrying out public policies, and all were charged to operation and maintenance, although they were not productive of operating savings. Almost \$130,000,000 of the amount was in connection with crossing improvements and protection, most of it being due to highway improvement policies.





The Snoqualmie Ski Bowl covers a vast expanse of steep grades and gentle slopes. This panorama, with the lodge in the background, shows a fraction of the skiing area.

Every ski train carries at least one recreation car, where those with excess energy can dance.

Snoqualmie

Ski Bowl Activity in Full Swing as Third Annual Seattle Times Ski School Opens

By E. H. BOWERS

LAUGHING, chattering, and skylarking, but very well behaved withal, a record crowd of 1250 happy Seattle youngsters rode the ski trains to the Snoqualmie Ski Bowl at Hyak, Wash., for the opening of the third annual Seattle Times Ski School on Jan. 11.

Upon their arrival at the Ski Bowl, the excited swarm of skiers was divided into classes by Rex Clay, Ski School

supervisor, and placed in charge of a competent staff of instructors, including Ed Notske, Al Lubbertz, Larry Linane, Don Rooks, Scott Osborn, and Bill Cullin. Clyde Melberg, of the Seattle Transportation Office, is in charge of registration.

There are classes for beginners, in-

termediates, and advanced students. Special groups study racing technique. Always the accent is on form and control. Ken Syverson, director of the school, is proud of the fact that no skier under the tutelage of one of his instructors has ever been hurt.

There is a type of skier, called ap-

The Cover

THE young lady on the cover who appears to be receiving all the attention is busily engaged making a "snow plow turn" and seems to be doing all right.

The scene is a typical one these days while The Milwaukee Road's Snoqualmie Ski Bowl, set high in the Cascade Mountains, plays host to crowds of winter sports enthusiasts from Seattle and Tacoma.

propriately and derisively by the experts "a kanonen," who scorns instruction and labors up the steepest hills, pauses dramatically at the top to collect all eyes, then points himself downward, and lets gravity take over where sense left off. At the peril of life and limb, his own and every one else's, he whizzes down the hill—at least until his luck runs out, at which point he makes a large sitzmark.

Luckily, the influence of the Times Ski School has almost succeeded in eliminating this specie of skier from the Bowl, and the result is safer and more pleasant skiing for every one.

Each Saturday's activity at the Snoqualmie Ski Bowl is sponsored by one of the Seattle High Schools. Franklin High Day was Jan.

1, and to give the day its proper touch of the carnival spirit, a queen was chosen—lovely Corinne Latimer, a student at Franklin High. In the

afternoon she reigned from a snow throne, and bestowed the prizes on the sky contestants in the slalom and cross-country races.

Luckiest of all was Bob Haynes, president of the Franklin Ski Club, whose officio duty it was to place a congratulatory kiss on Miss Latimer's blushing cheek.

Turn back, turn back, O time,
in thy flight,
Make me a boy again . . .
Oh, well . . .

Above: This is part of the scene that meets the eye as one looks out from the porch of the lodge.

Below: Rex Clay, supervisor of the Seattle Times Ski school, passes out registration cards to students.

Above: Candidates in the Franklin High Day ski queen contest. L. to r.: Gloria Gunn, Nancy Gunn, Marilyn Ryan, Virginia Vanderbilt, and Corinne Latimer.

Below: Ski Queen Corinne Latimer gets a congratulatory kiss from Bob Haynes, president of the Franklin Ski Club.



National Flower Show Coming to the Pacific Coast for First Time

THE National Flower and Garden Show to be held in Seattle March 23-30 is the first of these great shows to be staged in a Pacific Coast city.

One major purpose of the Society in staging its show in any given city is to encourage the people of that community thereafter to stage their own floral spectacles on their own responsibility.

The National Flower & Garden Show costs from \$40,000 to \$60,000 to stage. There is a cash prize list approximating \$14,000, as well as gold, silver, and bronze medals, and substantial cash subsidies are made to exhibitors in many classes. Admissions paid at the preceding show take care of all expenses in staging the one to be held at Seattle; admissions at Seattle will finance the show at the next host city.

The first National Flower & Garden Show, under sponsorship of the Society of American Florists and Ornamental Horticulturists was staged in Chicago in 1908. Exhibits at the first show were purely from professional sources, but succeeding shows have given more and more emphasis to garden club and amateur exhibits and have, indeed, played an important part in the expansion of the garden club movement in this country and Canada. Among other cities, Boston, New York, Philadelphia, Indianapolis, Cleveland, Toronto, and Houston have been hosts to the show. The 20th National Flower & Garden Show at Houston was so tremendously successful that business interests in that section urged the Society again to stage the show there in the Spring of 1940. Although contrary to all precedent, this was done and the success was repeated, an attendance of 140,000 being recorded.

The Society of American Florists was founded 56 years ago for the education of the general public in the development of floriculture and horticulture. It holds the signal distinction of having been specially chartered by an Act of Congress (1901) to carry on its educational program as exemplified by its National Shows. These Shows have helped educate the millions who have seen them to a better appreciation of the proper use of flowers and plants in and around our homes, and in making laymen and civic officials more "garden minded" have helped also to make cities and our towns more beautiful.

A Toast

Hil to you, old fellow,
Good Saint Valentine—
Tolerant of puppy love
And poems like mine . . .
N. B. DECCO.

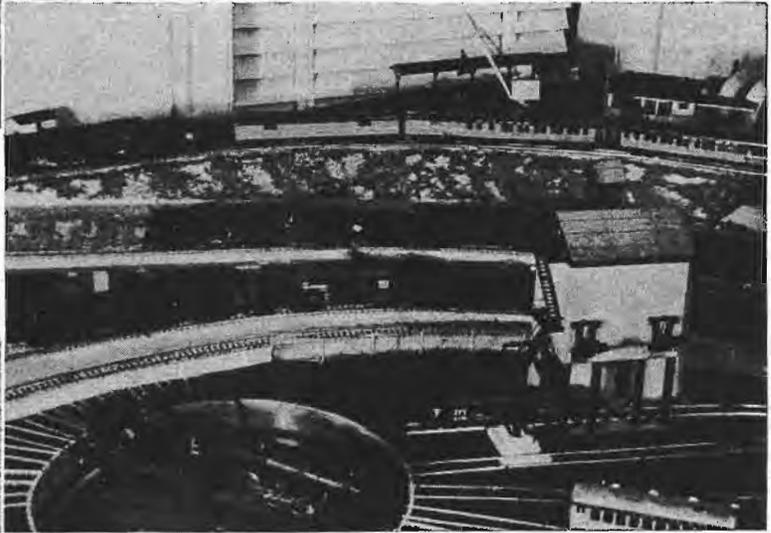
The Milwaukee Road In Miniature



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RAILROADING to scale has become, within recent years, an extremely popular hobby. Regardless of the hobbyist's desire for exact fidelity in his models, and regardless of the extent of the miniature railroad, the hobby is a fascinating one, and never fails to capture the interest and imagination of all who behold the Lilliputian iron

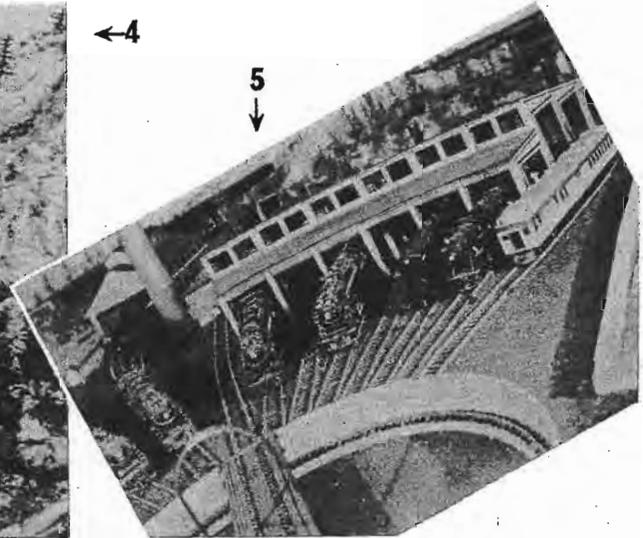
horses going busily about the business of imitating their romantic big brothers.

Wherever they are found they are interesting, but the miniature Milwaukee Road, part of which is shown on this and the adjoining page is truly something special. It was built and is operated by R. M. Wheeler, Jr., 32-year-old son of R. M. Wheeler, Sr., an accountant in the Refrigeration Department of the Road, and a veteran of over 40 years' service. It is easy to understand why Mr. Wheeler, Jr., when he

took up railroading to scale as a hobby in 1936, decided that his railroad would be as much like the real Milwaukee Road as he could make it. The degree to which he has copied the original is incredible. Trestles, trusses, stations and other pieces of Milwaukee Road property are reproduced exactly to scale. The mountainous terrain on his railroad is honeycombed with tunnels, but not having any facsimiles of the Milwaukee Road's electric motors, he smudged soot on the concrete entrances,



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6

making them look precisely like tunnels used by coal burners.

The road, which is operated in a spare bedroom in the residence of Mr. Wheeler the younger at 723 East 81st Street, Chicago, is built in H. O. gauge to a scale of 3.5 millimeters to an inch. The track is 16.5 millimeters, or approximately five-eighths of an inch between rail centers. The width of the track will give the uninitiated an idea of the diminutive size of this highly unusual railroad, and will, at the same time, bring him to an appreciation of Mr. Wheeler's skill as demonstrated in these pictures.

The equipment consists of five "steam" locomotives, a "gas-electric" motor car, and a "Diesel electric" switcher, all powered by small electric motors. Two of the "steam" locomotives Mr. Wheeler built himself, not from kits, but from sheet metal, wood, and other materials in his own workshop. Several of his box cars were built in the same way. His other locomotives and box cars were built from kits. The intricacy of his locomotives can be realized by the fact that each of them, ready built, would retail for \$75. He has seven Milwaukee Road passenger cars and 35 freight cars of all types. There are about 200 feet of track, including main lines and yards. The bridges are made of painted Strathmore posterboard and are surprisingly strong. The mountains are constructed of patching plaster on a wire screen base.

PICTURES

1. The railroad's turntable, as viewed through an outside window of the roundhouse. Picture No. 7 will convey an idea of the roundhouse's size. The picture

was made by placing the lens of the camera against one of the roundhouse windows. Part of the interior lighting was provided by a tiny lamp in the ceiling of the roundhouse.

2. This picture shows the railroad's turntable, coaling station, yards, a freight loading platform and a passenger station. The passenger station is an exact-to-scale model of the station at Freeport, Ill., which is yet to be constructed. Mr. Wheeler's version was made from plans obtained in the Engineering Department.

3. Part of the mountains on the miniature Milwaukee Road are shown here. Note the soot-smudged tunnel entrances. The overhead structures in the foreground were built to scale from standard No. 135 pony truss specifications.

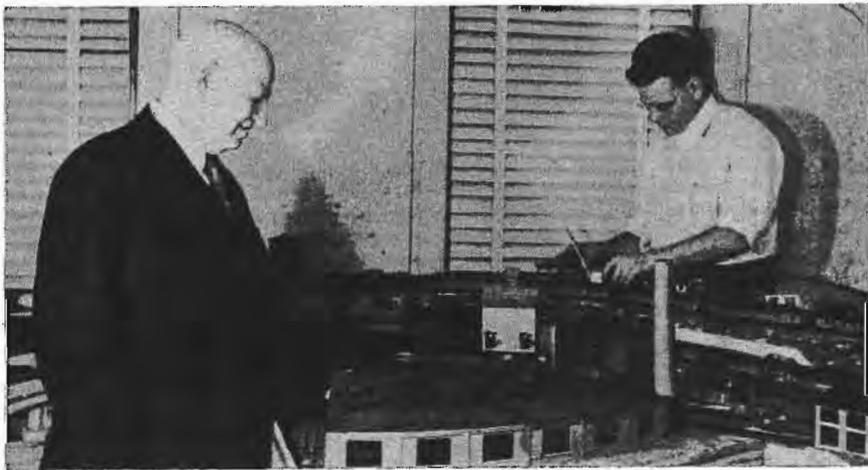
4. Two lower level tracks and one upper level track converge in this valley as they emerge from the mountains. The trestle, built from Engineering Department blueprints, is a scaled model of trestle T-124, the original of which stands 6.3 miles west of Mapleton, Ia.

5. A front view of the six-stall roundhouse. The turntable in the foreground is powered by an automobile heater geared to one-three thousandths of its normal speed. The operator, by manipulating a complicated switchboard, can bring the turntable to a set stop in alignment with any one of the roundhouse tracks. The roundhouse tracks are powered separately, so that by throwing a given switch, the locomotive desired will emerge from its stall like those shown in the picture. At the right of the picture is a "gas-electric" motor car which was constructed by Mr. Wheeler. The Car Department building is in the upper left-hand corner.

6. This locomotive is one constructed in its entirety by the railroad's operator. The electric motor, of course, purchased. The overall length of engine and tender is about eight inches.

7. R. M. Wheeler, Sr., is here shown with his son, the builder and operator of this unbelievably perfect little Milwaukee Road. Incidentally, young Mr. Wheeler's wife is also a miniature railroad hobbyist; it is well, too, because the Wheeler railroad practically monopolizes their time.

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A. E. Lodge

Arthur Elliott Lodge, 59 years old, for the past 19 years auditor of investment and joint facility accounts of The Milwaukee Road, died at his home, 6747 S. Oglesby Ave., Chicago, on Jan. 12. Death came as the result of a heart attack.

Mr. Lodge was born at Walnut, Ia., and was educated at the University of Chicago and the University of California. He entered railway service April 1, 1906, with the Chicago, Burlington & Quincy Railroad at Lincoln, Neb., and remained with that road until Aug. 15, 1918. He entered the service of The Milwaukee Road in March, 1919, and was appointed to the position of valuation engineer in March, 1920. Since September, 1922, he occupied the position of auditor of investment and joint facility accounts.

Mr. Lodge is survived by his widow, three brothers, and two sisters. Two of the brothers are in the employ of the Road: W. B. Lodge, traveling accountant, is with the auditor of expenditure, Chicago; and Oscar L. Lodge is with the chief disbursement accountant's forces at Western Avenue, Chicago.

Mr. Lodge made a vast number of friends during his years with the Railroad, and the quality of his work was such that he won the deserved reputation of being one of the Company's most capable officers.

Transportation Charges and Living Costs

TRUCK interests continue to disregard facts in public claims concerning truck transport. Their latest claim is that "cutting living costs is the best thing" truck transport does, with representation that it has reduced the prices of gasoline, automobiles and fruit and vegetables to consumers.

In face of the well known fact that the dealer prices of motor cars uniformly are based on a uniform price at Detroit, or other point of manufacture, plus the rail freight rate to the point of purchase, such a representation is of course highly presumptuous as to automobiles.

The situation is the same with regard to gasoline. Wholesale prices of gasoline are uniformly based on rail freight rates, and retail prices are as regularly based on wholesale prices. The great bulk of fresh fruits and vegetables, and other perishable food products, are transported by rail to the principal consuming points, and retail prices are not reduced as a result of transportation of the smaller proportion by truck.

Profit margins of dealers, in many instances, may be widened through use of truck transportation for commodities finally sold on the basis of rail rates, but it is well known that it is not a general trade practice to pass shipper savings in either highway or waterway transportation charges on to the consumers.



The barn, at Eagle, Wis., as it appears today.

THE STORY OF A BARN

AS might be expected, the celebration of The Milwaukee Road's 90th Anniversary has produced a highly interesting piece of historical sidelighting.

In a letter to the Milwaukee Journal recently, Mrs. Betts Burdon, of Milwaukee, had the following to say:

"The first bill of lumber sent over that run (the line that extended from Milwaukee through Waukesha) was consigned to my paternal grandfather, Jonathan Betts, to build a barn near Eagle, Wis., although that village was not officially named until about one year later. Grandpa Jonathan had to wait on the right-of-way to flag the train to a stop. The barn still stands, square and true, on the Betts homestead, its hand-hewn frame held together entirely by oaken pegs."

With that enticing piece of information as a lead, The Milwaukee Magazine did a bit of sniffing around the Betts homestead and came away with a few more interesting facts.

Jonathan Betts moved from New York to Eagle in 1835—on foot, dressed in the year's fashionable buckskins. With a companion he hesitated a while at Chicago, tempted by a real estate salesman's assurance that some day a huge metropolis would be built where

These timbers are part of the first shipment of lumber carried by the Milwaukee Road.



Eight

they were standing. However, the parcels of land offered were far too swampy to seem of much value, so they moved westward and settled at what is now Eagle. The crew of the Milwaukee

and Mississippi Railroad Co. (predecessor of The Milwaukee Road), breaking ground for the laying of the steel, gave the locality the nickname of "Shirt Tail Bend."

Mr. Betts purchased the farm land from the government for \$1.25 an acre. Mrs. Luella M. Betts, daughter-in-law of the old settler, and present owner and operator of the farm, still has the two deeds conveying title to the property. One is signed by President Tyler and the other by President Polk.

It is interesting to know that when the homestead was first established, most of the family's provisions had to be fetched by ox cart from Milwaukee, which was then a trading post run by Solomon Juneau.

The barn was remodeled in 1912, and the outside was covered with newer lumber. However, many of the original timbers are still to be seen on the inside.

And that is the story of the first load of lumber hauled over the tracks of the first railroad in Wisconsin.

J. P. Kiley, Auditor of Investment and Joint Facility Accounts

THE appointment of John P. Kiley as auditor of investment and joint facility accounts, with headquarters in Chicago, to succeed A. E. Lodge, deceased, was recently made by W. V. Wilson, comptroller.

Mr. Kiley, a native of Chicago, entered the employ of The Milwaukee Road in 1915, following his graduation from Villanova College at Villanova, Pa., with a degree in civil engineering. In 1930 he was advanced to the position of engineering assistant in the office of the chief financial officer and in January, 1940, was made special representative of J. T. Gillick, chief operating officer.



J. P. Kiley

Harold E. Niksch, formerly employed in the Auditor of Investment and Joint Facility Account's Office, has been appointed special representative to the chief operating officer to fill the vacancy left by Mr. Kiley.

Presidents Elected for '41 by Chapters of The Milwaukee Railroad Women's Clubs

Chapter	Name of President
Aberdeen, S. D.	Mrs. Glenn Smith
Alberton, Mont.	Mrs. Ed Cornwall
Austin, Minn.	Mrs. P. J. Weiland
Avery, Ida.	Mrs. Geo. Murray
Beloit, Wis.	Mrs. M. E. Noel
Bensenville, Ill.	Mrs. Wm. F. Harney
Black Hills	Mrs. Thos. Hickson
Butte, Mont.	Mrs. C. R. Strong
Channing, Mich.	Mrs. Wm. Porter
Chg. Fullerton Ave.	Mrs. Carl Barclay
Chg. Union Sta.	Mrs. Geo. M. Dempsey
Council Bluffs, Ia.	Mrs. Ed Lee
Davenport, Ia.	Mrs. Wm Ervin
Deer Lodge, Mont.	Mrs. P. L. Kirwin
Des Moines, Ia.	Mrs. W. D. Chase
Dubuque, Ia.	Mrs. W. W. Graham
Glencoe, Minn.	Mrs. Frances
Great Falls, Mont.	Mrs. J. J. Toy
Green Bay, Wis.	Mrs. Geo. Bloomer
Harlowton, Mont.	Mrs. Jas. Gibson, Sr.
Iron Mountain, Mich.	Mrs. Henry Larson
Janesville, Wis.	Mrs. Wm. A. Jackson
Kansas City, Mo.	Mrs. H. V. Banta
La Crosse, Wis.	Mrs. Victor Hansen
Lewistown, Mont.	Mrs. Stanley Spring
Madison, S. D.	Mrs. Ivan Callies
Madison, Wis.	Mrs. J. J. Lietz
Malden, Wash.	Mrs. Chas. Hankins
Marion, Ia.	Mrs. E. C. Ainley
Marmarth, N. D.	Mrs. Harry Wood
Marquette, Ia.	Mrs. Jos. Stuckey
Mason City, Ia.	Mrs. John Balfanz
Merrill, Wis.	Mrs. Frank J. Mattson
Milbank, S. D.	Mrs. J. R. Cawthorne
Miles City, Mont.	Mrs. A. W. Herwin
Milwaukee, Wis.	Mrs. C. E. Larson
Minneapolis, Minn.	Mrs. L. A. Hindert
Mitchell, S. D.	Mrs. J. A. Smith
Mobridge, S. D.	Mrs. A. W. Crowley
Montevideo, Minn.	Mrs. Arnold Moe
New Lisbon, Wis.	Mrs. Jos. D. Barnes
Othello, Wash.	Mrs. Frank Schumacher
Ottumwa, Ia.	Mrs. L. H. Rabun
Perry, Ia.	Mrs. L. W. Palmquist
Portage, Wis.	Mrs. Ralph Jorns
St. Maries, Ida.	Miss Cora M. Simms
St. Paul, Minn.	Mrs. E. A. Beichler
Sanborn, Ia.	Mrs. O. D. Adams
Savanna, Ill.	Mrs. Lloyd Hinsch
Seattle, Wash.	Mrs. R. C. Sanders
Sioux City, Ia.	Mrs. W. L. Eckert
Sioux Falls, S. D.	Mrs. E. C. Todd
Spencer, Ia.	Mrs. Floyd Merchant
Spokane, Wash.	Mrs. Harriet Ashton
Tacoma, Wash.	Mrs. J. N. Spencer
Terre Haute, Ind.	Mrs. Walter Glass
Three Forks, Mont.	Mrs. H. B. Chollar
Tomah, Wis.	Mrs. E. C. Horning
Wausau, Wis.	Mrs. Ray Schulz
Wisconsin Rap., Wis.	Mrs. Archie Akey

A new chapter was organized at Glencoe, Wis., on Jan. 21. The Women's Club now has a total of 60 chapters.



The Choral Club Performs



THE Milwaukee Road Choral Club, whose popularity has been mounting in a steady, swelling crescendo during the few brief years of its existence, came into its own during the days immediately preceding Christmas. Their itinerary included performances at the Minneapolis and Milwaukee passenger stations, in addition to numerous appearances in the Chicago Union Station and two programs at the Sherman Hotel, Chicago.

The pictures on this page show the Choral Club during its Minneapolis and Milwaukee performances on Dec. 20 and Dec. 21, respectively. Beginning at the upper left and proceeding in a clockwise direction around the page, the pictures can be identified as follows:

FIRST: Wilfred Sommer (left) and Wesley Nehf, as healthy a pair of carolers as you'd ever find, indulge in a bit of heavy singing at Minneapolis.

SECOND: Milwaukee's mayor, Carl F. Zeidler (left) is greeted by George M. Dempsey, president of the Choral Club, during the appearance in Milwaukee. Mayor Zeidler, a

talented vocalist, sang with the Club through several numbers. At the extreme right is Miss Loretta Kuhn, vice president of the Club.

THIRD: Mayor Zeidler singing "Silent Night" as a solo. At the left is Miss Grace Doyle, Club treasurer, and 7 year old Carol Lotzin, daughter of Harold Lotzin, Company employe; Carol was the Club's mascot for the Milwaukee performance.

FOURTH: Part of the soprano section as it appeared in the Minneapolis station. Front row, l. to r.: LaVergne Koch, Ruth Wilson, Ruth Graser, and Helen Breen. Back row, l. to r.: Grace Grall, Alvira Witt, Elizabeth Otto, and Ardell Westerberg.

FIFTH: The Club singing in the recently redecorated station in Minneapolis.



SERVICE CLUBS

Marion-Cedar Rapids Club Entertains Shippers at Dinner

THE biggest parties, like the biggest fish, often are merely talked about, but never seen. The affair sponsored by the Marion-Cedar Rapids Service Club at Monticello, Ia., on Jan. 9, however, was different; it was not only one of the very largest and most ambitious gestures ever made by a Service Club, but it was successful to the point of surprising even the proud parents of the idea.

Of course, no one was bowled over, precisely, when 150 employes hung up their hats and coats and made ready to enjoy the stag dinner and smoker; but when a grand total of 350 livestock shippers, merchants, and other shippers and Milwaukee Road enthusiasts showed themselves, it began to dawn on the sponsors that "they had something there." What they had, of course, was an unusually good time.

From the day, several weeks earlier, when the dinner was planned, the idea grew in its proportions. The climax was capped when the Marion-Cedar Rapids aggregation, augmented by shipper representation from a good part of eastern Iowa, was joined by Service Club members from the Upper Iowa Club and the Eastern Iowa Club and the crowd swelled to overflowing, making it necessary for 45 employes to do their banqueting in a nearby restaurant. The main group was served a delicious dinner by the Women's Auxiliary of the Veterans of Foreign Wars.

After the dinner, W. E. Failor, chairman of the Marion-Cedar Rapids Club, introduced the toastmaster of the evening, Ray Naylor, agent at Scotch Grove, Ia. Every shipper and employe on the premises had been a bosom companion of Mr. Toastmaster for something like a lifetime, or so it seemed.



L. to R.: Ray Naylor, toastmaster at the Monticello dinner; W. E. Failor, chairman of the Marion-Cedar Rapids Club; M. B. Leonard, agent at Monticello, Ia.

By tossing in a side-splitting anecdote with each introduction of a guest or speaker, he kept the crowd well entertained.

Many brief, but gratifying remarks were made by the guests, and the aggregate impression they conveyed was that the people in that part of Iowa were more pro-Milwaukee Road than even the most optimistic had thought. The principal speaker for the Road was F. J. Newell, chief of the News Bureau, Chicago, whose gift for entertaining and informative speaking created another bright spot in the evening's program.

The Monticello State Bank presented each man at the party a miniature wrecking car, inscribed "Shippers' Meeting, Monticello, Ia., 1941," and little mementoes of the occasion were also

Part of the crowd of 500 in attendance at the Monticello dinner.



distributed by the Monticello Chamber of Commerce.

The dining, the yarn-spinning, the speech-making and the hand-shaking over, the party broke up and the Service Club members from Cedar Rapids and points along the way returned to the special train which had brought them to Monticello.

This party, by its very magnitude, and by the spirit in which it was carried out, sets a high mark for the other Service Clubs to shoot at.

Club Notes

Lines West

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

A TRAFFIC Tip a day was being turned in at Deer Lodge, Mont., during the month of January, it was reported by Chairman H. W. Mellon, at the meeting of the Electric Club, held on Jan. 14. More than 25% of the Traffic Tips being turned in on the Rocky Mountain Division have been received at Deer Lodge.

V. E. Strauss, T. F. & P. A. recently transferred from Spokane to Missoula, was introduced to the members by R. M. Fields, D. F. & P. A. at Butte. Strauss is taking the place of H. D. Collingwood, who, being a reserve officer, has been called to active service with the U. S. Army.

Conductor P. L. Kerwin made an earnest plea for courteous treatment of Milwaukee patrons, and told many interesting anecdotes from his long experience as a passenger conductor to illustrate the right way and the wrong way to attract and hold business.

W. E. Cummins, Spokane passenger conductor, was a guest at the meeting.

H. F. Dell, Club secretary, reported that the attendance at this meeting was a marked increase over the comparable meetings for the past two years. Which promises a successful 1941 for the Electric Club.

Inland Empire Club

THE sound-slide "Behind the Scenes," and the color-movie "Snow Trains to Ski Trails" were shown at the meeting of the Inland Empire Club on Jan. 20, providing the members and their guests with a full hour of entertainment.

Fred Beal was re-elected chairman by acclamation, and Frank Kratschmer is the new vice-chairman. Bob Burns, city freight agent recently transferred from Tacoma, is pinch hitting as secretary for Don Henry, who has gone to Portland for an extended stay.

As the first item on the docket for the new year, Chairman Beal appointed a full complement of committees. Mrs. G. Hill, chairman of the entertainment committee, will have as her assistants Conductor Bill Cummins and D. F. & P. A. Jack Reagan. In appointing the refreshment committee, Chairman Beal stated that the personnel of this all important group will

be changed at each meeting, in order to provide a variety of menus. (Can it be that Johnny Paine has been privily complaining of his doughnut diet?) Those in charge of the provender for the next meeting are Mrs. J. Reagan, Shorty Mason, and Jack Woods.

H. B. Earling, western representative, and M. H. McEwen, western traffic manager, were guests at the meeting, and expressed themselves as being well pleased with the fine spirit being shown by the Club.



Officers of the Mount Tacoma Club looking over the groceries for a party held recently. L. to R.: Hazel Fearn, club secretary; W. E. Roberts, vice chairman; C. M. Owen, chairman; O. B. Lund, retired chairman.

Mount Tacoma Club

More than a hundred Mount Tacoma Club members and their guests braved a pelting rain to attend the meeting held on Jan. 16, breaking the club's attendance record. Chairman C. M. Owen, on being asked to what he attributed this fine turnout, gave all credit to the Club's membership committee. However, the snappy manner in which Mr. Owen handled the business of the meeting, and the fine program that he had arranged, will, no doubt, do much to assure even larger turnouts in the future.

Peter Nickoloff, lampman at Tacoma Yard, who retired Jan. 1, was the guest of honor for the evening. Superintendent W. C. Givens congratulated him on having maintained a perfect safety record for his entire 32 years of service. Chairman Owen presented Pete with a button, signifying a lifetime membership in the Service Club. The Olympian provided sound-effects for

Supt. W. C. Givens shakes hand with Peter Nickoloff, retiring lampman at Tacoma Yard, while C. M. Owen, chairman of the Tacoma Club, presents him with a button signifying lifetime membership in the Service Club.



Ed Notske, Ski Bowl supervisor, when he showed the color movie "Snow Trains to Ski Trails." Just as the ski train came into view sweeping around the curve into Hyak, in the picture, the Olympian blew two long blasts as it pulled out of the station. The timing was neat, and the crowd got quite a laugh out of the coincidence.

Virginia Wepfer, talented violinist, accompanied on the piano by her brother, Fred Jr., played several selections with professional skill. They are the daughter and son of Fred Wepfer, Sr., machinist at the Tacoma Shops.

Refreshments were provided by a committee headed by Mrs. F. L. Sowles, and consisting of Mesdames J. N. Spencer, R. W. Beal, K. Alleman, G. Beachwood, and T. E. Corbett.

Puget Sound Club

Dec. 20 Meeting

What with all the evergreens growing profusely on Washington's rugged hills, one might think that the husky men of the Puget Sound Club would not find it difficult to sally forth, and fetch back one small Christmas tree,

but, alas for the decadent effects of civilization, it was necessary for them to appeal to a lady to supply them with the indispensable Yuletide greenery for their Christmas party on Dec. 20.

Bob Brinkley, program chairman, was delegated to produce the tree. Now Bob comes from Snoqualmie Falls, and must, therefore, have been cradled in a tall pine, but city life has wreaked its havoc with this once lusty son of the forests, so he gives out with a plaintive cry for help, and Mrs. Clyde Medley is touched so deeply that she not only furnishes the tree, but the ornaments as well, and the net result is most attractive. Whereupon Bob goes around grinning, and muttering something about "brains and brawn."

A nice Christmas present was given the Club by A. H. Barkley, Traffic Tip supervisor for the Seattle General Offices, in his report that Traffic Tips from that group during the past 11 months exceeded by 3% the Tips turned in during the same period last year. Mr. Barkley, made temporarily *hors de combat* with the insidious flu, could not be at the meeting, and Mr. Greengard, assistant treasurer, read the report for him.

Ed Notske, Ski Bowl supervisor, showed the color movie "Ski Trains to Snow Trails," which depicts in an interesting way a day at the Snoqualmie Ski Bowl. For the kiddies, Ed followed the Ski Bowl picture with a Mickey Mouse short. They screamed with delight as Mickey plunged 20 stories into a tank of water, while, on every hand, strong men shuddered, and women grew faint.

But the grown-ups regained control when the Christmas goodies were distributed. With a huge orange in one hand, and a whopping lollipop in the other, a child, no matter how sadistic, is practically helpless.

Puget Sound Club

Jan. 17 Meeting

*"Breathes there a man with soul so dead
Who never to himself hath said
'This is my own, my native, land!'"*

THOSE were the sentiments of Miss Peggy McKay, Snoqualmie Falls school teacher, when she returned in September of 1939 from a tour of Europe that included England, Norway, Sweden, Denmark, Finland, Russia, Rumania, Italy, and France. Miss McKay told the story of her trip in a dramatic and effective way.

Contrasting the service given by American trains, and those of Russia, Miss McKay related her experiences on a trip from Moscow to Odessa, in Russia.

"They have the European type compartment car," she said. "There are four berths to a compartment, and they are so crowded that when one person stands up, every one else has to sit down and draw his feet up under him. The berths are merely board benches with two straw mattresses, one of which one sleeps on, the other being used for cover. Both are teeming with insect life of various species, all of them vicious."

Mary Joy Hutchinson, also a Snoqualmie Falls school teacher, and the sister of Freddy Hutchinson of baseball fame, sang several vocal numbers that were well received. She was accompanied on the piano by Program Chairman Bob Brinkley.



Officers of the Shadowy St. Joe Service Club, Avery, Idaho. L. to R.: Ray Lozier, secretary; C. C. Higel, chairman; E. H. Shook, vice chairman.

Tacoma Store Dept. vs. —?

E. H. B.

They tell the story of the four Greeks who are playing bridge in a dugout in Albania, whilst shot and shell whistle by overhead. Suddenly a sentry comes tumbling into the dugout and cries, "To arms! Ten thousand Italians are attacking our lines," and one of the Greeks says, "Okay. I'm dummy. I'll go."

Some of that same spirit, called "moxie" in prizefight circles, has inspired the Store Department at Tacoma, with 50 employes, to challenge the Operating Department, with 300, to a Traffic Tip contest, the loser to stand the winner a dinner at a future Club meeting.

The challenge was made public by W. E. Roberts, chairman of the Store Department's Traffic Tip committee, at the meeting of the Mount Tacoma Service Club on Dec. 19. "To date," said W.E.R., "the Operating Department has failed to accept our challenge. Maybe we should give them odds!"

It may be that Mr. R.'s confidence is a trifle premature. Look what finally happened to the Finns!

Lines East

A Glance at Some of the Club Meetings

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

Milwaukee Hiawatha Club— Union Depot Unit—Dec. 19



Bruno Heinrich, chairman of the Union Depot Unit of the Hiawatha Service Club, Milwaukee.

IF ONE were aboard the Swedish American Liner, "The Kungsholm," on a cruise to the magical Caribbean or to the alluring South Seas, he would be treated to a "Smorgasbord." If he did not care to dine in the crimson-carpeted dining salon, he could do so on deck. Now, what is a "Smorgasbord"?

This festive board is described as a gastronomic and artistic delight, which is a gallant array of a score or more of tempting appetizers; it is Sweden's distinctive contribution to good living.

Such was the scene of the festive board, Swedish candlestick holders and all, that greeted the eyes of L. K. Sorensen, general superintendent, on his first service club meeting in Milwaukee. When introduced by Chairman Bruno Heinrich, Mr. Sorensen stated he was happy to have the opportunity to meet more of the Milwaukee people. He also pointed out how much good the Service Clubs can do for The Milwaukee Road.

After the excellent dinner, about a dozen members of the Hiawatha Band entertained the large gathering with some snappy tunes as an after dinner mint.

The chairman called upon Mr. Valentine, Superintendent of the Milwaukee Division, as the first speaker, and he pledged his full cooperation to the Service Club movement. He stated that the Clubs not only help to improve railroad business, but also help to create an understanding among one another, "The Traffic Tip Supervisors and the Division Officers should personally contact the individuals to encourage attendance at meetings."

Walter Wallace of the Telegraph-Signal Department told the audience that this was everybody's railroad, and everyone was a part of it. Wally, having spent several years in the Black Hills, explained the schedule of the new Midwest Hiawatha, and pointed out the new possibilities for traffic tips to this beautiful vacation land.

E. H. Bannon, superintendent Milwaukee Terminals, recalled how 54 years ago this very date, Dec. 19, 1886, he was a school boy, watching the opening of the Milwaukee, Wis., depot and the thrill he got when No. 23 from Chicago pulled in about 3:30 p. m. The school adjoined the depot, and from the top of the school fence he watched the people admiring the new depot. Little did he realize then, that some day he would be superintendent of that very same building.

L. B. Porter, superintendent of Tele-

graph and Signals, said he especially liked the Service Clubs, for they give the employee an opportunity to exchange ideas. A railroad employe is more important than he thinks he is, Mr. Porter averred.

I. K. Brewer again won first prize for the most traffic tips. Mr. Brewer told the group that one must keep his eyes open for unusual opportunities to get tips.

Roy Miskimins, freight service inspector, told of a personal incident wherein his son received some lumber which he noticed was tagged, "Ship via Motor Cargo." Investigating, Miskimins found the rail rate to be 10 cents a hundred cheaper. When the shipper was contacted, he was surprised to discover this, and of course readily agreed to have future shipments routed via rail. Here is an example of what a wide awake service club member can do. It also brings up something some of us do not realize—that many railroad rates are lower than highway rates, regardless of all the propaganda that is put out by the trucking companies.

Ray Dueland, the able secretary and treasurer of the Hiawatha Band, won second prize for traffic tips surrendered.

Jotings

HIAWATHA SERVICE CLUB

The Coach Yard Unit held an old fashioned Christmas party on Dec. 29—a real treat for the kiddies. If Erv Weber could add two more pounds, he would be a perfect Santa Claus. At any rate, Erv was re-elected secretary, and Phil Stetzenbach was re-elected chairman. The new vice chairman is Ted Tarnowski.

Miscellaneous Unit—A. M. Schielke was re-elected chairman. Walter Ewig is the new vice chairman, and Donald Remy the secretary and treasurer. Ed Seefeldt proved that he should be a member of the Glee Club. What a tenor!

Roundhouse Unit—Last year Bill Coleman was chairman and Joe Lofy vice chairman. This year it is vice versa. You can't keep the good men down. John Morrissey will take the minutes and handle the money.

Locomotive Shop—Donald Remy is secretary of one of the Units, but his dad, Oscar, is chairman of this one. Oscar was also general vice chairman of the Executive Board last year. Harry Lingren was elected vice chairman, and Harold Setzke secretary and treasurer.

Muskego Yard Unit—W. J. Cary and Clarence Schwab were re-elected for another year. Harold "Jimmy" Maguire will be the vice chairman. This should be one of the best units in the Terminal. More and more of the train and engine men are becoming "Service Club minded."

The Madison Club has made another contribution, this time it was \$50 to the Empty Stocking Club. Newly elected officers of the Service Club are as follows: chairman, Fred W. Liegois; vice chairman, C. E. Mahaffey; treasurer, W. J. Kline; secretary, W. M. Cameron.

Tomah Club—Agent J. Thouvenell, chairman of the program committee, brought out the fact that the Tomah Club has latent talent within the organization. This time it was the children who did the performing.

The Mississippi Palisades Club has swamped Agent A. J. Reinehr with traffic tips. The inaugural trip of the Midwest Hiawatha was one of the biggest of public affairs accomplished by this Club to date. Duly elected officers for the ensuing year are: chairman, E. G. Graves; vice chairman, William Smith; secretary, Harold Datisman.

Stone City Club—Old Santa himself appeared at the Club's Christmas party. Public Relations Representative J. B. Dede, home for the Holidays, gave a talk that had Old Santa about ready to abandon his legendary reindeers and ship by rail. Elected officers for the coming year are: chairman, W. D. Hyslop; vice chairman, C. R. Longchor; secretary, J. B. Glimpse; treasurer, Mrs. R. T. Tolliver; assistant treasurer, E. Brazzel.

MADISON, WIS., CLUB GIVES \$250 TO CITY'S MILITARY UNITS

The December issue of The Milwaukee Magazine carried a story about a party given by the Madison Service Club in the Madison passenger depot, the proceeds from which were to go to the Madison Military Units. The latter assisted in the ticket sale and, at long last, the "take" has been determined and the gift presented. Result—the Military Units are \$250 better off. A local charity, The Empty Stocking Club, was given \$50.

That \$300, added to the \$648.90 presented the Kiddie Camp in Madison last summer, sets the Club's philanthropic total at close to \$1,000—or perhaps you already had it figured out. Not a bad record for six months.

Activities in General

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

The minutes of the A. J. Eider Dubuque Club meeting of Dec. 27 indicate the chairman of that organization has the ready assistance of some very capable committees. They all report real activity, especially the Finance Committee, which has a substantial balance on hand. That is always good news.

At their meeting on Dec. 30 the Austin Club held election of officers for 1941. The results were: E. E. Barker, chairman; Carl Malmstedt, vice chairman; L. F. Williams, secretary; H. J. Swank, treasurer.

The Marquette Club also held election of officers recently, with the following results: Edward Dittmer, chairman; L. G. Connell, vice chairman; Merritt Noble, secretary. The retiring officers were given presents of appreciation by the Club members.

The Missouri-Iowa Club is still endeavoring to hold meetings, but was again defeated by Old Man Winter on Jan. 14 when their get-together had to be cancelled because of a heavy sheet of ice on the roads.

The Albert Lea, Minn., Club has also been winter-bound, their Jan. 15 meeting having been cancelled because of the ice and snow.

The Ottumwa Club had a session on Jan. 18. It was Ladies' Night, and the men entertained the women for a change, doing all the cooking and puttering around. Another unusual feature of the meeting was music by the Kitchen Queens' Band, in which almost every kitchen utensil imaginable was worked on so as to bring forth its latent symphonic possibilities. The result was incredible. Following the entertainment, election of officers was held. C. W. Riley was reelected to the chairmanship; Miss K. Gohmann, secretary, and H. Henson, treasurer, were also reelected. The job of vice chairman was filled by R. Dobratz. The Club voted \$5 for Greek relief, and following the meeting the members presented Mr. Riley with a fine traveling bag, and Mrs. Riley with a beverage set in appreciation of the Club's success during the past year.



Miss Myrtle E. Brown, time revisor in the Superintendent's Office, Aberdeen, S. D., who has the distinction of being the foremost traffic tipper on the H&D Division.

MINNEAPOLIS CLUB HAS A COMMITTEE MEETING



IF ANY one should ask you what the Minneapolis Club was doing on the night of Jan. 8, you may answer with calm assurance that you don't know—but that the executive committee of that Club was having a meeting, the like of which has rarely, if ever, been seen.

That committee, composed of representatives of each branch of the railroad in Minneapolis, is a sizable and a lively one. At the meeting of the 8th the committee members were present to a man and the evening, which was spent in Schmidt's Rathskeller, witnessed considerable activity aside from the order of business. The chief piece of business taken care of involved a decision to the effect that the Minneapolis Club would see to it that the Hiawatha Band's meals would be taken care of during its stay in the Twin Cities for the St. Paul Winter Carnival.

The above pictures convey, to a degree, an impression of the way the Minneapolis Club does things. They can be identified as follows:

Upper Left—A. A. Kurzejka, chief carpenter, bedight in burlesque German garb, vigorously directing the singing of the traditional "Schnitzelbank" song.

Upper Right—Mr. Kurzejka rises to make a suggestion during the business meeting.

Lower Left—Foreground, l. to r.: F. P. Rogers, chief clerk to Supt. Bagnell; Club Chairman F. M. Balcom; and Secretary, H. V. Allen.

Lower Right—John Hafner, locomotive engineer, takes the floor.

Fair Customer: "I'd like to look at a man's comb."

Salesgirl: "You want a narrow man's comb?"

Customer: "No, I want a comb for a fat man with rubber teeth."

Service Club Sidelights

By Lisle Young,

Public Relations Representative,
Aberdeen, S. D.

Arrow Club—Regular meeting of the Arrow Club was held at Sioux City Jan. 9, and was presided over by Chairman Lux. Regular business was taken care of with numerous other important railroad problems discussed.

Madison, S. D., Club—Again in January Madison, S. D., Club was contemplating an annual mixer. This is the outstanding activity any club undertakes. Every business man and professional man in town is invited. Program consists of outstanding speakers who are authorities in their particular lines of endeavor and the best talent is mixed in to add spice to the meeting. An outstanding Dutch Lunch is served, after which the crowd mixes and all business and current topics are given a good airing. The party breaks up any time from then until morning.

Edgeley Line Club—Jan. 11 was the date for this group of railroaders to congregate at Frederick, S. D., for a dance following a very well attended and interesting meeting. A number from Aberdeen



M. T. Perry,
chairman of the
Madison, S. D., Club.

were invited and enjoyed themselves so much that the entertainment committee were bothered all evening answering questions as to when they were going to have another party.

Faith-Isabel Club—Chairman Bender presided over this meeting on Dec. 17. Public meeting for January was discussed and final plans made. (More about this meeting later.) Other business was taken up the remainder of the evening, after which a lunch was served at the hotel.

Middle H&D Division Club—Meeting held at Milbank, S. D., Dec. 18. Chairman Peterson, after a year of splendid work piloting this club through a very active and successful year, relinquished the chairmanship to J. R. Lowe, agent at Summit, S. D., with L. E. Gelger, special officer at Milbank, as vice chairman, and L. J. Jorissen, agent at Corona, as secretary. This club will continue to be a leader.

Mid-Southern Minnesota Club—Meeting held at Jackson Jan. 12 and was crammed full of important business along with Bobby King entertaining with trumpet solo accompanied by Mildred Kieken at the piano. Helen Holden, secretary, writes that this club is gaining in membership. Under the chairmanship of Mr. Lasley and officers and the cooperation of the very congenial members, this club continues to accomplish a lot.

Western Minnesota Club—On Jan. 17 Chairman T. A. Monroe called a meeting at Montevideo for the express purpose of election of officers. W. J. Vanderhoof, agent at Wegdahl, Minn., was elected chairman; F. A. Faeth was elected secretary. We will hear more from these fellows in the near future.

Traffic Tip Supervisors Committee Meeting—Hiawatha Club

IN THIS age of great activity and keen competition the railroads are fighting for their existence, the Service Clubs are trying to do their share to make our 30,000 employes railroad minded and railroad conscious, in order to counteract these existing conditions. In union there is strength, and the majority of our railroad employes are beginning to realize that each one of them can be a good will ambassador in a business that vitally concerns his own interests. The Service Clubs can be the stumbling block, to those agencies whose intent it is create hostility toward the railroads.

Within the Service Club set-up, we have the traffic tip supervisors. This group is, in a sense, the backbone of the Service Clubs. They can make or break a Club. Naturally the chairmen rely on their cooperation. That the traffic tip supervisors can do more for the welfare of the Club than they are aware of is a certainty.

The tip supervisors of the Hiawatha Club at Milwaukee have banded themselves into a committee. A Tip Supervisors' Committee which will meet occasionally to discuss their particular activities as supervisors,

Gathering at the Edgeley Line Club meeting, held at Frederick, S. D., on Jan. 11. Meeting was followed by a dance.





and to keep their all important duties constantly refreshed in their minds. On Jan. 9, A. G. Dupuis, assistant public relations officer, speaking to the Milwaukee committee, emphasized the fact that if cooperation is to be satisfactory and successful, it must be spontaneous. If a job is to be well done, it must be motivated by the heart. He stressed the point that not only should the supervisors attend the meetings, but through a little persuasion, encourage the members in their respective group to do likewise. A word from a su-

Group at the Milwaukee, Wis., Traffic Tip Supervisors' meeting. L. to R.: E. J. Hoerl, public relations representative; W. P. Radke, general chairman of the Hiawatha Service Club; A. G. Dupuis, assistant public relations officer; J. Martin Biller, general secretary and treasurer of the Club's executive board; Erwin Weber, secretary and treasurer of the Coach Yard Unit.

supervisor would mean larger attendance at the meetings. He should also keep the members reminded of the traffic tip plan, by keeping the subject alive. One is apt to

forget, and a reminder now and then has immeasurable benefits. The best reminder to be on the alert for traffic tips is to have the cards in your possession at all times. The supervisors can help to see that this is accomplished. When the card is turned in, a new one should immediately replace it. In closing, Mr. Dupuis pointed out that an employe turning in traffic tips is showing his loyalty and willingness to cooperate. He might wonder if his work is being appreciated. The supervisors can keep the good-will and cooperation of the men in their respective groups by acknowledging the tips surrendered, by just a little note of appreciation.

The railroads will be important as long as the employes help to keep them important.

A railway supervisor received the following note from one of his foremen: "I am sending in the accident report on Casey's foot which he struck with a spike maul. Now, under 'Remarks,' do you want mine—or Casey's?"

Polly: "Frank asked me last night how old I was."

Molly: "What did you tell him?"

Polly: "A lie."

G. R. Morrison Returns to California

*"California, here I come,
Right back where I started from."*

GEORGE R. MORRISON probably knows more railroad men and has more railroader friends than any man in the country. Having worked for The Milwaukee Road for 60 years prior to his retirement in 1938, and having continued to keep his hand in since, Mr. Morrison is a sort of dean among Milwaukee Road employes. His sprightly, sardorically correct figure will not be seen around Chicago so often in the future, however, as he moved to Pasadena, Calif., about the first of February. He was accompanied by his two daughters who have been making their home with him in Chicago for the last few years.

Although Mr. Morrison was born in California and has visited the state many times since, most of his life has been spent railroading in and around Chicago. He entered railroad service at the age of 13 on the Pere Marquette. At 14 he became operator at Hartford, Mich., and about six years later, as the Wisconsin Valley Railroad was being purchased by The Milwaukee Road, Mr. Morrison went to work for the Company at Tomah, as operator, traveling auditor, and officer in charge of the Store Department.

From then on he progressed rapidly and was for a number of years superintendent of the Illinois and the R.&S.W. Divisions at the same time. During part of that time four of his brothers were also serving as superintendents on The Milwaukee Road.

In 1920 Mr. Morrison was placed



G. R. Morrison has a look at two time tables—the Milwaukee's (which he wouldn't be seen without) and the Santa Fe's. He will ride the Santa Fe to California.

at the head of the new Employment Bureau which handled all the employment throughout the system. He retired in 1938, having completed a total of 68 years as a railroader. He is still going strong and displays a really amazing amount of energy and exuberance.

G. R. Morrison's recollection goes back to the early gold mining days in California, where his parents had gone during the mad scramble of '49, a few years prior to Mr. Morrison's birth. A description of a typical California gold mining town, written by the veteran railroader for The Chicago Sunday Tribune, gives a clue to his versatility. The piece later appeared in an anthology:

"Colfax, Placer County, California,

was the richest gold lode in the early day mines (called "diggings"), a town without the usual law and order and where the vigilantes reigned. A quiet place to live! Saloons and little stores on Front Street and Chinatown the next street back.

"Instead of old men and men with fierce mustaches, as shown in the movies, they were all young and energetic. Saloons and gambling houses were plentiful and on Saturday nights, when the mines were cleaned up, Main Street was alive with poker tables, while indoors it was lively enough, with bar maids and dancing. I recall a part of a song rendered by one of the maids:

"Tall, slim, light as a flash,
The man I met in the mines;
He had jet-black eyes
And a grand mustache
And a buckskin bag of gold."

"The outstanding character was the sheriff, Chris Queen, a handsome young fellow and a two-handed dead shot. The writer and his brother saw one morning, about a mile from town, a dead man hanging on a tree, probably the result of a vigilante finding. We asked no questions."

And so, it is back to California for G. R. Morrison, who came east as a boy, made an enviable railroading record, and then retraced his steps "right back where he started from."

This is to bid him farewell but it is impossible to say for how long. He said, upon leaving, that he might come back and work a while longer. His name still stands at the top of the seniority list of operators and train dispatchers for the entire Milwaukee Road.

"You'd Think It Would Freeze"

BUT THE REFRIGERATOR SERVICE AND CLAIM PREVENTION BUREAU SEES TO IT THAT IT DOESN'T

EVERY one has heard the remark along about this time of year. A freight train goes rumbling by on an aching cold night when practically everything but the railroads has been stopped dead in its tracks, and some one is certain to look through a frosted window nearby and remark, "If there is anything freezable in those cars you'd think it would freeze sure as the world tonight."

And there was a time when it did. It froze hard as a rock—and then there were claims to be paid. But now W. L. Ennis and the Refrigerator Service and Claim Prevention Bureau have a few tricks up their sleeve.

Just to give you an idea, here are some statistics on the subject. During the winter of 1918-1919, the mildest winter in years, The Milwaukee Road paid almost \$200,000 in claims for frozen freight alone. Claims for 1939 for both freezing and heating amounted to only \$3,000, or \$197,000 less than during the winter of 1918-1919 for freezing alone. In 1920 the Road handled a total of 78,183 cars of perishable freight, while in 1939 it handled a total of 126,499 cars, an increase of over 48,000 cars, due mainly to careful supervision and more efficient service.

The Beginning of a Movement

The nucleus of the Refrigerator Service and Claim Prevention organization was started during 1919, and for the first time in the history of The Milwaukee Road the machinery was set in motion to properly take care of

perishable freight. The Milwaukee had not been the only railroad without means of providing satisfactory protection to perishable freight. The developments along this line during the years since 1919 are among the myriad improvements in railroading which remain, for the most part, hidden to the layman.

When the movement started, the Road had about 900 economical oil heaters in good condition, but they were not suitable for service in moving cars. There were about 500 charcoal heaters to take care of 7,000 carload shipments monthly that needed heat. That handful of heaters provided the only available means of protecting perishable freight throughout the entire railroad system, with the exception that during extremely severe cold weather a few cars of highly perishable commodities were placed in roundhouses.

It was not an unusual thing for a dozen or more cars of potatoes, bananas, apples and other perishables to arrive at destination in a frozen condition. Occasionally, some one at a junction point, during sub-zero weather, would take it upon himself to install heaters in cars, when the heaters were available. Many other cars moved from origin to destination unprotected, due to an in-

adequate supply of heaters, or lack of proper supervision.

Protection Now Provided

At the present time The Milwaukee Road has about 4700 charcoal heaters, some of which are thermostatically controlled, along with an adequate supply of briquettes, assigned to various stations on the railroad where perishable freight is handled, so that proper heater protection can be given shipments (carload or LCL).

There is now an organized force of freight inspectors at junctions and other important stations. These men have been carefully trained for their jobs, and know how to translate a weather report. When notified that a cold wave or a heat wave is moving in such a direction that certain freight will encounter it, they see to it that sufficient heat, or ice, is provided to protect the shipment.

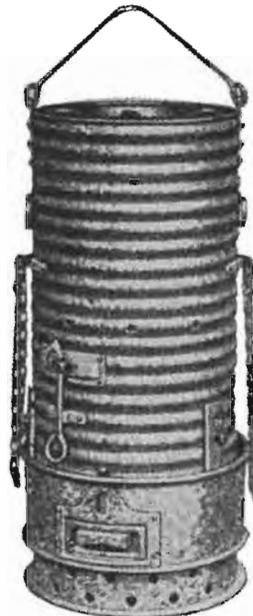
Within a short time after the organization of the Claim Prevention Department the use of oil heaters in moving cars was practically discontinued as it had been found that oil heaters would frequently go out while cars were in transit, as a result of rough handling or for lack of sufficient oxygen, and when that happened there was the devil to pay. Often the entire contents of a car would be covered with soot and smoke from the burner. Sometimes a jolt would cause an oil burner to heat too rapidly and the freight would suffer smoke damage.

Special Protection for Bananas

The oil heater was kept in service until 1930 for the protection of banana shipments, however, as most of the shippers of that fruit requested the use of oil heaters. In December, 1930, though, the Fruit Dispatch Company, in the interest of their company and the Banana Selling Company, Inc., requested the various railroads to discontinue the use of oil burning heaters and to substitute charcoal heaters. Extensive investigations that had been made had proved that oil burning heaters were undesirable and undependable. The charcoal heater had been found best for their shipments, too.

The Heater Itself

After eliminating the oil heater, and experimenting for a number of years with various types of charcoal heaters, the Road adopted a standard size two-piece heater that weighs 70 pounds when empty, with a fuel capacity of about 33 pounds of charcoal briquettes. These heaters will burn for 54 hours



One of the types of charcoal heater now in use. This one stands a little more than three feet high.



Mr. D. S. Westover, Chief Perishable Inspector, Milwaukee, showing one of the new portable containers used for transporting L. C. L. perishables.

when in transit, or 72 hours when not in transit.

For the protection of banana shipments, The Milwaukee Road has adopted a small, two-piece charcoal heater that weighs only 49 pounds when empty and has a fuel capacity of 23 pounds. It will burn 45 hours in transit and 60 hours when not in transit. This heater has been found to be just the thing for the banana traffic, for it meets to perfection the rigid temperature requirements.

The charcoal heater, which is placed in the bunker of the car, burns ready-prepared charcoal which will burn without attention. Alcohol or theroz cubes are used for lighting the heaters. One cube is usually sufficient to start the fire. It is much more satisfactory to use the theroz cubes than to employ the old method of using oil and waste, for the new method saves time in lighting the heaters, and that is an important item when the temperature is so low that the frost is getting around faster than the man with the oil and waste. Furthermore, it has been found that the oil is apt to run down onto the floor and create a fire hazard.

Responsibility for Heater Service

Scheduled refrigerator cars containing LCL perishable freight are given adequate heater protection during the cold period without any additional cost to the shipper.

Carload shipments, with the exception of potatoes, may also be handled during the winter months under Shippers Protective Service without any additional charge, the shipper assuming all risk of the commodity freezing. This rule is generally taken advantage of only when the weather is mild and the commodity is not highly perishable. But when such cars are set out because of being in bad order, or for any other reason that will cause them to miss their connection, the contents will be protected with heaters by Company employes during the period of delay, if the outside temperature warrants.

Carload shipments, waybills for which bear the notation "Carriers Protective Service," or "Heater Service," are moving under carrier's liability for damage from frost, freezing, or overheating, and such cars are given the closest possible attention. The perishable Protective Tariff authorizes a stated charge for this class of service.

By keeping a watchful eye on things, the Refrigerator Service and Claim Prevention Bureau has greatly reduced waste and loss and a lot of disagreeable correspondence has been eliminated.

The next time the mercury in the thermometer draws up and tries to hide in the little ball at the bottom of the tube, and people start expressing wonder about how many men it takes to unload a car with an ice pick, you can tell them that they may cease being concerned. You can put them at their

ease with the assurance that the bananas and the coconuts and other delicate commodities that can't stand the cold have been tucked away snugly, with a warmer at their feet. The Milwaukee Road has seen to that.

Colonel Dan Young Becomes an Ambassador



Dan Young

OR perhaps you didn't even know that Ambassador Young, manager of Gallatin Gateway Inn, was a colonel.

The fact of the matter is, he didn't know anything about it either until a letter, dated Jan. 4, from the Adjutant General's Office, State of Montana, announced that Governor Ayers had seen fit to confer upon him the title of colonel in the National Guard, the highest honor a governor can bestow upon a citizen of his state.

That was from the outgoing Democratic governor. A few days later a Republican governor took office and immediately issued the following announcement, dated Jan. 10:

"To Whom It May Concern:

"I, Sam C. Ford, governor of the State of Montana, in recognition of his knowledge, familiarity and love of every phase of western life in the State of Montana, and knowing of his exten-

sive good work and ability in transmitting his knowledge, familiarity and love of his State to those seeking western life for recreation, health, and other purposes, have, and do hereby appoint Mr. Dan Young, Goodwill Ambassador for the State of Montana."

Colonel Young, Ambassador of Goodwill, struggled out from beneath his new titles long enough to exclaim, "Now I don't know how to vote."

Stray Bits

Long-Suffering

I think that I shall never see
A bathtub long enough for me.

They make 'em long and longer, yet
My feet stick out and don't get wet.

Or, if my feet aren't sticking out,
I scrape my shins on the water spout.

I'd be a sweeter smelling person,
Be Accepted, cease my cursin',

If tubs turned out by Crane and others
Were made for me and not my brothers.

—Longfellow.

Why?

I'm curious to know whether you have figured out yet why it is that a man will ride the elevator to and from his own office day after day in the presence of women and never think to take his hat off, but when riding an elevator in a strange building the company of just one of the perfumed sex will inspire him to uncover with a gesture of mixed patriotism and reverence.

BEFUDDLED
G. W.

Clara (visiting round house): "What is that enormous thing?"

Foreman: "That is a locomotive boiler."

Clara: "And why do you boil locomotives?"

Foreman: "To make the engine tender."

"I would like to meet you again," he murmured as they glided through the waltz. "What about letting me have your telephone number?"

"It's in the book," she told him.

"Good! What's your name?"

"You'll find that in the book, too."

The reason some married men never know when they are well off is because they never are.

Drunk: "Shay, where does George Mulrooney live?"

Friend: "Why, you're George Mulrooney, old man!"

Drunk: "Shure, but where does he live?"

SPORTS — BOWLING

Send sports news to John Shemroske, Room 749, Union Station, Chicago.

Milwaukee Road Men's League of Chicago

Standings as of Jan. 14

Team	Won	Lost
Pioneer Limited	35	16
Day Express	33	18
Sioux	30	21
A. Hiawatha	27	24
Varsity	27	24
Arrows	26	25
Olympians	26	25
Fisherman	25	26
Marquettes	24	27
Copper Country	24	27
Tomahawk	23	28
M. Hiawatha	22	29
Fast Mail	22	29
On Wisconsin	22	29
Southwest	21	30
Chippewa	21	30

Bowler	Team	Average
Haidys, E.	M	178.44
Hettinger, W.	A	177.14
Peterson, A.	M	176.41
Ciesinski, J.	Sx	175.21
Martwick, E.	AH	175.19
Peterson, C.	FM	175.13
Becker, C.	A	175.13
McClosky	F	175.9
Shemroske, J.	DE	175.8
Finn	SW	172.24

Milwaukee Road Men's League of Tacoma, Wash.

Standings as of Jan. 15

Team	Won	Lost
Ticket Office	6	2
Coach Yard	6	2
Supervisors	5	3
Roundhouse	5	3
Boilermakers	5	3
Pipe Shop	3	5
Blacksmiths	3	5
Store Dept. No. 2	3	5
Store Dept. No. 1	2	6
Machinists	2	6

Bowler	Team	Average
Collins	BS	184
Long	Rd Hse	173
Cline	Sup	172
Hutchinson	BS	170
Pentecost, L.	PS	170
Jennings	No. 1	165
Seltis	PS	165
Sheridan	Mch	164
McAllister	No. 1	164
Pollen	Rd Hse	161

Milwaukee Road Men's League of Mitchell, S. D.

Team	Won	Lost
Arrows	26	4
Sioux	19	11
Marquette	18	12
Chippewa	14	16
Hiawatha	8	22
Tomahawk	5	25

Bowler	Average
Peterson	167
Wangsness	157
Ide	154
Lange	150
Wolf	146

Milwaukee Road Women's League of Chicago

Standings as of Jan. 15

Team	Won	Lost
Varsity	31	20
Sioux	30	21
Hiawatha	30	21
Pioneer Limited	26	25
Southwest	25	26
Chippewa	24	27
Olympian	23	28
Arrow	23	28
Marquette	22	29
Tomahawk	21	30

Bowler	Team	Average
Retzke, H.	O	150.16
Porten, M.	C	142.44
Hanke, T.	S	142.17
Glowienke, M.	S	141.40
Steiner, F.	P	137.46
Johnson, V.	C	132.45
De Camp, I.	V	132.24
Huseby, D.	M	132.22
William, L.	H	132.11
Hogan, H.	T	131.34

Results of the Mixed Doubles Jan. 18

Women's and Men's League of Chicago

Bowler	Score
Teske, May	1152
Ciesinski, Joe	1152
Hogan, Hazel	1117
Berry, Art	1117
Schoepf, Lillian	1096
Shemroske, Joe	1096
Olson, Vern	1087
Hegardt, Ed	1087
Wolff, E.	1085
Retzke, H.	1085
Wennerberg, R.	1085
Priester, F.	1085
Anderson, A.	1079
May, Ed.	1079
High Series—Out of money:	
Johnson, H. C.	553
Porten, Marge	487
High Game—Out of money:	
Thoren, R.	224
Johnson, V.	181

ATTENTION ALL BOWLERS . . . In this column you will find newsy items concerning your bowling, both good and

bad . . . it is not the intention of this department to criticize, but then, too, we can't always be handing out orchids. First of all we salute Mitchell, S. D., and C. D. Wangsness for their contribution this month . . . it is a six-team league, and the fellows seem to look forward to their weekly Monday night matches . . . more will be heard from this gang next month . . . From Tacoma and Ray Fletcher we hear that everything is going along O. K. and that Harry Gunther has just returned from a trip to Milwaukee . . . and from the looks of Harry's score, his advice on bowling must have been bum stuff . . . Highlight of Jan. 10 was the outcome of the Bowling between Father Al. Pentecost and son . . . result: The Old Man the winner. . . score 533 . . . and 530 . . . This shows that dad still flings a good apple . . . Honorable mention to Seltis 515 . . . Hutch 545 . . . Collins 565 . . . Long 566 . . . Cline 532 . . . Schuetze 534 . . . Wright 526 . . . Bretzer 517 . . . Ellis 513 and Daveidek 539 . . . We swing away from the Coast and drop in on Milwaukee, to say hello to Pres. Bill Radke, also to Vice Pres. Martin and Secy.-Treas. Woelff . . . and to scribe Bill Peterson, sorry we did not hear from you, it would have made a perfect score for this issue if we had. . . Well, let's look in and see what's happened at Chicago . . . On Saturday afternoon, Jan. 18, 40 women bowlers teamed up with 40 men (mostly lemons) . . . that's what I heard . . . and enjoyed what was scheduled originally as a mixed doubles event, but was a very enjoyable social affair . . . "Boy, did I get a lemon," and you can't blame the girls, for that is what most of them got . . . Take lovely Mary Girard . . . she got one . . . so did Hazel Hogan, who beat her man badly the first game . . . however, after consuming two bottles of milk, he went out and really upheld the prestige of the men . . . yep, I mean A. Berry . . . Edith Marquiss and her sticking ball is a new one for the records . . . that's a rather clumsy way of delivering a ball, Edith . . . The party afterwards was a huge success with Ione DeCamp whose dancing is just like a breeze . . . Marge Porten's? . . . It was a treat to see many of the girls dressed up in all their finery . . . still looking as young and pretty as they always do are Misses Glowienke, I. Bratke, Pauline Fisher, Eileen Collins, Rosebud Wennerberg, May Teske, Hazel Hogan, Lill Schoepf and many others too numerous to mention . . . Congratulations to all the girls, all good sports, and the classiest bunch that ever rolled on any alleys . . . To Chuck Wolfer and Al Gerke the finest of cabbages, on the wonderful way you two boys collaborated in making this affair a grand success . . . Don't forget the Hiawatha Bowling Tournament to be held in Chicago on Feb. 22, 23, March 1, 2, 8, and 9, 1941. Mail all entries to C. G. Belter, Chairman in Charge, % Aud. Sta. Accts. Office, Chicago, Ill.

J. E. S.

ON THE STEEL TRAIL

Ed Ross Retires After 63 Years of Service

By L. J. Cooke, Correspondent,
Coach Yard, Milwaukee

Ed Ross, 80, the famous boss of the equally famous Milwaukee Road Beer Track, in Milwaukee, has completed 63 years of railroading and retired. He modestly says, "I guess I've worked long enough."

Mr. Ross has been, and is, a very popular man in Milwaukee. That fact was demonstrated at a farewell party given the retiring agent by Arthur M. Shaad, traffic manager for the Pabst Brewing Co., and Robert P. McCord of the Union Refrigerator Transit Corp., in Pabst Hall on Jan. 21.



Mr. Ross with one of the gifts he received at the party marking his retirement. The box contained a pig's snout and the following jingle:

"We'll say at work you've done your duty.
Upon retirement, don't get snooty."

The assembled well-wishers included a good many of the traffic men and other representatives of the Milwaukee breweries and other industries, as well as friends from all the railroads with offices in the city. F. J. Newell, chief of the News Bureau, Chicago, acted as toastmaster at the informal affair.

It can truthfully be said of Mr. Ross that he probably has handled more beer than any one on record anywhere, and it might be a good bet that he can still handle as much as the best.

Mr. Ross remarked, upon announcing his retirement, that he received the greatest thrill of his life when beer came back after prohibition. With a cigar stuck jauntily in his mouth, and with his famous slouch hat pulled down tighter than ever, he gave the word at midnight that again started the barrels rolling from trucks into the Milwaukee's freight cars.

After his retirement, Mr. Ross intends to continue his hobby of conducting tours to Seattle, Mexico, Alaska, Yellowstone, New York, and many other places, as he has been doing for years. He takes with him the best wishes of a host of friends.

Mr. Ross has been succeeded by J. E. Leahy, who has been agent at Menominee, Mich.

Milwaukee Terminals

L. J. Cooke, Correspondent,
Coach Yard, Milwaukee

Frank Kelnhofer, terminal switchman, suffered severe head injuries in an accident at the Coach Yard on New Year's Day. His friends will be glad to hear that after a week in the hospital he has finally shown signs of improvement. Fred Grieb, another terminal switchman back on the job after a two-month absence due to an auto accident. W. C. Zimmermann, chief dispatcher at the Union Station, left to go on pension at the end of the year. His friends will miss him. His successor has not yet been named.

The last day of the year was one of the busiest for the Union Station. National Guardsmen, home on a Christmas furlough, entrained to return to camp. Milwaukee Road employes who witnessed the scene will remember it for a long time. The station and the streets for blocks around were crowded with soldiers and their friends. The sad and troubled faces of those who were left behind brought back similar memories to those of us who remember the last war and the scenes at so many of our railway stations. We old-timers hope, with these parents and wives, that these boys aren't going into what we did.

Chestnut Street News

The Freight Office here lost its oldest employe when Harry E. Bostwick died just before Christmas. Mr. Bostwick, 81, was one of the pioneers of The Milwaukee Road who, as a member of a surveyor's party, really did invade the Indian country to bring the railroads to the state of Wisconsin. His friends were legion and will miss the "Grand Old Man" of the Chestnut St. Freight Office.

Bill Radtke, newly elected general chairman of the Service Club, succeeded Mr. Bostwick as chief clerk. Two promotions in a month—nice going, Mr. Radtke. You deserve them both.

Telegrapher Married Telegrapher 50 Years Ago



Mr. and Mrs. Eugene Dailey

ON THE fourth of February Eugene Dailey, office assistant in the Purchasing Agent's Office, Chicago, celebrates his fiftieth wedding anniversary with Mrs. Dailey at their home, 3277 Wrightwood Avenue, Chicago.

Mr. Dailey has been with The Milwaukee Road for 30 years, having started in 1911. However, before coming with the Road, he had already made a railroading career for himself on the Illinois Central, where he

had been for 33 years; during that time he had worked his way up from an office boy in his home town station at Ackley, Ia., to the position of superintendent, of the Freeport Division of the I. C.

In brief, Mr. Dailey has had two separate careers in railroading—one in the Operating Department of the Illinois Central and another with the Purchasing Department of The Milwaukee Road.

In telling of their many years of married life, Mr. and Mrs. Dailey recalled quite distinctly that at the time they met, the future Mrs. Dailey was a telegraph operator for the Western Union in Dubuque, Ia., and Mr. Dailey was chief train dispatcher for the I. C. at the same place. That helped.

Mr. and Mrs. Dailey are to be congratulated on the occasion of their fiftieth anniversary. They can be sure they have the best wishes of the entire railroad for their continued happiness together.

Credit Union Holds Annual Meeting



Paul R. Haese (left), treasurer of the Milwaukee Road Credit Union, Milwaukee Terminals branch, is shown with John Colby, managing director of the Wisconsin Credit Union League.

The Milwaukee Road Credit Union (Milwaukee Union Station branch) held its annual meeting and election of officers at the Union Station in Milwaukee on Jan. 7. John Ambrose, Jr., president, Paul Haese, treasurer, and most of the directors were re-elected. O. H. Bartel is the new secretary.

This organization has just closed a very successful year and all who know the officers' reputation for kindness and helpfulness are glad to see them continue in office.

John Colby, managing director of the Wisconsin Credit Union League, was the guest speaker.

Freight Car Dept.— Milwaukee

George L. Wood, Jr., Correspondent,
Freight Car Shop, Milwaukee

RETIRED

Machinist August Burchardt
Machinist August Krueger
Carman Casimier Lewandowski.



The Sash and Door Dept., Milwaukee Shops, at a recent gathering to honor Henry Wolda on his 47th birthday and 30th year of faithful service with the Company. Mr. Wolda is seated.

OBITUARY

Otto Yahnke, machine hand, with 48 years of faithful service in the Wood Mill, passed away on Dec. 17. We extend our sincere sympathies to the bereaved ones.

CONGRATULATIONS

It is "Blessed Events" for four Freight Car Dept. employes. Baby boys arrived at the homes of Mr. and Mrs. Sigmund Gralewicz, Mr. and Mrs. Reuben Boileau, Mr. and Mrs. Herbert Fehl, and Mr. and Mrs. Benny Pierce. (Grandpas Julius Gralewicz, Julius Boileau, and Eddy Fehl are also to be congratulated.)

Wood Mill employe, Evangeles Christedes, after many years of living alone and seemingly not liking it, was married on Jan. 1. Welcome to Mrs. "Happy."

Frank Garsombke and Miss Adele Pila-chowski were married on Jan. 11.

Miss Blanche Lyneis became the bride of George Hegedus on Jan. 25.

ROUND 'N ABOUT THE SHOPS

It's a pleasure to see Karl Ricketts with us again after his layoff due to illness . . . Otto Dysland departed for Green Bay on Dec. 20 to work in the Car Department at that point . . . Tinner Joe Friedmann spent the Christmas Holidays in Miami . . . Retired Painter John Goodwin visited the Freight Shop recently and the rest seems to be agreeing with Johnnie, for he has acquired "adipose." (We knew him twenty pounds ago.) . . . We extend our sympathies to Test Rack Operator Cuno Ufken who was called to New York due to the death of his brother . . . Welders George Bauer, Matt Plamenig, and Ted Tannin have been striking their arcs for the Terre Haute Car Department since Jan. 5. We hope these fellows don't return with southern drawls. (Our apologies to Harvey Cooper.) . . . Paul Wernich has volunteered to serve in the army for one year and will leave for Camp Grant on the first of February. Who knows, Paul, we may be shining your boots a year from now . . . Stationary Fireman William Arner is convalescing in the Soldiers' Home Hospital. We are all hoping for a speedy recovery, Bill . . . Mr. and Mrs. George Hedgedus and Mr. and Mrs. Anton Milazzo, Jr., expect to leave this month for New Orleans to attend the Mardi Gras . . . Bill Spaten, on the sick list for some weeks, has resumed his duties in the Wood Mill . . . Joseph Foren and Ray Baun have accepted blacksmith apprenticeships . . . Orville Fox will resume his studies at the University of Wisconsin in February. Orville is one of Wisconsin's promising football players . . . John (Scotty) Walker, one of Milwaukee's outstanding lawn bowlers, may resort to curling as a winter sport, for he feels that taking the dog for walks is not sufficient exercise . . . Speaking of exercise, Dick Severson once made the statement that whenever he felt the urge to exercise, he laid down and rested until the urge went away. Apparently Dick has turned over a new leaf for he is seen working out nightly in a down-town gymnasium. Bill Stone, the young man who recently finished his apprenticeship in the Freight Shop, is now employed in the Car Department at Terre Haute . . . Some of the men who are making this column possible are Bill Weatherall, Frank McGarry, Phillip Frank, and Joseph Friedmann.

Supt. Car Dept. Office, Milwaukee

Martin Jos. Biller, Correspondent,
Asst. Chief Clerk,
Milwaukee Shops,
Milwaukee, Wis.

We are glad to welcome back Clarence who has been off some time due to illness. Richard Severson had to return to the Asst. Shop Supt. Office due to Clarence's return. Sorry to lose you, Dick.

As you all know, the writer has many titles, one of which is general secretary-treasurer of the Milwaukee Hiawatha Service Club, and under this title was the banker for the Service Club, which is composed of 14 units at Milwaukee. Most recently the employes of the mechanical asst. to vice-president, supt. Car Department, supt. Motive Power and Mechanical Engineer's Office, have by their choice added another title to the writer and that is chairman of the Office Unit No. 1 composed of employes from the offices just mentioned. I should like to take this opportunity to express my appreciation of the honor and I want to assure you that I will do everything in my power to justify the faith you have placed in me.



Arthur P. Schultz, ex-foreman of the Car Dept. Tin Shop, Milwaukee Shops, who recently retired after 47 years of service in the Car Dept.

Soon the drive for renewal of membership will begin and I want to tell the Executive Board that my unit (office Unit No. 1) has the honor of having every employe in the Service Club. Those of you who have attended the few meetings we had last year will agree that the evenings were well spent. It is regrettable that not all the members availed themselves of the opportunity of spending an enjoyable evening with their co-workers and I hope that this year we will all try to attend as many meetings as possible.

Davies Yard, Milwaukee

J. J. Steele, Correspondent,
Davies Yard, Milwaukee, Wis.

Hans Wilm of the airline, one of the crack archers of the Hiawatha Archery team, is giving his wife lessons in the art of archery. Hans reports that Mrs. Wilm is doing very well, and fears that with a few more instructions will surpass him with her skill.

Ignatz Bushnig has just returned from Florida where he spent several days basking in the sun. Mrs. Bushnig, who has not been very well, will spend the remainder of the winter there.

The Davies Yard and Milwaukee Terminal unit of the Milwaukee Service Club held their election of officers at a meeting on Dec. 13, 1940. The officers elected are:

George Schram, chairman, Eugene Seiger of the airline, vice chairman, and Charles Michalski, secretary and treasurer.

Leonard Mulholland is genuinely proud of his son, Merlyn, and he has just reason for being proud. Merlyn has enlisted in the United States Navy and is stationed aboard the flagship Pennsylvania.

John Klewein, Jr., celebrated his 28th birthday on Jan. 11, by giving a party at a well-known club on the southern outskirts of the city.

Our golden-voiced tenor, Joseph Cienian, will take the leading role in the opera, "Witch of Salem," that is to be given on Feb. 10 at the Shorewood High School auditorium. We are all waiting anxiously for the day and anyone that has not had the opportunity of hearing Joe will do well by attending this opera.

The Milwaukee Road archery team, the Hiawathas, winners of the Industrial League championship for two consecutive years, finished in fourth place this year due to extremely keen competition. Manager Andy Shilhansl immediately entered this team in another industrial league and promises to bring home the bacon.

Twin City Terminals

F. P. Rogers, Associate Editor
Chief Clerk, Supt.'s Office,
Minneapolis, Minn.

Minneapolis General Offices

First Lieut. Byron M. Shipley of the Engineering Department is now in officers' training at Fort Belvoir, Va. His position has been filled by Ray Spars who was transferred from the Engineering Department at La Crosse.

Willard Wilson, timekeeper in the Roadmaster's Office, left Minneapolis Jan. 8 to take a position in the Accounting Dept., Chicago.

The following employes of the Accounting Dept. at Minneapolis, who were transferred to Chicago on Aug. 1, were callers at Minneapolis during the Holidays: Russell Risberg, Irene Hughes, Georgia Perry, John Ritter, Harry Hoye, Joe Johan, Elavi Conroy, T. M. Hartz, C. V. Hammer, Margaret Hicks. They all looked well and prosperous. Understand they are very happy in their new location.

Well, the Christmas tree has been taken down and the trimmings put away; but we hope the custom will be continued, for we feel sure that the large, beautifully decorated tree, together with the singing of Christmas carols and hymns over the public address system, created a real Christmas spirit and cheered many a traveler homeward bound, and we thought we also observed a more friendly and patient attitude on the part of the station staff, notwithstanding that they handled an unusually heavy holiday business.

Minneapolis Local Freight Office and Traffic Dept.

Florence McCauley, Correspondent,
Freight Office, Minneapolis, Minn.

On Nov. 30, following 49 years of faithful service, Harvey (Harry) E. Brock, representative of the Freight Claim Dept., with headquarters in Minneapolis, retired from active service. Mr. Brock began his railroad career as a telegraph operator at Sioux Falls, S. D., Hawarden, Ia., and Yankton, S. D. In 1913, his outstanding record having attracted the attention of H. P. Elliott, then freight claim agent, he was called to Chicago and assigned to duty as a traveling representative of the Claim Dept., and for the past 23 years has made his headquarters in Minneapolis in this capacity. Mr. Brock has been succeeded by G. E. Alvord, to whom a hearty welcome is extended.

Bert Scott and Ed (Early Bird) Corcoran, the bashful bachelor boys from the South Mpls. Yard Office, are off on another tour of the South and West. It is said they were particularly impressed with

what they saw in Seattle on the last trip, which seemed to prove that traveling afar increases one's courage and stimulates the hearts. Okay, boys, if you can't make the grade at home, but don't use snap judgment; you might tie a knot with your tongue that you can't untie with your teeth.

Everett Halloran, Local Freight Office, was promoted to assistant rate clerk in the Traffic Dept.

Mr. and Mrs. A. G. Bantly spent the Holidays in Lakewood and Cleveland, Ohio, visiting relatives of Mrs. Bantly . . . Geo. W. Larson, formerly city freight agent in Mpls., now Traveling Freight Agent at Salt Lake City, was a visitor in the Mpls. Office during the Holidays . . . Roy Burns, DF&PA, Aberdeen, joined the Traffic Dept. in the annual Christmas Eve carol singing . . . Ruth Jackson, stenographer, celebrated New Year's in Aberdeen with her brother's family . . . Marvin Edwards, Rate Clerk, and his family ushered in the New Year in Owatonna. . . .

It has been rumored that Elmer Lund of the Duluth Office was seen at "The Flame" in company with two noted criminal lawyers from Minneapolis. We wonder what the connection was.

Paul Gisvold is the new City Ticket Office messenger, Bob Adams having received a call from Uncle Sam to shove off with the Naval Reserves from San Francisco the latter part of December.

Mr. and Mrs. Joe Thorne, Jr., are now on a two-weeks' vacation trip seeing the West. They are including Spokane, Seattle, Portland, Victoria, British Columbia and Lind, Washington, in their itinerary.

Minneapolis Car, Store and Mechanical Depts.

Mrs. O. M. Smythe, Correspondent,
Car Dept., Minneapolis, Minn.

December headliner for the Store Dept. is the birth of a daughter, Judith Sharon, to Mr. and Mrs. Norris Groth, weight 4 pounds, 13 ounces. The little lady spent the first few chilly Minnesota days in the safe confines of an incubator. Laborer Francis Kenyon changed a young lady's name last month by way of the altar . . . Our sympathy to the family of Ingabret Harstad, Blacksmith, who died suddenly Jan. 8 after a short siege of pneumonia . . . Machinist Helper George W. Miller, of Minneapolis Roundhouse, retired on Jan. 1—his way of starting the New Year right . . . Riding around on that new Midwest Hiawatha apparently was too much for Master Mechanic Ellis Schmitz—he was taken ill in December and at this writing is preparing for further hospitalization. One of Minneapolis' oldest switchmen, P. F. Davis, retired on Dec. 31—his service dates back to 1894.

George W. Rushlow, retired engineer, passed away Jan. 4 at his Long Beach, Calif., home following a heart attack. Mr. Rushlow was past 85 years and had 42 years of service.

General Yardmaster P. J. Madigan, St. Paul, is enjoying three months' leave in California. Dan J. Curtin is replacing Mr. Madigan.

Ole J. Johnson, car oiler, Minneapolis Train Yards, has returned to work following two months' absence due to injury. Swan Paulson, helper, Light Repair Yard, is confined to Hospital and is improving nicely. Upholsterer Victor Mattson is back on the job after two months' rest cure.

John Hallberg, retired carman, passed away on Jan. 12, at age of 75 years. Employed on The Milwaukee Road 44 years.

RETIREMENTS

Eilert Moen, carman, Mpls. Shops., on Jan. 16.

Emil Olsen, coach cleaner, Mpls. Coach Yard, Nov. 30.

Gus F. Moldenhauer, coach cleaner, St. Paul Coach Yard.

Kasper Olsen, coach cleaner, Mpls. Coach Yard, Nov. 24.

•

The St. Paul Winter Ice Carnival is scheduled for Feb. 1 to 8, inclusive, and all are invited to attend—parades, ice follies, shows, dancing, what-not, every afternoon and evening.

The newly elected officers of Carmen's Craft at Minneapolis Shops for year 1941 are:

Art Anderson—President
Orville Nelson—Secretary
Carl Gustafson—Treasurer
Floyd Manser—Chairman
B. Kanduth—Vice-Chairman.

St. Paul

Alice Treherne, Correspondent,
General Agent's Office, St. Paul, Minn.

Marion Cashill, switchboard operator, Local Freight, was confined to Miller Hospital for a week, after undergoing an operation Jan. 4.

You bowlers get your mineralites polished up for the A. B. C. Tournament at St. Paul beginning Mar. 13, and running into May. St. Paul is to be host to thousands of rabid bowling fans during these

two months, and we will be looking for many Milwaukee Road teams. We hope you will make our office, (across from the St. Paul Hotel), your headquarters, while here. We'll be seein' you! The boys in the Uptown Office are fighting for last place in their league, according to Capt. Frank Gappa, so don't expect much competition from them.

Carl Sorlein, Passenger Dept., returned recently from a two-weeks' vacation in the East—including Cincinnati, St. Louis, Washington, D. C., and New York in his itinerary. Prior to this trip, Carl had quite an extended train ride throughout the country as J. J. Osle's assistant on Wendell L. Willkie's presidential campaign tour, Mr. Osle having served as transportation manager for the tour. Both have just about recovered now from their strenuous trip.

A. H. Wilkins, livestock agent, and wife, made a hurried trip to Yakima, Wash., the latter part of December, to visit his sister, managing to get home just in time for Santa's arrival.

On Jan. 15 Miss Marion Donehower, only daughter of Local Agent R. C. Donehower and Mrs. Donehower, was married to Elwood W. Johnson, son of Eugene G. Johnson of Minneapolis, at the Shrine Club there. Both attended the University of Minnesota, the bride being a member of Pi Beta Phi and the groom, Theta Delta Chi. Mr. and Mrs. Johnson will make their home in Minneapolis.

Beginning the week of Jan. 13, and for some time to come, our T. P. A.'s—O. R. Anderson, J. A. Guzy, and S. F. Luce, also J. J. Osle, asst. gen'l. pass. agt. here, will be convoying the thousands of National Guard and Selective Service boys who are leaving for various parts of the country to join the ranks of Uncle Sam.

On Sunday, Jan. 12, we ran two snow trains, St. Paul to Northfield, and Faribault, Minn., with 939 members of various St. Paul Winter Carnival Marching Clubs. This was the first of several trains to be run, sponsored by The Milwaukee Road, to advertise the coming Winter Carnival to be held Feb. 1-9, in St. Paul.

The marchers paraded in Northfield in the morning, and at 1 P. M., in Faribault, 19 units taking part, including Shattuck's Color Guard from Faribault, who led the parade there, followed by the mayor's car, and the king and queen of the Carnival. Later a hockey game and competitive drills by the various Drum & Bugle Corps were held, and prizes awarded.

You are all invited to come to St. Paul for the Carnival, and join in the fun. It will be bigger and better than ever, and if you've never attended, better put this on your "must" list, as there will be eight days of hilarity and entertainment. World-wide travelers, and the famous broadcasters say the St. Paul Winter Carnival exceeds in all ways any other Carnival or Mardi Gras ever seen or read about. Come for the big parade, Saturday afternoon, Feb. 1!

Spokane and Inland Empire

F. J. Kratschmer, Correspondent,
Store Department, Spokane, Wash.

Melvin Serosky, section foreman of the Tacoma Eastern, has taken charge of Spokane Yard section, as Guy Chimenti has taken a leave of absence for a few months.

With deep regret we heard of the death at Austin, Minn., of Thomas McFarlane, T. E. Mr. McFarlane was very well known on the West End, having served the Milwaukee out here in various capacities, including trainmaster and traveling engineer.

E. G. Slater, condr., who has been in California for a few weeks, returned to work on Jan. 5.

Condr. G. W. McGee had a touch of the flu about the first of the year. After recovering, he made a short trip to Oregon.

Condr. Henry Schurch, who has been

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SAFE DEPENDABLE EFFICIENT**

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sojourning in Wisconsin for some time, returned to work on Jan. 1.

Tommy Barnes, Jr., night foreman at Avery roundhouse, died of a heart attack on the morning of Dec. 29. The deceased, a son of Tommy Barnes, night helper at Spokane roundhouse, was very well known around the Inland Empire, having worked at various points as machinist and foreman.

"By their memory ye shall know them." Isn't it a fact that a railroad man is just constantly endeavoring to do some little thing to advertise his own particular railroad? F. W. Brochie, our special agent, Spokane, appeared at the automobile license bureau one morning, and asked for two auto licenses—one for himself and one for G. H. Hill, ass't supt., Spokane. He selected 263 and 264. Now any Milwaukee employe will immediately identify these two numbers as our main line freight train numbers. But, someone evidently slipped something over on someone. Mr. Hill chose number 264. This being the Eastbound train, it has preference over 263. Now every time Mr. Brochie sees No. 264 coming down the highway he has to take siding.

Agent C. H. Coplen of St. Maries is spending a few weeks in sunny California.

Agent J. H. Vassey of Malden was off a week the last of December with the flu.

C. N. Beal is relieving M. L. Carver temporarily as agent at Ione, Wash., while Mr. Carver was taking examinations for the draft. Mr. Beal is a nephew of Fred Beal, operator at Spokane, and this incidentally is his first service with the Milwaukee.

Our railroad handled 60 cars of concentrated zinc and lead ores from the Meteline Falls district during December. These ores are mostly requisitioned by the government, and go to all parts of the country.

R. W. Evans, train baggageman, Spokane to Deer Lodge, was sick for about three weeks in December. He resumed work on Jan. 7.

There is a story going around that a certain electrician who works in Spokane recently attended a Milwaukee Women's Club pinochle party. They say he moved several times, but it was always around the same table. When the party was over, he was presented a deck of playing cards for still being at the same table.

Brakeman John Stiltz has returned to work at Spokane after a short visit with relatives in Illinois. John was glad to get back; said he could not stick it out long back there as it was too cold for him.

Some very nice letters have been received by the representatives of our railroad from the 4-H Club members in the States of Washington and Idaho, complimenting our road and its employes on the excellent service received while on their recent trip to the National Club Congress in Chicago. These letters also stressed the fact that the cooperation of The Milwaukee Road with the Extension Service is of real value in building up and perpetuating farm boys' and girls' club work in these States.

F. V. Kennedy has been appointed lead carman at St. Maries, Idaho, replacing Frank W. Kreutzer.

Tacoma and Coast Division —West

R. R. Thiele, Correspondent,
Care Agent, Tacoma

It is with sincere regret that we register the death of Alvin W. Swift, brakeman on the Tacoma Eastern, who was killed instantly by a rolling log on Dec. 20; his funeral took place on Dec. 23. Four days afterwards his wife gave birth to a healthy baby girl. Our heartfelt sympathy goes out to Mrs. Swift.

It would take too much space to enumerate all those who were sick with the prevalent flu, about a third of the train crews and a large number of others hav-

ing been sick for a few days and then recovered. The epidemic is of a mild form.

L. K. Connors, fireman, was married to Miss Geraldine Brow at Sacred Heart Church, Tacoma, on Dec. 28. Our best wishes!

W. J. Martin, switchman at Tacoma Yards, was married on Jan. 1 to a young lady from Aberdeen, Wash.; further we were unable to learn more than that, but we extend our congratulations, just the same.

Kenneth Alleman is wrestling with the problems presented by the Revising Desk, in the absence of Tom Dolle.

Frank Clover, formerly demurrage clerk at the Local Freight Office, and Mrs. Clover have gone to California to escape the rain of Puget Sound and are now inhabiting their former apartment at Napa, Calif.

Conductor Maynard Schwabke has taken a leave-of-absence and gone to Milwaukee. Machinist Harry J. Strong and wife made a trip to Los Angeles recently to visit relatives there.

Joe Ashback, traveling boiler inspector of Spokane, is visiting the local shops this week.

On visiting the City Office this week, we were rewarded with two or three pieces of good news, instead of the usual regrets: R. K. Burns has been appointed city freight and passenger agent at Spokane. W. M. Woodard has been appointed city freight and passenger agent at Tacoma. J. D. Pessein of Seattle has been appointed chief clerk at the Tacoma City Office. We heartily congratulate all of these gentlemen on their promotions and shall watch their future careers with interest.

We learn that C. O. Montague is now yard clerk at Seattle; he is a son of Howard Montague, general yardmaster at Tacoma.

Ivar Berven, formerly of the District Accountant's Office at Tacoma, is now temporarily busy as bill clerk at Tacoma during Tom Dolle's absence, due to sickness.

Jack Ellis is now clerk at St. Marie's, Idaho.

Two of the brakemen lent to the Union Pacific during the recent rush are back now: Hoheim and Krembs; but Townsend and Nolan, lent to the Northern Pacific about the same time, are still there. Switchman E. C. Williams and D. L. Neuens have been helping the Port of Tacoma to relieve the blockade there recently, Switchman L. C. Branscombe, E. H. Berry and E. G. Cramblet were sent from here to Everett, as a second witch engine was put on there the last two weeks, but are now done there. Firemen Wm. Crossman, Sidney Larson, E. L. Taunt, H. R. Taunt, J. W. Hobbs, R. H. Edwards, W. C. Brady, L. K. Connors, E. R. Morris and Robert Brown were lent to the Union Pacific during the rush and are still there, working out of Albina, Centralia and Seattle; headquarters for all of them is Centralia.

Three trains have been put on, effective Jan. 1: The Morton switchrun, the Mineral switchrun, and the second Tacoma eastern local. Let's hope that they will stay on for some time.

A new 1,000 horsepower Alco Diesel switch engine for service in the Tacoma Yards has just arrived in Tacoma, making two engines of this kind here now. They are very economical.

The first Ski trains were run to the Snoqualmie Bowl Saturday and Sunday, Jan. 4 and 5. The train of the 4th handled 499 passengers, that of the 5th, 549, which is very good. As the season progresses the number will grow.

Switchman C. J. Delin is making quite a little on the side recently by selling mushrooms from his father's farm during his spare time. The mushrooms are cultivated by his father and there is so much demand for them that he is always a week behind on his orders.

Jack Falk, laborer at the shops in Tacoma, and his wife, left for Los Angeles

to spend some weeks in the sunny Southland with their children living there.

Melvin Guy, working at the Mill at Tacoma Shops, recently received a check for more money than you would believe in payment for mink pelts from his mink farm. He is rumored to have engineered a corner on the mink market of the Northwest. Now watch all the others engage in mink farming.

Ralph Bement, formerly chief yard clerk and now pensioned off, is reported to be working as a carpenter at Fort Lewis, and his son, formerly of the B. & N. forces, is reported to be making big money as an electrical worker at the same place. We haven't seen them for quite a while, but wish them all success.

Math Prof.: "If there are 48 states in the Union and superheated steam equals the distance from Bombay to Paris, what is my age?"

Frosh: "Forty-four, sir."

Prof.: "Correct, and how did you prove that?"

Frosh: "Well, I have a brother who is 22 and he is only half nuts."

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\$100	\$ 8.95	\$ 6.10
200	17.73	12.10
300	26.52	18.09
500	44.09	30.08

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

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Gil Garrison, Correspondent,
Car Dept., Seattle, Wash.

Frank Walker, carman, at the present writing is still in the hospital but expecting to go home soon. We are glad to report his operation was a success.

Ed Low, carman, retired Dec. 31; the Car Department employes lost a much loved gentleman. On the evening of Dec. 31, after Ed had put away his tools, he was greeted in the Car Foreman's Office with a well planned party in his honor. Car

Foreman Clyde Medley presented him with a beautiful smoking stand in behalf of all the Car Dept. employes. The Car Dept. quartet, composed of Ivan Hawley, Harry Jones, A. H. Meeker and Jim Muir sang farewell song toasts to Ed. Ed Blake and E. T. Beaumont put on a dance while Martin Buske played the fiddle. Jimmy Frazzini recited and acted out "The Face on the Barroom Floor." Walter Markey and Dave Parry brought the cake and coffee while Oley Smith and Stanley Erickson furnished the refreshments. All in all, Ed will never forget the boys down at the rip track and the boys will never forget Ed.

Two new carmen in the Car Department are Ed Nowles and Glen Mighells. Both boys come well recommended from Tacoma, and to both we say welcome.

Local Freight Office

A seven pound baby girl was born to Mrs. W. B. McMahan in the Waldo General Hospital, Seattle, on Dec. 19. Baby and mother doing well. Mrs. McMahan is the wife of Agent W. J. McMahan's son Bill. The young McMahan's recently returned to Seattle from St. Maries, Ida., where they have been stationed during the past year and a half. Bill is now located in the Bill Room in Seattle.

Lowell Brundage went to St. Maries on Dec. 18 to fill the position recently held by W. B. McMahan. We now understand that Lowell will return to Seattle and Jack Ellis is to take his place in St. Maries.

We are glad to learn of the employment in the warehouse of John Holtum. John is the son of our popular Asst. Claim Clerk Stanley Holtum. John is attending the University of Washington and doing a little real hard work once in a while in the Freight House.

We are glad to announce the promotion of our outbound revising clerk, Jullian Pessein, to the position of chief clerk in the DF&PA Office in Tacoma. The change to take effect Jan. 1.

Harry Anderson is taking the position as outbound revising clerk recently vacated by Mr. Pessein going to Tacoma.

L. G. Fox, our general warehouse foreman, retired from active duty on Jan. 1. This winds up some 30 years with The Milwaukee R. R. He and his wife are now contemplating a few months of travel, during which time they will visit their old home in Wisconsin and cover the other eastern and southern states.

Frank Berg, our import and export checker left Jan. 8 for Phoenix, Ariz., after a brief visit there he will journey south to Mexico City, returning to Seattle sometime in February. This is the third consecutive winter Frank has spent in Old Mexico. There must be something down below the border that we don't know anything about.

Marian Williams our popular comp. girl in the Bill Room will be returning to Pullman in a few days to resume her studies at the College.

Rose King is again with us, filling in here and there as vacancies occur. We are always glad to see the smiling face of Rose about.

Miss Laura Babcock had the misfortune of scalding one of her hands recently, which caused her to be laid up some ten days, but we are glad to announce she is OK again and back on the job.

It's too bad a girl can't get married without dragging some innocent man to the altar with her.

Freight Traffic Dept., Chicago

Wesley S. McKee, Correspondent,
Traffic Dept., Chicago

"Ring Around the Rosie," by courtesy of ASCAP, was our Christmas theme song. Two of our gals were recipients of engagement rings, the Misses Genevieve Neville and Shirley Simmons, while "Almost Private" Joe Schmicker and Tom Wallner each gave one to his dearly beloved. Joe's favorite song now is "Flat Foot Floogie."

There is a current rumor that Shirley received her ring from Ray Tansey. We never even suspected they were going together.

Another star bowler has been unearthed in the Traffic Department. Art Berry teamed with Hazel Hogan of Fullerton Avenue Building, took second in the Milwaukee Road mixed doubles with a healthy 1152.

Speaking of being healthy, understand Walter Klos keeps fit by sleeping on his back porch occasionally.

Have you heard Roy Erickson's new nickname, "Osculating Oscar, the King of the Mistletoe"? It is reported he kissed so many girls of the Choral Club that by the time they reached St. Paul he was a mezzo-soprano—nice work if you can get it.

When Erick got through mopping up there wasn't much left for Walt Anderson. The boys have again put on their sheep's clothing.

The ideal husband, as reported by Carmel Sauter, is friend Harry. She never has to touch a dish nor prepare a meal—Whattaman.

While on the subject of housekeeping, are there any volunteers to dust my desk each morning?

The newest member of the No-Draft, No-Ventilation Committee is one C. Anthony Prendergast.

Joanie Woanie, infant daughter of the Schmitt's, is getting along so good, isn't she Joesie Woosie?

"Hank" Wille and Frank Maday, those two knights of the steel blade, will shortly stage a race to determine for all time who is the fastest skater. If the ice is thick enough, Bill Sunter may enter the competition.

Rocky Mountain Division

Nora B. Decco, Correspondent,
Three Forks, Montana

Motoring on the Milwaukee, up and down hill on the R. M., is work nowadays, with plenty of big freights going in either direction. There has been nice weather the past month and there are some new faces among the trainmen, as several student brakemen are working on the extra board.

Charles Williams, a 74-year-old pioneer of Madison County and a son of the late Benjamin Williams, a member of the old Vigilantes, died during the first week in January at his home near Virginia City. He had spent his entire life in and around Virginia City and was well known by many Milwaukee Road employes, tourists and others. He was a well loved and colorful character who possessed a wealth of knowledge of the old days. He was one of the most interesting of those who helped entertain the guests at Gallatin Gateway Inn. It will be hard to fill his place.

Brakeman Jack Grace has been welcomed back after several months off, due to an automobile accident.

Operator Hopkins of Deer Lodge is in California for a visit and is being relieved by Operator Stetzner on second there.

A daughter born to Mr. and Mrs. John Coey in Helena on Dec. 22 gives Engineer J. J. Flynn and wife another grand-

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daughter. Mrs. Coey is the Flynns' daughter.

Conductor Coffin was off on account of illness when this was written. Conductor Failhurts worked the turn on 15 and 16 for a few trips and Conductor Vanderwalker, after he finished on 7 and 8, where he was working extra, took over the run on 15 and 16. Mr. Coffin is improving.

Brakeman Robert Burns is working the job on the G. V. local and the family is moving to Bozeman, where the layover is. Everyone is sorry to see them leave here.

All will be sorry to hear of the death of Operator Levi Elliott on Jan. 9 at Great Falls. He suffered a heart attack. He had been for some time operator at Falls Yard, and had worked since 1910 on the Rocky Mountain Division. Sympathy is extended to the survivors.

Miss Ida Mae Chollar, youngest daughter of Fireman and Mrs. H. B. Chollar, was married on Dec. 29 to Howard Jeglum, who is in train service here. The young couple will make their home in Three Forks.

Brakeman Halford Rector, who was working on the Butte Yard switch engine, is laid up with an injured foot.

Firemen Roberts and Smeltzer have been assigned to 15 and 16 between Three Forks and Deer Lodge on account of the regular men working out of here on the engineers' extra board. Fireman Keeney has been doing the extra work on 7 and 8 the past month. Fireman Markel is working on the engineers' extra board out of Lewistown for a while.

Operator George Smith, second at Harlowton, has been assigned the agency at Square Butte. He is being relieved by Operator Stetchel. Mr. Smith should be ashamed to leave us the way he is doing, as he will be greatly missed on the division, always on the job, and willing to do a favor for any one at any time—which last compliment will cost him exactly 50 cents.

Trans-Missouri Division —East

Dora H. Anderson, Correspondent,
Care Agent, Moberg, S. D.

The following railroaders are taking a leave of absence: Mrs. W. P. Ohern, agent at Firesteel, S. D.; her position is being filled by Warren Childers. Agent Frank Bednar of Dupree is taking a two month's leave, and will spend some time in Minnesota, going from there to points in California; George Dimick of Red Elm will relieve him. Water Service Foreman Martin Hettle, who is taking three months, will spend some time with relatives in Minnesota, going from there to Excelsior Springs, for the baths, coming back via California and Washington. His position is being filled by Clarence Drake of Miles City.

Switchman and Mrs. E. B. Johnson had a pleasant surprise at Xmas time when their son, Lieut. Richard Johnson, an instructor at Barksdale Field, Shreveport, La., came to spend a few days with them. He received his wings and commission as Second Lieutenant at Kelly Field, this fall.

Conductor Carl Schneider, who was injured in a freight wreck at McIntosh some time ago, has now fully recovered and is back to work.

Agent Rodenbaugh of Shields, N. D., is taking his wife to California, hoping that the change will be of benefit to her, as she has been in poor health for some time. Ralph Hale is taking Mr. Rodenbaugh's place.

Barnie Wrenn, popular baggageman, suffered another severe attack of malleitis during the Holidays and was forced to lay off, but is back now.

Trail City's agent, Tracy Campbell, is taking some time off, visiting his family and taking care of his ranch in Washington. He is being relieved by C. F. Phelps.

Dispatcher A. H. Mosher, who has been working at Miles City for several months, is back in the Relay Office here, displacing C. K. Todd, who will take second trick at McLaughlin.

Warehouse Foreman Ludy Johnsen, who is captain of the Milwaukee Bowling Team, reports they are now tied for first place in the local bowling league.

Cyril Shaw took care of the telegraph lines during the absence of Lineman Ivan Kern and wife, who spent two weeks with their daughter and son-in-law, Mr. and Mrs. Ed Erickson at Seattle.

Traveling Auditor T. D. Hakes has been transferred to Sioux City, Ia., and E. B. Wright of Mendota, Ill. will take over this territory.

Walter Ross and wife, who have been assisting at the Interstate lunch room here, have been transferred to Deer Lodge, Mont., where he will be the night manager of the lunch room.

Mrs. Helen Hilton spent three weeks at Miles City, taking Pearl Huff's place in the Superintendent's Office.

La Crosse & River Division —1st District

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

DEATHS

Our division is saddened by the passing of two retired veterans.

James L. Garrity, who retired in 1938 as section foreman at the Portage Yards, passed away at his home in Portage after an extended illness. He was respected and liked by all of us. We will miss Jim around the yards. One son, Ernest, is employed on the section here and another son, Theodore, is a signal maintainer at Hartland.

James E. Young, whom everybody knew as "Brig," passed away in Milwaukee. He started as a brakeman and at the time of his retirement as passenger conductor had rounded out 62 years of faithful service. He was a man who had the rare quality of sympathetic understanding of his fellow men which made him a personal friend of us all.

The division extends sympathy to these bereaved families.

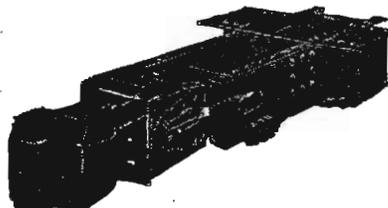
GOSSIP

A sure sign of snow—Ed Schindle warming up his pet contraption, namely, the sweeper, used to clean off the platforms at our depot here.

This uncertain weather which has had us all guessing as to how to dress to keep well has caused a lot of sickness and Old Man Flu has a good many of us on his list.

Our business, however, instead of the annual lull after the Holidays, is keeping right up and coming and we are all glad to see it.

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● **Axle Bearings**—Alemite-fitted Timken tapered roller bearings.

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R E S O U R C E S

CASH AND DUE FROM BANKS.....	\$11,491,718.78
UNITED STATES GOVERNMENT OBLIGATIONS, DIRECT AND FULLY GUARANTEED.....	5,290,078.14
Municipal Bonds.....	838,247.87
Other Marketable Bonds.....	623,116.37
Loans and Discounts.....	4,962,501.66
Real Estate Owned.....	41,386.27
Interest accrued but not collected.....	33,446.74
Other Assets.....	887.11
	\$23,281,382.94

L I A B I L I T I E S

Capital Stock.....	\$ 600,000.00
Surplus.....	600,000.00
Undivided Profits.....	65,658.79
Reserve for Taxes, Contingencies, etc.....	82,076.47
Reserve for Bond Premium.....	158,169.05
Interest collected but not earned.....	15,662.55
DEPOSITS.....	21,759,816.08
	\$23,281,382.94



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**Fullerton Avenue Building,
Chicago**

Eugene O. Heing, Correspondent

January, in this part of Chicago, brought such things as new jobs, engagements, athletic successes, and the usual gossip.

The Hiawatha Credit Union re-elected W. A. Johnson president, and A. W. Siodowicz treasurer for the year 1941.

The Milwaukee Road basketball team is enjoying unprecedented success this season, winning all of their games so far. Playing free-lance, the boys defeated Signode Steel Strapping, Wilson Y. M. C. A., Help of Christians, C. Y. O., St. Stanislaus, and Co. "B," 108th Engineers. The veterans—Schiffer, Janke, Reinhart, Kroll, and Lundgren—are supplemented this year by some recently arrived employes in the persons of Dahn, Ullrich, Greenberg, Walters, Mark, and Page. Together this aggregation makes a team that is hard to beat. Art Heine, a charter member of Fullerton Avenue basketball, is doing the coaching. The team has open dates for traveling games in and around Chicago; for games contact Roy Schiffer, Ticket Auditor's Office, Chicago. Milwaukee, Wis., teams please take notice.

MY SPIES AND I REPORT

O. P. "Buck" Barry is now in the Navy and was last heard from at the Philadelphia Navy Yard . . . Henry Harter of Milwaukee is now at Fort Sheridan, starting his year of service . . . The members of the National Guard plan to leave late in February . . . Two Milwaukee gals, Betty Lewis and Mary Elsner, are successfully "burning the candle at both ends"—entertaining . . . Dorris "Jeannie" Massmer, Frt. Claims Office, sported a ring, then passed candy to the boys in the office—a consolation prize . . . For a long time Vernus Johnson has had her

wire haired terrier; now E. O. Lindberg wants it to be known he, too, has a dog—an imported Shetland sheep dog, acquired legitimately at the cost of three bucks . . . While on the subject of dogs, we are sorry to report H. A. Gerdes, the Kenosha Flash, had to part with his bulldog . . . Frank Wald, A.O.C. office, is wearing his newly acquired 30-year button . . . While with the building force, Bob Versema helped construct the new Prior Service Bureau; when the job was finished he applied for and was given a position in the new office. That is one way of making a job for yourself . . . Norman Hert of Station Accounts is now working in the A.O.C. office . . . Bill Rysick was the donor of a diamond to his girl friend, Renee George . . . Mary Miller is also wearing some new ice . . . Virginia Chute is also in the third-finger-left-hand class . . . Will Hettinger, Jr., is trying hard to make his new bowling ball behave . . . The new players on the basketball team set a fast pace for all concerned . . . Len Janke played one-quarter a while back . . . Last issue stated Ed Siuda had his ninth edition. That was inflation; it is really his third . . . A big story that is not yet ripe concerns a certain gal that answers to the name of "Butch" . . . Who dropped the box of nickels a few Saturdays ago? . . . Did you ever see "Handsome John" Hibbard of Tariff Mailing practice his winning smiles? . . . It's a rare treat . . . Verna Sheern at this time is at the West Suburban Hospital . . . Ann Oderwald returned to work after a three-month furlough . . . Jean Norstrom wowed the guys and gals again, this time with a flock of silver foxes . . . We all are waiting to see Florence "Edith Cavell" Wise go into action at the first sign of any illness in the Car Accts. Office. She's got half the uniform and all the attention now . . . My greatest regret is that Christmas is past and I'll have to wait till next year to get another chance to play with Art Heine's electric trains . . . see you later.

Council Bluffs Terminal

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

With yours truly among those on the "bad order" list, ours for the January issue was among those missing. Anyway, our tardy, but, nevertheless good wishes for all during the new year.

Much has been said about the new Midwest Hiawatha, but just a line or two from this department as to its deserved merits and highly competitive source of revenue which, many of us have reason to believe, will make all of the other roads around this terminal sit up and really take notice. Of course, nearly all of the population in this city has the rails at heart, and the natural trend of advertising follows in the wake of any new streamliners that are added to the various roads here. But I want to tell you, not only from an employee's viewpoint, but also from casual observations noted while making a visit here and there, that the speedliner of ours has the "necessary OOMPH" (with apologies to La Sheridan) in its colorful make-up to really step out and draw in the traveling public, and it is doing that very thing. So here's wishing much success to the grandest train on any road, our own Hiawatha.

OBSERVATION. CAR OF PEOPLE WE KNOW.

Taking advantage of the last few days to enjoy a smooth, creamy ride on the "Beaver Tail Special" were Mr. and Mrs. F. Lacey, Mesdames H. E. Rooney, Gallagher, Wicha, and many others going to Perry, Marion and other places for holiday briefs. And if this guy hadn't been confined indoors at the time, his annual would have been among those scrutinized also.

Roy Wicha, Jr., and Irving Lee dropping off at the good old Order of Moose,

where both were installed as members good and true, and earning their flag for signing me up. Good work, boys.

Making a historic (to him) journey from the east yard to the rip track in just one leap, we find good old Hank Jensen the proud father of (at long last) a daylight job and set up as a car repairer, to boot. Nice goin', Hank. That move precipitated a general exodus for the "car toads." Russ "the Red" Bolton going over on the PM job, sending "Tail Spin" Kinder to the yard where he may sail his kite to his heart's content along the mile runway of main line. Helper Tuxedo Anderson moved up a notch, and with the afore-mentioned bells in the near-distance, it can't come too soon.

First trick "OP" Al Fiala off a few days early in January to do his bit for the Masonic Lodge, going to a few near cities speaking, as he is the official Grand Lecturer for his respective lodge. "OP" Lacy and Yard Clerk H. E. Rooney going to Glenwood Jan. 8 to hear him, but we hear they were just a trifle late in arriving.

Our sick list department is sort of on the mend this month, except Val Hilburn, who was not at work for a week, due to a very severe case of a boil. How's standin', Val?

We want to close this month's contribution with a line or two to congratulate Marc Green, our editor, on the success of his first year as editor-in-chief, and want to express our heartiest good wishes for the coming year from all his west Iowa readers who have appreciated and enjoyed the marvelous way in which he has improved The Milwaukee Magazine.

I&SM Division—West

*E. L. Wopat, Correspondent,
Agent, Wirock, Minn.*

VACATIONS

Fred Killon, passenger conductor, and wife took two weeks and visited their son and his family in Indianapolis, Ind.

Lud Olson, agent at Oldham, S. D., off three weeks visiting in California with his sons. Mr. Olson was relieved by R. E. Gilbertson of Erwin, S. D.

J. E. Felker, agent at Ramona, S. D., off two weeks, being relieved by Geo. F. Jones of Pipestone, Minn. Mr. Felker is enjoying the season at Hot Springs, Ark.

Geo. F. Barr, agent, Colman, and wife three weeks off duty visiting with his new granddaughter in Chicago. He was relieved by W. C. Belling of Chandler, Minn.

J. C. Clayton, agent at Alpha, Minn., accompanied by his wife, took two weeks' vacation in California. Mr. Clayton was relieved by Fritz Olson of Grand Meadow, Minn.

Les Hauge, section foreman at Iona Lake, Minn., accompanied by his wife, left on 222 on Jan. 8 for points in Florida. He is relieved by Earl Ostrander of Fedora, S. D.

R. D. Mathis, second trick dispatcher at Madison, S. D., was called to Madison, Wis., account of sickness in his family. At this writing his children are getting along just fine and are home from the hospital. Mr. Mathis was relieved by C. B. Davis of Sioux City, during his absence.

C. Belling is relieving at Lake Preston, S. D., while Mr. and Mrs. Garlock are spending a two weeks' vacation in eastern points.

James R. Gregerson was appointed warehouse foreman at Madison, S. D., when Robt. F. Johnson was appointed warehouse foreman at Mankato, Minn. A. D. Moe is filling in as bill clerk at Madison, S. D.; job open for appointment.

Al Smith, retired passenger cond., and wife are spending the winter visiting with their son and family in Portland, Ore. They

won't return to their home at Madison, S. D., until some time in the spring.

O. D. Theophilus, Jr., who had enlisted in the U. S. Aircraft school, spent his Holiday vacation with his folks at Jackson, Minn.

Fred Wagner, passenger cond., resumed duties on Jan. 15 after being under a doctor's care for over two weeks. Fred is back on the job feeling as spry as usual.

Mrs. Nick Klaser left on Jan. 15 for Denver, Colo., where she was called on account of sickness.

Iowa Division—East

*J. T. Raymond, Correspondent,
Care Supt., Marion, Ia.*

A party was given by the Unit No. 29 of the National Association of Retired

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Railroad Employees and their wives of Marion and Cedar Rapids on Jan. 7 at Memorial Hall in Marion, Ia. Dinner was served to more than 100. A program was given by Earl Fulton's orchestra, Joe Miller of Marion, Mr. and Mrs. Convey and Mr. and Mrs. Ed Carson of Cedar Rapids. A membership of 103 is reported. The unit will meet the second and fourth Tuesday of each month.

Train Dispatcher Willis Jordan of Marion has been laid up for some time with pneumonia. Extra Dispatcher Thayer came from Milwaukee to keep things moving.

Locomotive Engineer Roy W. Fields, 54, died at his home in Cedar Rapids Dec. 20. He began work with The Milwaukee Road as fireman in 1907, was promoted to engineer in 1912.

W. H. Robinson, Jr., appointed third trick at Green Island.

The Milwaukee Railroad Women's Club of Marion and Cedar Rapids entertained the children at the annual Christmas Party at Marion depot Dec. 29. Santa Claus arrived at 1:30 on a locomotive with candy for the children.

Mr. and Mrs. C. T. Rowe of Marion spent Christmas with relatives in Los Angeles. Both Mr. Rowe's father and brother live there.

Mr. and Mrs. Guy W. Miller of Marion visited briefly with relatives at Toledo, Ohio, Dec. 20.

Milwaukee veteran employees' dues may be paid to Agent C. T. Rowe at Marion or to A. B. Campbell at Cedar Rapids.

On Jan. 1 Roadmaster George Barnoske of Marion off duty for two months' vacationing. J. P. Whalen is his successor.

Women constitute three per cent of the total number of railroad employees in this country.

Trans-Missouri Division

—West

Mrs. Pearl R. Huff, Correspondent,
Care Supt., Miles City, Mont.

Wm. Eaton, retired switchman, Miles City, called at the General Office recently. He is on the move again, with his trailer home. Departed recently for the Sun River Project, under the Webber Dam, for a visit with his son and family and then goes on to the southwest for a trip.

Retired Engineer O. A. Coltrin was a Holiday visitor in Miles City.

General Manager N. A. Ryan of Seattle has accepted an invitation to address the annual meeting of the Miles City Chamber of Commerce Feb. 5.

Conductor H. S. Fritz, TM Division, retired recently.

Bert L. Zabel of Faribault, Minn., was a caller in Miles City Jan. 13.

The sincere sympathy of the Milwaukee family is tendered to the surviving relatives of Frank E. Ayers, retired agent, Mildred, Mont., who passed away Jan. 12.

Congratulations and best wishes for many years of wedded bliss to—

Mr. and Mrs. E. J. Lyman, married Jan. 4, and Mr. and Mrs. S. A. Mayo, married Jan. 10, at Miles City.

La Crosse & River Division

—Wisconsin Valley

Mrs. Lillian Atkinson, Correspondent,
Care Asst. Supt., Wausau, Wis.

We regret very much to report the death of Conductor Sam Ash, age 52, who passed away Dec. 13 at a local hospital after a few days' illness with pneumonia. He is survived by his wife and one son.

We also regret having to report the death of retired Conductor John E. Dexter, age 66, who passed away Jan. 6 of a heart attack. He had entered the hospital that morning for treatment and examination. He is survived by his wife, two daughters, and one son. The division employees extend sympathy to the bereaved families.

Roundhouse Foreman and Mrs. J. P. Horn are vacationing at Memphis, Tenn., and New Orleans, La. From there they will go to Florida to spend the balance of the winter.

The best skiing conditions in the history of Rib Mountain, at Wausau, gave an estimated 400 visitors a taste of what the sport can be when the trails and open slopes are right. Skiers arrived here on the noon train, Sunday, Jan. 5, from Milwaukee and Chicago—buses and cabs met the train at the station and carried the crowd to the ski hill and back again in time for the return of the train during the evening. Arrangements are being made for trains to run at intervals during week-ends to satisfy sport lovers.

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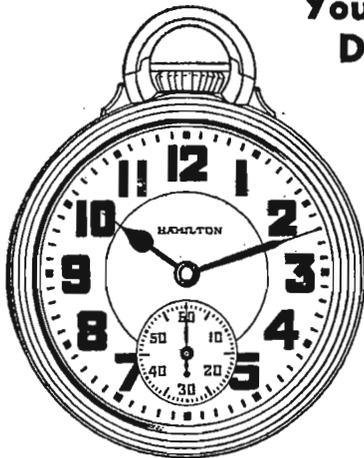
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DULUTH
SEATTLE
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Iowa Division—Second District

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

Carl Osborne, agent at Jefferson, took a couple of weeks off, accompanying his mother to Santa Ana, Calif. He attended the Rose Bowl game and says it is just as colorful as the broadcasts and pictures indicate.

The Des Moines Rail Fans (a group of rail enthusiasts composed of doctors, photographers, railroaders and others who love the shriek of a whistle and the clang of a bell, the odor of superheated steam with a little valve oil in it) traveled from Des Moines to Madrid and return on Sunday, Jan. '12, to see both of the Midwest Hiawathas and to take pictures around the Madrid yards. Forty-one made the trip.

C. E. "Gene" Bachman, city ticket agent, Des Moines, had a real case of the 1918-type "flu" but recovered and is back in the harness selling Hiawatha tickets.

D&I Division—2nd District

Lucille Millar, Correspondent,
Clerk, Dubuque Shops, Iowa

Cornelius Ball, retired pipefitter, passed away at his home in Dubuque Dec. 31 after a lingering illness. Sympathy is extended to his family.

O. T. Cull, asst. freight traffic manager, and G. W. Myers, asst. general freight agent, spent the day in our village recently.

We hear from Milwaukee that Joe Weber took unto himself a bride recently. Congratulations from Dubuque Shops.

The Midwest Hiawatha continues to attract a great many Dubuque people to points west, but the inquiries are numerous concerning a Chicago connection, which we hope will become a reality.

It took a Store Department man to roll a perfect game! From Coburg, Cecil Sellens modestly sent us an announcement of his victory. We mention it here in order that our local captain, Mister Horsfall, will read it and become inspired, or something. (Al. Epp of Milwaukee might take notice, also.)

P. L. Dunn, agent at Clayton, is a patient at Mercy Hospital in Dubuque.

We are glad to see Conductor Cassidy back on his regular run after a brief illness.

Retired Switchman D. D. Kempter is confined to his home due to illness.

"Hump" Graham was over to see us the other day—he's 'ale and 'earty and still optimistic.

Dubuque's leading philatelist is none other than our retired store foreman, Bob Sommer—he has a collection that is really tops.

"Correct English as Spoken by Railroad Brakemen" is the title of a book recently

published (or about to be) by one of our w.k. brakies on this end of the D&I Division. It would seem that a bit of criticism was offered in this connection.

Spring must be just around the corner for Pat McGough closed the door after him when he went out of the office today.

"Sonny" Widman was in the midst of an interesting discourse on the general conditions of things when I passed him the other day—you should get yourself a soap box, brother!

Oscar Ohde, reading about the Schultz and Chandler boys from the Milwaukee drafting room appearing at the alleys with bandages, etc., sez: "Our boys at Dubuque aren't taped up—they should act as though they were." Oscar is the local team's official "come-oner."

Earl Peck, who is now at Dubuque Shops Yard Office, says it's nice to not see day-break every morning. "Honest Abe" is covering Earl's old job and likes to rise with the sun.

Chicago Terminals

Chester Phelps, Correspondent,
Care of Crew Director,
Bensenville, Ill.

WE EXTEND SYMPATHY

To the family of Earl Johnson, switchman, who passed away after a short illness.

To the family of John Stokes, switchman, who passed away suddenly.

To the family of Herman Boecher, engineer on the wrecker, who died after a long illness.

Wm. Muerawaska, son of Engr. Art Muerawaska, saved a playmate from drowning in the Des Plaines River recently. The lad had fallen through the ice, and young Bill, with great presence of mind, went immediately to his rescue.

Tom Seidel, yardmaster at Division St., has had pneumonia for the past two months, but is now on the road to recovery.

LeRoy Snell, switchman, recently had an operation on his stomach but has now recovered and will be working shortly.

Wm. Cady, SP, was the victim of a hit and run driver near the south hump some time back. The driver was apprehended, and Cady was back at work soon.

Clarence "Stubby" Marshall, retired switchman, is spending the winter at Hot Springs, Ark.

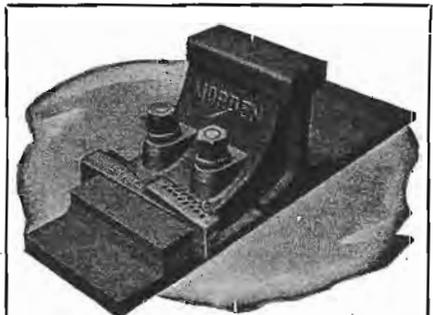
Charley Gregg is displaying a new set of ivories that fairly gleam when he smiles.

Harvey "Sag" Hall, pilot, at present is recovering from a flu attack.

Wm. Arthur, switchman, reported he caught a lot of fish while fishing through the ice in northern Wisconsin.

Gus Labas, general foreman, Mannheim, has two brothers fighting with the Greek army, which may explain Greece's success.

Engr. John Graves is planning a trip south some time soon. John is interested in orange groves and grapefruit farms.



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I&D Division—Central

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

Conductor M. R. Burrell, who has been out of service for some time, is convalescing from a serious operation and is now able to be up and about.

Operator W. E. Deveny, who formerly worked on this division, is now working for the Florida East Coast Ry. Gene evidently does not like the northern winters.

Tom "Honey-Chile" Graves is spending a well-earned vacation with his daughter in San Antonio, Tex.

Herman Tietz, retired section foreman, Menno, who spent some time in the Mitchell hospital, died on Dec. 12.

TBM J. Sibold and family spent a few days visiting relatives and friends in Tomah, Wis., recently.

Engineer Bill Shumaker took a few days for trip to Chamberlain and nearby points.

Retired Engineer A. V. Johnson will spend the rest of the winter in California.

One of the new members of the Sioux Falls Car Department force is Joe Calligan, son of Conductor (Tim) Calligan, Sioux City.

Next Christmas your correspondent is going to arrange to have the same Santa Claus visit his house that called on Engr. Tref LaPlante this past Christmas and left Tref a new automobile and an outboard motor.

Engineer A. B. Main and wife returned from Santa Monica, Calif., recently where they attended the wedding of their daughter, Dorothy Armstrong, who until recently was a teacher in the Sioux Falls schools.

Rocky Mountain Division— Northern Montana Branch

Mabel Newbury, Correspondent,
Trainmaster's Clerk, Lewistown, Mont.

DEATHS

It is a sad duty to report the passing of the following employees:

Charles P. Warner, locomotive engineer, died Dec. 19, at Lewistown.

Marvin F. Riddell, conductor-brakeman, died Dec. 29, at Great Falls.

Levi L. Elliott, operator at Falls Yard, died Jan. 9, at Great Falls.

Car Foreman G. L. Wood is again on

the job, having been in the hospital with a bad case of the flu.

Rodman E. R. Smith of the Division Engineer's Office at Butte, was transferred to Marion, Ia., and Rodman W. Jasper Jones was transferred to La Crosse, Wis., in December. Rodman Foster J. Kelly has been transferred from La Crosse to this division, and arrived in Butte Jan. 2.

Joe Kennett, son of Yard Conductor N. L. Kennett; James Galbraith, son of Conductor C. L. Galbraith; and Philip Baxter, Jr., son of Hostler P. E. Baxter, spent the Christmas Holidays with their parents and friends in Lewistown. These boys are stationed at Camp Murray with the National Guard.

John Baumgartner, son of Conductor G. F. Baumgartner, recently arrived home to visit his parents. John is learning to be a pharmacist's mate in the Hospital Corps at San Diego.

Agent and Mrs. D. Flock of Coffee Creek are spending the winter in Los Angeles, visiting their sons.

I&SM Division—First District

M. S. Olsen, Correspondent
Agent, Dundas, Minn.

Two special trains of 22 cars each moved from St. Paul to Faribault Sunday, Jan. 12, stopping at Northfield for about one hour. The passengers were all St. Paul Winter Carnival boosters repaying a visit by a special train of Faribault and Northfield people who visited St. Paul during its Carnival last winter.

About 1,000 passengers and two baggage car loads of horses made up the parade at both Northfield and Faribault. A full afternoon program of winter sports was held at Faribault and the city was in a holiday spirit as were the colorfully costumed boosters from St. Paul.

Northfield is holding a winter festival Jan. 24 to 26 inclusive.

My distress call for news has been answered. Here is a note from someone who signs himself "Anonymous": "Understand Roadmaster Frank Larson is making plans to retire on pension and do a little corn raising over near Red Wing."

Leo Widmer, former cashier at Decorah, has been appointed cashier at Owatonna and started Jan. 13.

Jennings Hotchkiss, son of our superintendent, has been appointed cashier at Decorah.

W. C. Hickey, agent at Rosemount, off few days last week, sick. Was relieved by Operator Bradash.

J. J. Malek, agent at Lonsdale, off, reason unknown, and relieved by Operator Bradash also.

F. W. Walton, operator at Comus and extra dispatcher, off about week looking over dispatcher position at La Crosse. He likes the old I&M best, though, so will stay here.

F. G. McGinn, agent at Castle Rock, is at Austin breaking in as train dispatcher. We know he will make a good train dispatcher as well as agent.

Albert Lick, former crossing watchman whom the Griswold crossing signals replaced on Third St., has now been installed on Second St. crossing, Northfield.

Here is a little bit the Service Club fellows might talk about at their next meeting. Did you know that a railroad that employs 150 people in a city has: A plant investment of at least \$100,000; an annual payroll of at least \$200,000; provides support for 1,000 persons; customers for a dozen stores; a 10-room school; 200 homes; sales of 200 automobiles; provides practice for a dozen professional men; market for farm products from 8,000 acres; expenditure in trade of at least one million dollars and taxable valuation of at least another million. If there are only 15 men employes in your town, take one-tenth of the above figures and you will get comparable data for your own town.

I&SM Division—East

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

We extend our sincere sympathy to the bereaved members of the families of the following:

Thos. E. McFarlane, former traveling engineer and division master mechanic, who retired from service June 1, 1939, passed away on Jan. 2.

Geo. E. Taylor, former locomotive engineer, who retired from service July 12, 1937, passed away Jan. 3.

Divn. HQ Bowling Team finished the first half of the season in 4th place in the league. Hope we can do much better the 2nd half.

Car Foreman M. R. Johnson and wife vacationed in California the last week of December and the first two weeks of January. Martin says a coat of tan in mid-winter is just the thing.

Yard Clerk Dick Williams is relieving at Fairmont while Louis C. Meyer, regular clerk at that point, is performing military duty.

Jim Gregerson was successful bidder for the warehouse foreman's job at Madison, S. D., replacing Bob Johnson, who went to Mankato.

Adolph D. Moe was senior bidder for the bill clerk's position at Madison, S. D.

A few more names to add to the list of "retired boys" are the following:

Ed. C. Scott, veteran passenger conductor, also Fred H. Campbell, who worked on the run opposite to Ed.

H. B. "Dick" Hinckley, veteran yard conductor.

Our best wishes for a long and happy vacation.

Mrs. L. M. Nodene, employed in the station lunchroom at Austin, has been confined to Colonial Hospital, Rochester, due to an operation, but is reported getting along nicely.

Iowa Division—Middle and West

Ruby Eckman, Correspondent,
Clerk, Perry, Iowa

Engineer Frank Banyard and wife spent the Holidays in California.

Paul Lee, son of Car Inspector Ray Lee of Perry, Ia., left San Diego Jan. 15 for Alaska. Paul is a radio operator in the U. S. Navy. William, another son of the Lees, is in the U. S. Naval school at Great Lakes. He was home on a furlough in January.

Two retired Milwaukee employes and their wives celebrated their golden wedding anniversaries in Perry in December. On Dec. 22 Conductor William T. Stockton and wife held open house. Their son, Vernon, and his family came from Michigan for the event.

On Christmas Day Mr. and Mrs. Edward Jordan held open house and greeted their many friends who called to extend congratulations. Both Mr. Stockton and Mr. Jordan had close to 50 years of service with the Milwaukee when they retired.

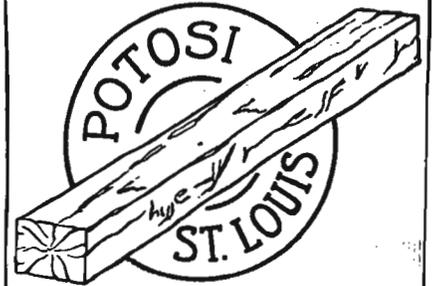
New Year's Day Engineer Frank Keith and his wife left for California to spend the balance of the winter and on Jan. 9 Engineer Thomas Relihan and wife left for New Orleans, La., to remain until

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CHICAGO • NEW YORK

after the Mardi Gras, when they will go to Florida for the balance of the winter.

Machinist De Witt Gibson has a new grandchild, as a daughter was born to Mr. and Mrs. DeWitt Gibson, Jr., of Evanston, Ill., on Dec. 22.

Genevieve Jones, daughter of Mr. and Mrs. William R. Jones, was married to Dale States of Manning, Ia., on Jan. 2. The young people will live in Manning, as Dale is a member of an orchestra group at Manning. Mr. Jones is a roundhouse employe.

Engineer M. Costello has a new granddaughter, a daughter named Susan Miriam having been born to Mike's son, Merle, and his wife on Jan. 5.

Section Foreman J. C. Theulen, who joined the ranks of the retired on Dec. 31, was the guest of honor at a party given by some of the railroad men and business men of Bayard. He was presented with an appropriately engraved watch charm.

J. W. Kubik, who had been signal maintainer at Tama for many years, retired the last day of December. Ralph Field, one of the Perry switchmen, also made the same decision.

Bargain Hunter (as he entered the junk shop): "Have you anything in the shape of an old barrel?"

Dealer (sadly): "I have, but unfortunately my wife is not for sale."

Kansas City Division

K. M. Cohnmann, Correspondent,
Care Supt., Ottumwa, Ia.

Early in December R. C. Gladson and wife left for California points and returning stopped at Phoenix, Ariz., where Mrs. Gladson will remain indefinitely because of ill health.

Chief Carpenter L. Koehly and wife left immediately after Christmas for California to remain for two weeks.

Others who have wended their way to the southwest coast are A. L. Towns, engineer, and wife; C. M. Gage and wife, who will include Santa Barbara and Bakersfield among stop-over points.

Engineer W. F. Exceen is going to points in Texas for a mid-winter vacation. Before leaving, Messrs. Exceen and Towns supplied themselves with a quantity of Milwaukee lead pencils to distribute along the way.

Mike Reynolds and wife were in Los Angeles for the Holiday Season with their daughter and family. Another Ottumwan who spent Christmas with his brother and sister in Los Angeles was Perry Grubbs. Regretted to learn of the ill luck of Agent M. K. Blackman at Moravia, whose home was completely destroyed by fire early in January.

Funeral services for Joseph C. Maier were held on Dec. 17 in Ottumwa. He

had been an employe in the Store Department but on account of ill health had been on sick leave for several years.

Leona L. Snyder of Owosso, Mich., and L. C. Beckert of Owosso, Mich., were united in marriage Dec. 21 in the home of the parents of Mr. Beckert. They have established their residence at 832 W. Second street, Ottumwa. Mr. Beckert is a member of the Engineering Department in Ottumwa.

Henry Reno and family left Ottumwa Jan. 1 for Chicago, where Mr. Reno entered the Engineering Department. Getting in on the last lap, H. G. Johnson had his 1940 vacation beginning Dec. 21. Judging from his conversation, the furniture in his home has taken on a new appearance and we wonder whether he or Merwin L. Taylor would take the prize as champion furniture upholsterer.

Terre Haute Division

Miss Christine Hammond, Correspondent,
Care Superintendent, Terre Haute, Ind.

Of great interest on this division at the present time are the two government munition projects—one located at Manhattan, Ill., where a track connection is under construction at this time, and the other at Burns City, Ind., where the surveys have not been entirely completed but it is figured a track connection will be started in a short while. At Burns City it is planned to make this one of the largest powder storage plants in the country, and we are anticipating very satisfactory revenue returns on these projects.

Engineer Benjamin J. Spellman retired on Jan. 1. Mr. Spellman began his career with this railroad more than 51 years ago, entering service as a locomotive engineer on July 21, 1889.

Conductor M. F. Ernhart and Mrs. Ernhart spent the Christmas Holidays in Beloxi, Miss.

Assistant Engineer A. L. Burt and Mrs. Burt have gone to Florida on vacation, Mr. Burt to return in two weeks and Mrs. Burt to spend the remainder of the winter there.

Marie Adele Whalen has returned to school at I.S.T.C. in Terre Haute, having spent Christmas and New Year's with her parents, Mr. and Mrs. W. J. Whalen, and her brother, Billy, in Savanna, Ill.

Frank Pearce, son of Chief Clerk F. G. Pearce, returned home to spend Christmas with his family. Frank is a student this year at the Massachusetts Institute of Technology.

Former Machinist Dan O'Hern, 67 years old, met his death on Dec. 17 when he was struck by an automobile in Terre Haute. Mr. O'Hern was employed in the West Clinton roundhouse for 16 years, and had been retired since Nov., 1938.

Charles Clampitt, section laborer at Terre Haute, retired on Jan. 1. Mr. Clampitt had been in the employ of this company since 1902.

John Huggard of the Engineering Department joined his father, who is a retired navy officer, at their home in Wethersfield, Conn., for a brief vacation the early part of January.

Congratulations are extended to W. J. Reilhan on his promotion to Milwaukee Terminals as trainmaster.

We saw this in the New York Times, so it must be so:

Charles of London,
52 East 57th Street,
New York City.
Gentlemen:

When I was in New York the other day I sent home a Louis XIV bed. I now find that it is too short for my husband. Please send me a Louis XV.

Sincerely yours,
Mary B.

Rail oddities

THE HOOKED-HEAD SPIKE WHICH IS USED TODAY BY RAILROADS THROUGHOUT THE WORLD TO FASTEN STEEL RAILS TO CROSS TIES, WAS DESIGNED BY AN AMERICAN IN 1831.

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Any railroad shop cutting steel sheets and plates in straight lines, arcs or circles will find use for at least one, and plenty of profit from its use.

WHAT THE NO. 10 RADIAGRAPH WILL DO

1. With one section of track (furnished as standard equipment) cut straight lines 5 ft. long, with either square or beveled edges. **NO EXTRA ATTACHMENT FOR BEVEL CUTTING.**
2. Cut circles from 3" to 85" in diameter, or arcs up to 42½" radius, with either square or beveled edges.
3. Cut irregular outlines to a limited degree by manual operation of torch adjusting arm. Do a clean, fast, accurate job.

Send for descriptive bulletin.

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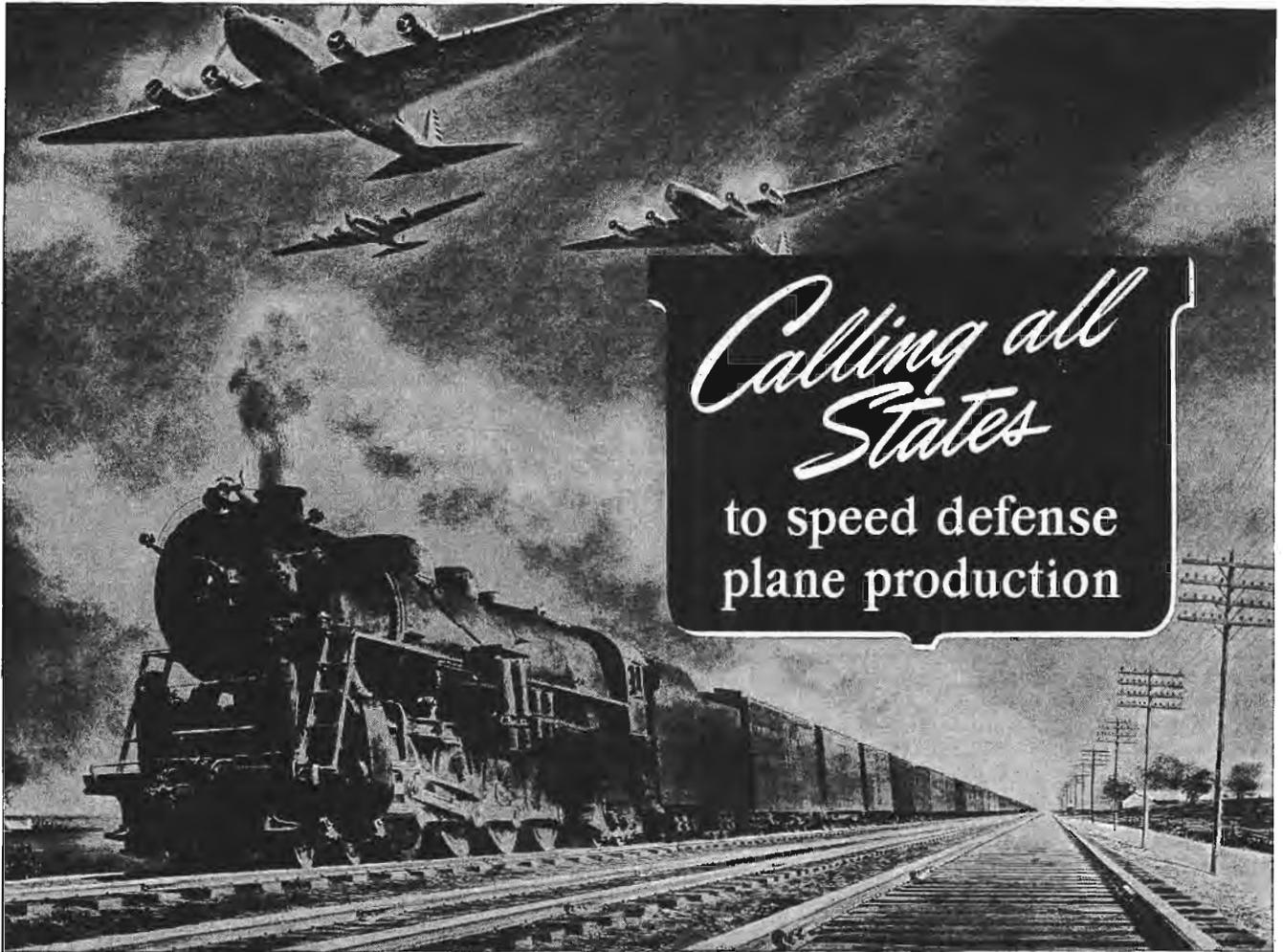
*Journal Bearings and
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CHICAGO



Calling all States

to speed defense plane production

WHAT does it take to build the airplanes needed to defend America?

First of all, it takes factories—new buildings.

Next, it takes machines.

And finally, it takes materials from every state in the union—everything from abrasives, acids, aluminum and antimony to tin, tungsten, turpentine, vanadium, wool and zinc.

How are all these machines and materials gathered from the far corners of the country to the factories where planes are built?

The answer is the same that you get for any other industry—the American railroads do the job.

According to one well-informed writer, “55 per cent of the average requirements for air-

craft fabrication is shipped in excess of 1,500 miles for assembly.”

At latest count, there were 79 aircraft manufacturers, scattered over 20 states—and beyond this, there were 23 aircraft engine manufacturers—scattered over 12 states.

Now, despite the size of America’s aircraft program, it is not a big job to move the materials needed, measured in *tonnage*. There are industries which move a greater tonnage

of freight in a week than aircraft construction requires in a year.

But in aircraft construction another factor is of particular importance, and that is reliability—accurate scheduling—on-time delivery.

And on this point also, the American railroads are today at the highest point of efficiency in history.

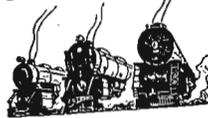
What they do for the airplane industry, they do for the farmer, the merchant, and all the industries of America—they haul the food you eat, the clothes you wear, the fuel that warms you, the things you use every day, handling America’s traffic so smoothly that few people give it a second thought.

That’s the best evidence that the railroads are America’s No. 1 transportation system in their *competence* as well as in their size.

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