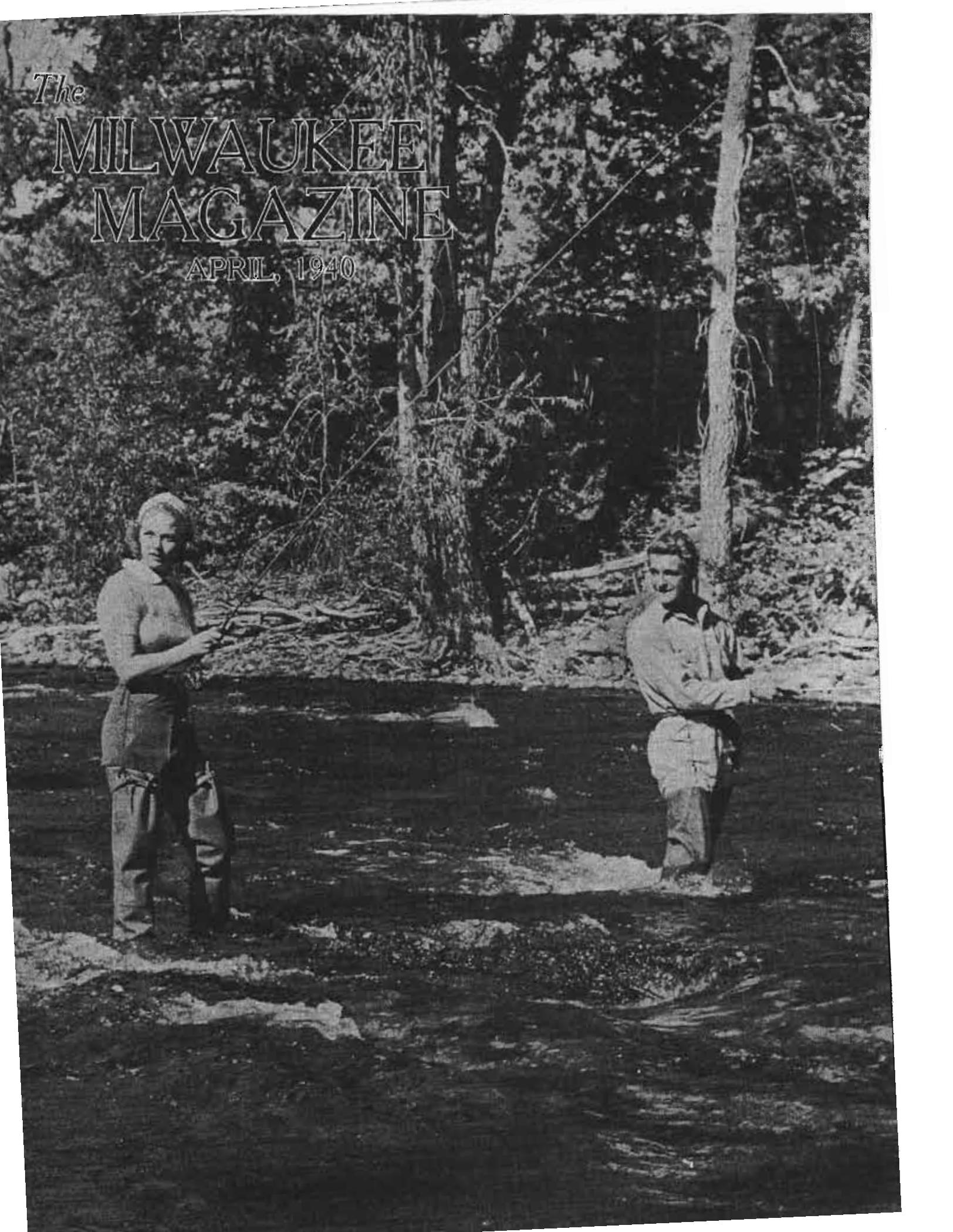


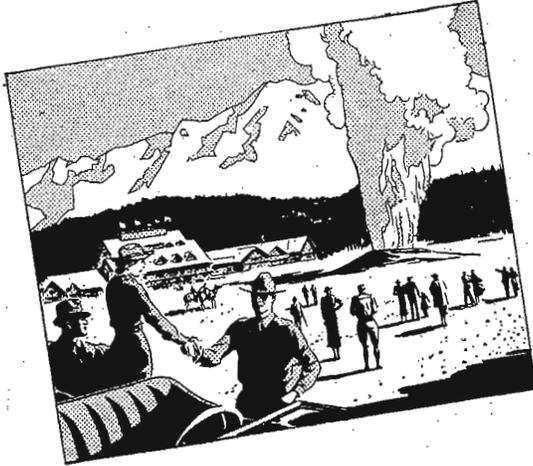
*The*

# MILWAUKEE MAGAZINE

APRIL, 1940



# Vacations in the NORTHWEST WONDERLAND



OVER THE  
MOUNTAINS

DOWN TO  
THE SEA



## CIRCLE AMERICA BY TRAIN

**\$90** IN COACHES

**\$135.00** IN SLEEPERS

\$45.00 for lower  
berth; \$34.50 for  
an upper berth.

See both Fairs. Include both  
New York and San Francisco  
on your tour.

VACATIONS START on board the Olympian — famous transcontinental flyer electrified over four mountain ranges.

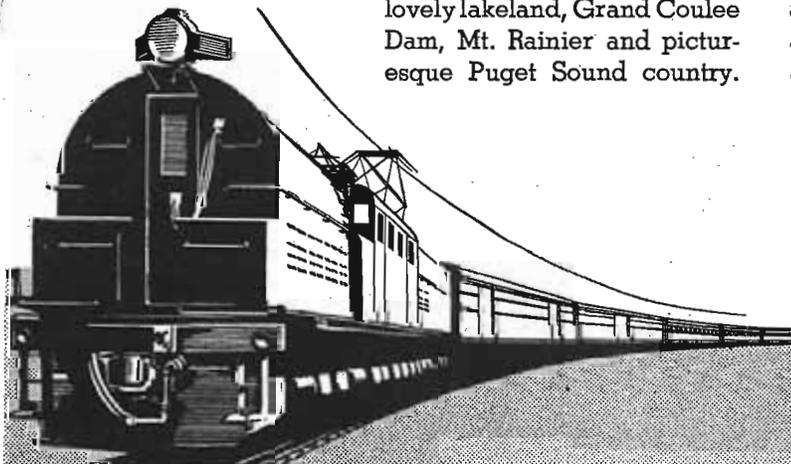
For real western fun — the Montana Rockies, Gallatin Gateway Inn, Dude Ranches, Morrison Cave and ghost towns . . . and Yellowstone Park, of course.

Farther west Spokane's lovely lakeland, Grand Coulee Dam, Mt. Rainier and picturesque Puget Sound country.

Sailings from Seattle to Alaska and the Orient.

It's most economical and comfortable to travel via The Milwaukee. At many destinations automobiles are available and may be rented conveniently and inexpensively under the new Train-Auto Service plan.

Milwaukee Road representatives will gladly furnish literature and full information, or assist in planning a trip.



**THE  
MILWAUKEE  
ROAD**

# THE REORGANIZATION PLAN

**I**T IS PROBABLE that most Milwaukee Road people have seen items in the press stating that the Interstate Commerce Commission has approved a reorganization plan for this railroad.

As you know, the Milwaukee Road filed a petition for reorganization on June 29, 1935. This was necessary because the earnings of the road were so low it could not pay the interest on its mortgages.

The same situation existed in 1925 when the road was forced into Receivership. Business conditions improved in the following three years and when the reorganization plan became effective at the end of that period the business of the country was at a high level.

When the road emerged from Receivership in January, 1928, it was thought ample protection had been afforded by the provision that interest on a large proportion of its total obligations need not be paid during the next three years if earnings were not adequate. The depression started late in 1929 and increased in severity to unprecedented proportions during the following years.

Although everyone connected with this railroad did his best to make ends meet during the six years following the collapse in 1929, it was found necessary in 1935 to seek the protection of Bankruptcy proceedings and a plan for adjustment of its finances was submitted to the Interstate Commerce Commission. Hearings have been held on this plan and on others and the Commission has worked out the plan which is now proposed. In this plan the Commission makes no provision for present stockholders, as it finds that the equity of the present stock has no value.

Lest some Milwaukee Road people may have the idea that everything is now settled, I wish to say that this is not a fact. Sixty days are allowed within which time those dissatisfied with the plan may petition the Commission for modification thereof. When these petitions are finally disposed of the Commission will certify its plan to the Court. The court will then give those who approve as well as those who oppose the plan an opportunity to be heard. If the Court finally approves the plan it will be certified back to the Commission and the Commission will then submit it to the several groups of bondholders for approval. If finally approved, the details of the plan will have to be worked out. All of these things will require considerable time and another year or perhaps more may pass before all legal requirements are met.

It is essential that everyone on the railroad continue his efforts to help the road in every way he can. There must be no let down. The troubles of past years, which have forced one-third of the railroad mileage in this country into bankruptcy or receivership, have not been due to negligence of management or employees. The railroad's difficulties have been their share of the troubles of the nation, aggravated, of course, by the inroads of other forms of transportation. We will be negligent, however, if we fail to take advantage of every opportunity to find additional revenue for the Milwaukee Road.

Traffic Tippers and Service Clubs are performing a real service to this road. I urge them to continue their activities with renewed vigor.

*H. E. ...*

## NUMBER OF TRAFFIC TIPS REPORTED BY TRAFFIC TIP SUPERVISORS ON THE DIVISIONS SHOWN BELOW DURING THE MONTH OF FEBRUARY, 1940

Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees	Division	Pas- senger Tips	Freight Tips	No. of Tips per 100 Employees
Dubuque & Illinois.....	86	314	33.9	La Crosse & River....	69	20	4.8
Madison .....	161	19	28.4	Coast .....	48	16	4.5
Superior .....	21	58	13.4	Rocky Mountain .....	27	5	4.1
Iowa & Dakota.....	113	71	12.3	Trans-Missouri .....	24	2	3.2
Hastings & Dakota....	88	29	11.2	Chicago Terminals .....	22	47	2.9
Iowa & Southern Minn.	24	39	8.7	Twin City Terminals...	35	22	2.9
Seattle General Offices.	20	6	7.8	Terre Haute .....	1	24	2.8
Milwaukee Division ...	24	59	7.1	Milwaukee Terminals..	78	30	2.6
Iowa .....	26	65	6.9	Miscellaneous .....	7	7	2.4
Chicago General Offices	64	43	6.3				
Kansas City .....	21	21	5.8	<b>TOTALS .....</b>	<b>959</b>	<b>897</b>	<b>7.2</b>

# Enthronement of Archbishop Creates Heavy Rail Travel

ONE of the largest concentrated railroad passenger movements in recent years took place early in March, when the Milwaukee Road operated three special trains carrying almost 1,500 revenue passengers from Chicago to Milwaukee and return.

It was occasioned by the enthronement of the Most Reverend Samuel Alphonsus Stritch as Catholic Archbishop of Chicago to succeed the late George Cardinal Mundelein. Since 1930, Archbishop Stritch has been the head of the Milwaukee ecclesiastical province.



Archbishop Stritch Addressing the Throng.

Demonstrating the ability of the railroad, the movement which involved nearly 50 cars, including nine diners, was successfully accomplished in the space of but four hours. The effective arrangements made and so well carried out by all the departments involved won the plaudits of the Church dignitaries who had charge of selecting the route, and occasioned vast desirable publicity for the Road.

Leaving Chicago the late forenoon of March 6, a Welcoming Committee, which was composed of Church dignitaries and laity, including Mayor Kelly, members of the Chicago City Council, and representatives of all of the important Catholic fraternal societies, speeded to Milwaukee. There the equipment was quickly serviced and turned, without interference with regular operations.

On arrival in Milwaukee a small delegation representing the Welcoming Committee proceeded to the residence of Archbishop Stritch and escorted him to the waiting trains. The station in Milwaukee had been decorated for the occasion and bands were playing as he was conducted through the throng that had assembled to bid him farewell. More than 100 Milwaukee clergy ac-

companied the archbishop on the third section of the fleet of specials, all arriving in Chicago in the early afternoon a few minutes ahead of schedule.

A fanfare of trumpets, blending with the rich notes of an electric organ echoing throughout the rotunda of the Chicago Union Station, greeted his arrival. This was followed by a chorus of 500 voices and 15 bands which joined with the reverent multitude, estimated at upwards of 10,000 people, in hymns of praise of God and Country as Archbishop Stritch, clad in the purple cassock of his rank and wearing a skull

cap of the same color, took his place on the balcony at the east side of the station.

Dominant in the beautiful decorations provided throughout the station by the church authorities, was a huge American flag. Festooned were the gold and white of the papal colors, intermingled with red, white and blue bunting. An added touch of color was the archbishop's coat of arms and the school banners of

the Catholic youth of the city, with boys in R.O.T.C. and Boy Scout uniforms, girls in mortar board and gown, and boys and girls in varying uniforms. More than 300 uniformed police were in attendance.

To the thousands gathered outside the station and in the waiting rooms, unable to gain access to the east concourse, a public address system, installed by church authorities, carried the words of welcome extended by Mayor Kelly and others, including Bishop Bernard J. Sheil who had charge of all of the arrangements and who, since the death of Cardinal Mundelein last October, has been administrator of the Catholic church in the Chicago area.

Following a short and impressive Pageant of Youth, Archbishop Stritch simply and briefly responded to the welcoming speeches, saying in part:

"This is indeed one of the great cities of the world, with an individuality which is as charming as its greatness. To enjoy the privilege of being numbered among its citizens is no small honor for any man. To have the opportunity to contribute to its further greatness is my rare privilege.

"Jefferson said that religion, morality and education are the three essential requisites for our experiment in free institutions. Let one of these be wanting and the very notion on which our democracy ultimately rests is gone.

"I come to Chicago for a very definite work, and that work has to do with religion, morality and education.

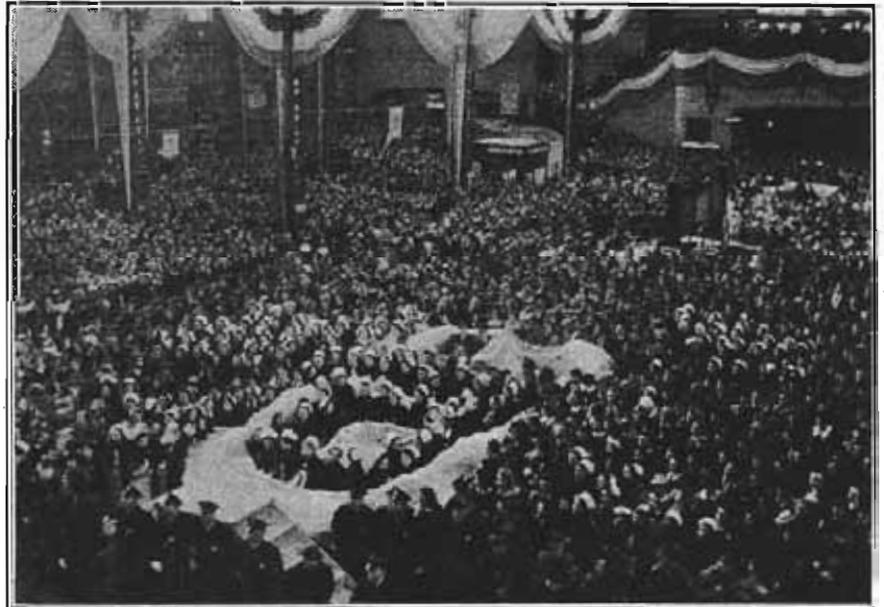
"In these times, when unfortunately there are not wanting leaders so blinded that they would build our institutions anew on the sands of materialism and naturalism, we must conspire to work the harder to preserve and strengthen these foundations of true democracy.

"It is working for this purpose that I hope to contribute to the further greatness of this metropolis."

To the young people he said in part:

"You are the hope of the future, you are the Benjamins of the flock, and with a heart of love I shall watch over you and guide you."

Below: Part of the Crowd Welcoming the Archbishop at Union Station.



The day following his arrival, Archbishop Stritch was enthroned in Holy Name Cathedral as the fourth Roman Catholic archbishop of Chicago, the spiritual leader of 1,400,000 and the head of the largest Catholic province in America. Beauty, dignity, and magnificence, but all with a deep note of spirituality, marked the ceremony.



Mr. E. B. Finegan, Chief Traffic Officer, greeting Most Reverend Bishop Bernard J. Sheil.

The cathedral was a riot of color as the purple robed monsignori, bishops, archbishops and abbots, assembled from all over the United States, took their places within the sanctuary rail.

The choir loft presented a striking scene with more than 200 members of the Cathedral choristers, the Holy Name grammar school boys' choir, the Priests' choir, the Seminarians' choir and the Cathedral Symphony orchestra.

The ceremony opened with a lengthy procession of clergy in colorful vest-

ments, through the aisles to the sanctuary. Accompanied by his entourage then came Archbishop Stritch. From the pulpit the chancellor of the diocese read the edict known as the papal bulls—from bulla, a latin word meaning a seal—announcing to the clergy, to the people and to Archbishop Stritch, the authority for his appointment.

After the reading of the bulls, the Most Rev. Amleto Giovanni Cicognani, papal delegate to the United States, ushered Archbishop Stritch to the arch-episcopal throne.

Then followed the high point of the ceremony, the solemn pontifical Mass. Singing of Te Deum, the ancient hymn of thanksgiving, and the recessional, closed the ceremony.

### New Archbishop of Milwaukee Also Travels Milwaukee Road

The Most Reverend Moses E. Kiley, former bishop of Trenton, N. J., who was enthroned as the archbishop of Milwaukee March 28th, to succeed Archbishop Stritch, also traveled on a Milwaukee Road special train from Chicago to Milwaukee.

He was accompanied by a delegation of Milwaukee and Chicago clergymen and laymen who went to Trenton to escort him to Milwaukee, and by a second and much larger group of Milwaukeeans who came to Chicago by Milwaukee Road special train the morning of March 27th to welcome the then archbishop-elect and accompany him to Milwaukee.

When "Babe" took a drink the rivers ran dry, and where his feet sank into the ground, there remained a hole that at once filled up and became a lake. "Babe" apparently roamed over most of these forests if his dainty footsteps are to be considered as having made way for this land of a thousand lakes.

Many are the legends of the prowess of that mighty lumber jack, most of which have been gathered into Mr. Charles E. Brown's book: "Paul Bunyan Tales" which you might include in your summer reading when you go to the Lake Country.

And "believe it or not," in the new Memorial Union Building at Madison, a room has been set aside and dedicated to the memory of the Paul Bunyan legend. On the walls are maps of the Bunyan logging district, there is an enlarged colored drawing of "Babe" and many fantastic pictures telling the story of the mythical hero of the North Woods.

Since the days of Paul Bunyan, and of the primeval forests of the North Country, the woodsmen's axe has "fallen" the heavy timber and the saw-mills have cleaned them up and sent the lumber on down river to the markets. But the gentle hand of Mother Nature has hastened to bind up the wounds and everywhere now is a "second growth" timber that already bears resemblance to the forest monarchs of old.

So there are green woodlands, the tang of pine in the air and the silences



The Old Ferncroft Inn, Star Lake, Wisconsin.

## Summer in the Wisconsin North Country Land of a Thousand Lakes and Beautiful Rivers

OLD Man Winter is definitely on his way out of the North Country, for "everywhere you go, is the sound of running water under the melting snow." The skis and the skates are packed away and out come the rods and reels with their accoutrements and it's time to think about goin' fishin'. The northern waters are "chock full" of muskies, pickerel and all the other big ones, waiting for the battles royal with the noble army of Waltons soon to descend upon their hideouts.

Let's take a look around among some of the countless number of places to go fishing up in the Land O' Lakes country, by way of being in position to pass out traffic tips to our friends and neighbors who seek the woods and waters and the outdoor sports of the good old summer time.

We'll make no mistake if we head for Minocqua, a city practically surrounded by water, for there are lakes to right of it, lakes to left of it—there's water, water everywhere—lovely sparkling little water sheets that ripple gently on sandy beaches below wooded shores.

Right from Minocqua and its encircling lake with a name to conjure with (pronounce it if you can) Kewa-

guesaga, but "Minocqua" to you, you are in the "land of a thousand lakes" of pine forests, of little racing brooks that fairly tease you to cast your line, and restless rivers that sweep on toward the sea. And to com-



Driveway along the lake at Minocqua, Wisconsin.

plete the enchantment you can, if you wish, spin your yarns by the fires of your own cabin while yarns there are plenty, for this is the ancient habitat of that doughty old lumber jack, Paul Bunyan, and the stories of his exploits still linger there. Great was his strength, for he could with one stroke of his axe lay a whole forest low. With him was his trusty blue ox, "Babe" who had strength equal to nine horses and who weighed over ten thousand pounds.

of the "deep cathedral wood" to offer rest and serenity away from the cares of the world.

Summer hotels there are in plenty, log cabin resorts and camps abound. At Trout Lake, which is a part of the Northern Forest State Park, it is said the fish fairly rise and beg for a battle with the hook and line. Trout is one of the deepest lakes in the state. But there are fish everywhere; Wisconsin's comprehensive conservation plans and campaigns have fully stocked the waters. One could not name all the lakes and lakelets of the North Country, but, mentioning a few of the larger ones, there are Arbor Vitae, Plum and, at the end of the line, big Star Lake. The Passenger Department has information guide books which your friends and neighbors can procure for the asking.

If rivers allure you, and you want to cast your fly in the sparkling depths of a running stream, there is the valley of

(Continued on Page 11)

# Service Club News

## Abandonment of Agency Discussed in Public Meeting

Service Club Helps People of Cowgill, Mo., See Their Railroad in a New Light

IT IS logical to assume that, since the February 27th meeting of the Southwest Service Club in Cowgill, Missouri, the people of that town and community have a clarified picture of what value the Milwaukee Road has been to them and have been brought to a partial realization of the ill effects that would result were the local agency abandoned.

After a brief business meeting among themselves, the club members retired to the opera house in Cowgill where 150 of the citizens had assembled for the purpose of hearing the important discussion which had been announced for that night.

There were some very graphic talks made during the program. Among the speakers were Superintendent Beerman of the K. C. Division, M. F. Pollard, club chairman, and the Hon. John Stevens, state representative from Caldwell County.

The citizenry was impressed, apparently, by the sound logic of these men in pointing out the degree to which that community identified its welfare with the welfare of the railroad. Representatives of the public expressed their opinions, all of which were to the effect that the Milwaukee Road should continue the agency.

Mr. S. K. Vantrump, cashier of the Cowgill Bank, was one of the speakers for the people of the community. He was followed by Mr. Don Groves, a farmer, who asked that the railroad bear with them for a while longer and every effort would be made to avert what he referred to as the "calamity" of doing away with the station. Mrs. Belle Lisle, local postmistress, also gave a very interesting talk in which she mentioned the amount of railroad taxes paid annually and what they contributed to the public schools.

In his talk Chairman Pollard spoke at some length about railroad taxes, stressing the fact that the railroads were by far the leading taxpayers of the county, and that without them those taxes would have to be added to the taxes of the people. He mentioned the fact that the Milwaukee Road had done more than any other single factor to build local land values and that it was still enhancing them.

Brief talks were made at the close of the meeting by a local minister and several rail representatives from Kansas City.

This meeting was the first of its kind ever to be held in Cowgill; it was reported as having made a profound impression on the people of the commu-

nity, suddenly faced with the unpleasant prospect of having to get along without the railroad which many of them had been inclined to regard with less than due consideration.

## "Welcome"

So you are wondering why the quotes? The fact is, "welcome" is not original with this department—it is the Service Club theme song, taken from a door mat of the same name and used merely to remind you that you are.

If you haven't been to a meeting of your club for awhile, you should drop in next month. The chairman will always be glad to shake hands with an old face.

## Here's Another Tip

ON THE suggestion of a Service Club that Traffic Tip Supervisors and Service Club Chairmen should be reminded that school teachers throughout the country will soon be planning their summer trips, giving Milwaukee Road people an opportunity to obtain Traffic Tips covering these trips, Mr. Sengstacken replies as follows:

"We think this is a splendid idea and, in this connection, wish to point out that the Annual Convention of the National Education Association will be held in Milwaukee, June 30th-July 4th, 1940, and that this meeting attracts a very large attendance.

"On account of this meeting being held in Milwaukee, and, in view of our preferred train service in and out of that city, we have an excellent opportunity to secure additional business, because many school teachers, being on vacation, will, after the meeting, continue on to various western recreational areas.

"If the Chairmen of the Service Clubs and Traffic Tip Supervisors will bring this matter to the attention of the employes within their jurisdiction, we are sure beneficial results can be secured."

## "Strike While There Is Time to Spare"

Aberdeen Bowlers Make Autumn Plans

OF COURSE, they were rushing things somewhat — planning a Service Club Bowling League for next fall while the Ides of March still had icicles on them—but the Aberdeen tenpin enthusiasts wanted to make sure they get off to a flying start when the next season opens; for that reason they had a special meeting of the local Service Club on March 8th to find out who was interested and just how the organizing would be done. And so, with a head start of at least six months, they went about the business of arranging for future fun with an implied battle cry of "Strike while there is time to spare."

Judging by the attendance, there will be no shortage of talent and, although final plans cannot be made yet, preliminary steps have been taken and the players have started banding themselves into teams. All invincible, of course.

This club has also circulated among its employes a questionnaire designed to find what activities are most popular. The list included soft ball, card playing, other games, music (both vocal and instrumental) and the questionnaire requested other suggestions as well as names of talented members of employes' families.

## Club Notes

Wolverine Club Arranges Chippewa Inspection by School Children

A TRAIN ride is more of an occurrence now than it once was, for two reasons: in the first place, compared to the old-fashioned train, the modern streamliner is something to look at, as well as something to ride in; in the second place, private automobiles have made train riding something of a special occasion. The school children of Stambaugh, Mich., have had the thrill of a ride on a modern train, however, for they were taken aboard the Chippewa early in February and taken for a short ride. H. G. Hoover, chairman of the Wolverine Club, announced at the meeting in Iron river on February 17th that the kiddies had a wonderful time, seeing (among many other astounding and exciting things) their first sleeping car, which was shown them along with the regular equipment.

The superintendent and teachers of the Stambaugh school were appreciative of the courtesy shown them (Cont. on Page 12)



Left: General Board, Milwaukee Hiawatha Service Club, L. to R.: Harry C. Johnson, secy. - treas.; Ambrose Serry, gen'l chairman; Oscar Remy, vice gen'l chairman.

# Perfect Shipping and Careful Handling

By W. L. Ennis, Manager of Claim Prevention

THE month of April having been set aside by the railroads as "Perfect Shipping and Careful Handling Month," it is hoped that the employes of The Milwaukee Road are going to intensify their efforts toward making this campaign a 100% success.

We have an opportunity here to improve our relations with the public by showing our patrons it is our desire to transport their shipments, whether they be carload or LCL, in a safe and proper manner at all times, thereby eliminating the dissatisfaction which is sure to result when freight is either lost or damaged.

The Milwaukee Road employes have indicated they are fully familiar with the fundamentals of proper handling of freight and the record of claim payment shows conclusively what can be done when everyone involved makes up his mind to do his job in the correct manner.

None of us would attempt to stow heavy freight on top of light, fragile containers; neither would we throw these fragile containers from one to another or drop them onto a car or warehouse floor, subjecting the contents to damage. None of us would accept or deliver an LCL shipment of freight, without first checking all of the marks on each individual package, making sure that they agreed entirely with the bill of lading or shipping order. I do wonder sometimes however, whether we pay as much attention as we should to shipper's warning signals, such as "Fragile," "Glass," "This side up," RED arrows, etc.

I also wonder whether we appreciate what it means to freight that is moving in containers such as barrels, jacketed cans or hogsheads, when we don't properly secure such containers against the wall of the car, and put a top block on the barrels or hogsheads, so that they won't tip over.

Do we understand that wet batteries, also are of little value if they have been tipped over because someone failed to secure them? The same principle applies in the case of shipments of neon signs.

What about a carload of machinery? Do we simply accept the shippers' word that everything is OK and issue a clear bill of lading without first having a representative of the Car Department look it over and make sure that it is OK and then wire the Train Dispatcher and the Manager of Claim Prevention so that every precaution can be taken to insure the car traveling through to its destination without anything but perfect handling?

We have a big construction job taking place in our community and we notify the Claim Prevention Bureau, as well as our superintendent, indicating

at the same time what material is to be employed, who is to purchase it, where it is to be secured and in this way lay the ground-work so that every possible precaution can be taken to get the shipment through to our station in 100% condition.

If we are having trouble on our out-bound shipments, do we make it a point to be present during the time that the shipments are being placed in the car,

fellow that he may feel free to take as much out of it as he desires. We know that by making a special effort to hold the damage to the minimum and then disposing of the salvage for as much as we can and at least invoice, we have done a real job of prevention.

Do we keep our records in good condition at all times so that if a claim comes along six months or a year hence we can turn to our records and give a reply that will protect our employer? This is particularly true in the case of inspection of perishable freight, seal records, car orders and agent's car inspection certificates.

When a Claim Prevention meeting is called in our territory, do we make an honest effort to attend the meeting with the idea of giving those present the benefit of our suggestions and at the same time learning something from the other fellows in attendance, or do we simply say that this is something that we are not interested in and leave it to the other fellow to take care of?

It is our sincere hope that as many as possible of the officers and employes of the Milwaukee Road will sit in at the joint meetings. By doing so we will have an opportunity to indicate to the shipping public the pertinent fact that the employes of The Milwaukee Road are interested in this all-important subject of perfect

shipping and careful handling.



seeing to it first of all that the car itself is in proper condition and then getting the shippers' forces to do what they can to overcome the trouble? For instance, in the case of shipments of canned goods, do we see to it that the floor racks are covered with old cartons, and a good, tight job of stowing is accomplished and that further protection is afforded between the various sized containers through the use of other old cartons which tend to reduce the opportunity for creasing and damage when the smaller cartons strike up against the larger ones in transit?

In the case of damage, do we follow directly with the consignee, making sure that the amount of the damage is reduced to the very minimum? In other words, while we want to take care of our customers for damage that actually exists, we don't want to leave our cash drawer wide open and tell the

## RESOLUTION

*I'm going to be more careful,  
To help reduce the claims.  
I'm going to be more friendly  
Both on and off the trains.  
I'll be more willing, too, to help  
And slow to criticize.  
I'll practice hard at self-control.  
My stock will surely rise!  
I'm going to be more courteous  
To worker—patron—friend.  
I'm going to be more loyal  
From now on 'till the end.*

—Anon,

Company Employe.



# THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

VOL. XXVIII

APRIL, 1940

No. 1



Published monthly, devoted to the interests of and for free distribution among the employes of the Chicago, Milwaukee, St. Paul & Pacific Railroad.

CARPENTER KENDALL, *Editor*

MARC GREEN, *Associate Editor*

A. G. DUPUIS, *Advertising Manager*

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## William H. Campbell

**A**T Providence Hospital, Seattle, Wash., on March 6th, occurred the death of William H. Campbell, local freight agent in that city. He had been ill since December 24th, when he suffered a heart attack.

Mr. Campbell was a veteran of Milwaukee Road service, starting in 1905 as station helper at Liberty, Mo. Learning telegraphy, he served as operator for the company at various stations in Iowa. In 1918 he went to Lines West, acting as operator and agent at Fredericksen. From there he transferred to the office of division freight agent at Tacoma, as chief clerk. He went to Seattle as freight agent in 1926, which position he filled up to the time of his death.

Mr. Campbell was widely and favorably known among the shipping public of the Sound Country, and he enjoyed the esteem and confidence of his employers and associates, by whom his passing is deeply regretted.

He is survived by his widow, and three brothers, to whom the sympathy of the Milwaukee Road friends is tendered in their bereavement.

Funeral services and burial took place in Seattle.

## Choral Club Appoints New Director

**T**HE Milwaukee Road Choral Club, composed of employes in the Chicago area, recently appointed Stanley Martin as director and reappointed Miss Gladys Lund as accompanist.

Mr. Martin is well known in Chicago musical circles and for many years has been organist for the Chicago Sunday Evening Club and the Swedish Choral Club and choirmaster and organist for St. Mark's Episcopal Church in Evanston.

The Club has done noteworthy work during the past several years and under the direction of Mr. Martin it is anticipated that it will add further to its laurels.

Membership is open to all employes and members of their families over 16 years of age. All who are interested should apply to the secretary, Miss Edith Allen, care Freight Claim Department, Fullerton Avenue Building, Chicago.

Officers of the Club are George Dempsey, president; Loretta Kuhn, vice-president; Grace Doyle, treasurer; Edith Allen, secretary; Roy Erickson, librarian.

Eight

## Garden Club to Be Organized

**I**F YOU are a "Man with a Hoe" (or a woman with a spray gun, for that matter), you will be interested in the garden club under consideration for Milwaukee employes.

The organization of such a club has been suggested many times but, of course, it will not become a reality unless a sufficient number of employes and their families give evidence of interest.

Its purpose will be chiefly to further and help direct the flower growing hobby which many of you already pursue; it will be a means whereby your efforts can be given greater recogni-

tion; it will be a source of information regarding the myriad aspects of flower growing, display arrangement and the like. There would, naturally, be flower shows held on appropriate occasions during blooming seasons.

Membership in such an organization would require nothing more than a 25c annual payment of dues and a perennial interest in posies—both of which you must already have or you would not have reached the fourth paragraph of this call.

If interested, communicate with The Magazine soon, *but don't send your 25-cent pieces yet.* That will come later.



*"When all at once I saw a crowd,  
A host, of golden daffodils."*

—Wordsworth.

**B**EFORE the East and Middle West were out of their woollens a spring festival, probably the earliest of such in the United States, was being held in the mild climate of the Pacific Northwest. This year the people of Tacoma, Sumner and Puyallup, Washington, held their seventh Daffodil Festival from March 25th to 31st.

Events in connection with this fete, that not only honors the daffodil growers of the Puyallup Valley but also serves as a welcomer of spring, extend from ski level to sea level. On the snow slopes of majestic Mt. Rainier that looms above the valley there were ski

tournaments, while at the lower end of the valley on the salt waters of Commencement Bay a sailing regatta was held.

Tours through the valley and to the various farms that form the 500 acres planted in daffodils (and which have given the name of the Golden Valley of Daffodils to this region) were daily events during the fete. There was a huge parade featuring daffodil-covered floats on Saturday, March 30th. A flower show at Sumner March 30th and 31st exhibited over 300 varieties of daffodils grown in the valley.

# Material Inspectors on the Railroads

L. E. GRANT, Chief Chemist  
Milwaukee Shops

**T**HE articles following are excerpts from a paper prepared by Mr. Grant and printed in the Magazine "Railway Purchases and Stores":

Mr. Grant states in opening, that most large railroads have what is, in effect, a test department though it may be known by other names:

"One important branch," says Mr. Grant, "of a test department is the one devoted to the inspection and testing of materials and supplies, and which is in charge of a chief material inspector."

"Before attempting to explain what material inspectors do, a few words about the men themselves are necessary. . . . A good inspector must be able to inspect satisfactorily, more than one type of material; and here then is one of the important requirements for an inspector; he must be sufficiently well trained and versatile enough to inspect intelligently, a rather wide variety of materials. This does not preclude some specialization, but in general there must be at least two men available who can handle any of the various items that require specialized knowledge and experience. . . ."

## Ferrous Products

"Turning from the qualifications of an inspector, consideration may be given to the objectives of material inspection; and following this, the ways and means of obtaining the desired results. . . ."

"It is the job of a material inspector to examine and check the material that is being purchased against the appropriate specifications to see if the articles are within the desired limits. Some typical examples will show best how this works out in practice:

"The procedure followed in the inspection of steel forgings may be taken as representative of a general type of inspection work that applies to a large variety of ferrous products. The inspector goes into a plant and makes a general inspection of a group of rough forgings. If they are free from visible defects such as cracks, seams, burned areas, etc., he stamps them with his individual hammer. The inspector will indicate which ones he wants to have used, by marking them. He may also have drillings taken which he will mail or take personally to the railroad chemical laboratory for analysis to determine if the forgings have the proper composition. . . . At a later date the inspector returns and checks the forg-

ings for dimensions, and witnesses the pulling of the test bars. The test bars will have coupons on the end bearing the imprint of the inspector's hammer so that he knows the bar was cut from the forging he had selected. He may also examine through a microscope specially polished sections from a forging, or from the broken test bars to determine if the heat treatment had produced a satisfactory grain structure in the steel. Finally having found the forgings to comply with all requirements of the specifications he will release them for shipment. . . ."

"Certain steel products are given special tests to evaluate their suitability for the conditions under which they are to be applied or used." Among these, boiler tubes, steel pipe, welding rods, coated sheets, etc. are mentioned. "Boiler and firebox plates are purchased to a specification which includes limitations covering the presence of lamination in the steel. This condition is highly undesirable as it may cause the sheet to crack or split open when bent. This particular item is especially troublesome for the inspectors, as this kind of steel is seldom free of lamination and the inspectors are faced with the problem of deciding whether the lamination is harmful or not. Hair-line streaks in the journal section of car axles constitute a similar problem. Such streaks may cause a journal to run hot and a single hot box may become a very serious matter. The inspector therefore uses every care in making such inspection as it is not easy to tell the good axles from the bad ones. . . . Steel castings are among the difficult things an inspector must at times satisfy himself as to their acceptability. Other metal products requiring inspection but which on the whole do not give any particular trouble are bolts, nuts, rivets, tinware and journal bearings. In the inspection of journal bearings the inspector depends upon his sense of hearing, strange as this may seem, in one of the tests. He strikes each bearing with his inspector's hammer and listens to the tone emitted. A bearing in which the babbitt lining is loose has a peculiarly flat note which the inspector recognizes instantly, and such bearings are rejected as unfit for service. The same tests are applied to old bearings which are to be relined with babbitt.

## Brooms Hard to Inspect

"Brooms constitute a class of materials not easy to inspect. They are made from fibers which are not commonly used in other industries so that practical experience with them is rather limited. There are several types of brooms as well as a number of grades from the standpoint of quality. For railroad work, coach and whisk brooms are about the only ones made

from broom corn. Carhouse brooms are usually a mixture of broomcorn and rattan, bass, or other fibers and sometimes a combination of these. It is obvious that an inspector must have reasonably good knowledge of the properties of such fibers if he is to make a significant inspection. . . . After determining the quality of the fibers in a broom he gives some attention to the handle. The dimensions, kind of wood, freedom from knots and kind of coating, whether wax or shellac or varnish are compared with the requirements in a specification, or judged by good shop practice. The overall weight of a broom is usually determined to guard against excessive moisture in the fiber. Then he examines the finished product for details of construction, such as sewing, banding, etc., and finally rates the broom on the general quality of the workmanship. Brooms, of course are only a small item in railroad purchases, but nevertheless it pays in the long run to inspect them and thus insure obtaining a durable product.

## Two Basic Types of Waste

"The railroads in this country purchase enormous quantities of two basic types of waste. One kind is cotton waste for wiping purposes; the other is waste for journal boxes, and may be all cotton, all wool, a mixture of these or any of the above with mixtures of other fibers such as cocoanut or sisal. Both kinds of waste present essentially the same problems to the material inspector. These are: one, quality of the threads; two, adulterants; and three, foreign objects such as pins, needles and bits of wire. Wiping waste is ordinarily furnished to a specification which describes the type and percentage of each kind of fiber desired. It is practically impossible to check such a mixture by any kind of analysis or inspection after the waste has been made. The inspector therefore, goes to the manufacturer's plant and examines the threads and checks the weights before the material is put into the machines where they are mixed. If shredded rags are also permitted, these must also undergo inspection before they are shredded to see that they are of the proper quality and length, and that an excessive amount of oil is not used.

"Journal box waste is often required to have a definite percentage of wool threads and the inspector would like to be able to tell wool from cotton or other fibers by simple tests. This is not always easy to do. Formerly wool carpet threads were generally used for journal waste and the inspectors knew these threads and the mills from which they were shipped. But now wool threads come from many sources, and much of it is 'reworked wool' and wool threads with a cotton core, not having the same characteristics that the genuine wool threads had. The production of synthetic and chemically treated fibers on a large scale in recent years

(Continued on Page 12)



L. E. Grant

# The Agricultural and Colonization Department

## Proposed Hanford Project

May Irrigate Over 100,000 Acres

**E**ARLY in the 30's, United States Army engineers completed their authorized survey of the "Columbia River and minor tributaries," and submitted their report, based upon such surveys, to the 73rd Congress. In that report occurs this sentence, "With the availability of secondary power for pumping purposes, this project offers the most economical irrigation development considered in this report."

That sentence referred to what is known as the proposed Hanford project, located in the northern portion of Benton County, Washington, and consisting of the area on the south side of the Columbia River between Richmond Ferry and a point about three miles below Hanford that lies below the 650 foot contour. The Army engineers then estimated that "about 40,000 acres, most of which is first class, were irrigable, not considering the area now under cultivation."

Many things have transpired since the Army engineers made their report, chief of which is completion of the Bonneville Dam, near completion of the Grand Coulee Dam, letting of contract for construction of high power transmission line connecting the two dams and selection of Vernita as the location where a sub-station will be constructed for distribution of electric power from the transmission line to consumers in the area. All these things and more, local people have watched with anticipation and expectation. They have caused reconnaissance surveys to be made and have sought for information as to how they can best utilize these new advantages and bring about early development of the Hanford project.

Engineers who have made recent investigational surveys and observations point out that cheap surplus electric power will soon be available through construction of the Bonneville-Grand Coulee transmission line and the Vernita sub-station and that such power will be brought to almost the exact spot where it is proposed to pump irrigation water from the Columbia River; that by lifting the water 260 feet from the river to the main irrigation canal a gross of 140,000 acres would be covered of which about 100,000 acres are irrigable; that such a lift is less than will be the lift from Columbia River reservoir to Grand Coulee reservoir; that additional or supplemental lifts up to 100 feet will make it possible to supply an additional acreage; and that because surplus power is now available and interest rates have been reduced

the cost of irrigating an acre will more likely be nearer \$4 than \$8 an acre as estimated by Army engineers at the time of their survey.

Suggestions have recently been made for development of the area which involve distribution of costs, acreages, settlement and other factors. Some of them are: construction of the Hanford project with and without inclusion of the Priest Rapids Irrigation District, and organization of a new irrigation district or inclusion of the proposed irrigable area in the Columbia Basin Irrigation District.

All these proposals involve much additional engineering. Comparisons of estimated costs must be made. Detailed soil surveys have to be made to ascertain exact irrigable acreages. Determinations must be made as to each irrigable acre's possible economic use and cost to prospective settlers.

To get all such information local land owners and others interested in the development of the area have requested the United States Bureau of Reclamation to make the necessary fact-finding survey. The Bureau has very recently announced that it will assign one of its engineers, with necessary staff, to the task of surveying the area. Everyone has confidence that when the Bureau of Reclamation has completed its survey the best way to develop the project will then be known. Announcements indicate that the Bureau's survey will be begun in the very near future.

Promoters of the Hanford project are pleased with announcement that this survey will be made, for they are confident it will result in the irrigation, development and settlement of better than 100,000 acres of productive soil. They point to the fact that surrounding White Bluffs, Washington, and adjoining the proposed Hanford Project is the Priest Rapids Irrigation Project completed prior to 1909. During the intervening years 3,000 to about 5,000 acres of land have been irrigated and cropped on the Priest Rapids Project. The climate and the lands of the old and tried project are not unlike those of the new proposed project. The farmers who have cropped the Priest Rapids lands have demonstrated what may be

expected from the lands of the whole area. They annually produce excellent crops of soft tree fruits, berries, several vegetables, cereals, hay and root crops. Because of climatic advantages they are able to market their produce two weeks earlier than do growers located in most other northwestern localities.

## More Farms Sold—Increased Demand for Rural Homes

**A**T no time during the past five or more years have so many inquired as to where they can buy farm homes, as during the past four months. Present inquiries evidence more ability to buy, and a better understanding of what they want or are looking for.

Only time can tell how many who are seeking new farm or ranch locations will actually buy and move to their newly acquired properties. There are several rather definite indications that the present desire to own a farm is widespread and that there are a large number of people, both urban and rural, that expect to buy in the near future.

In the correspondence of the inquirers, and during personal conversations with them, statements like the following are often made: "I can make a liberal down payment and have enough capital left to carry me until I get returns from the land"; "I am looking for a place where I can have security"; "I am tired of having nothing to do and no income." Others tell of their desire to help some relative get located on a farm. Many inquirers tell of previous farm experience and compare their remembered farm advantages with recent experiences.

Sellers of farm properties report that their sales are increasing. A Miles City, Montana, man reports handling "over 800 tracts of land in western North Dakota and Montana during the past twelve months."

A County Agricultural Agent in Idaho writes, "The number of farmers who have leased and purchased ranches in this country the past year is in the neighborhood of 100. In most instances these settlers came with a little money, some livestock and farming equipment." From Longview, Washington, comes this statement, "We recently took a house count of a radius of ten miles from the city and found that there were considerably over 200 new houses erected outside the city limits but within the ten mile radius during the past year. Nearly all these represented a purchase during that same period."



Grapes for wine and table use successfully produced on Priest Rapids Irrigation Project.

# Wisconsin Conservation

**C**ONCERNING itself with the smallest of wildlife as well as the largest, the Wisconsin Conservation department has issued a small booklet on "Wisconsin Wild Flowers" for use by teachers and students in studying the 126 most common Wisconsin varieties. The booklet has been issued in response to continued requests from school-children, teachers, Scout leaders, conservation clubs, and other groups.

A manual and guide rather than a text, the booklet lists flowers by their blooming seasons; names those which should never be picked, those which may be moderately picked, those which may be freely gathered. It gives the Wisconsin statute protecting (on penalty of fine or imprisonment) American lotus, trailing arbutus, the trilliums, all members of the orchid family.

Suggested are study projects on wild flowers directed toward greater appreciation and interest in all conservation. Listed are motion pictures and slides available without cost from the Conservation department, and a bibliography for further reference.

Stating that "the destruction, under modern conditions, of much of the natural habitat of wild flowers, and the thoughtlessness of our people, threaten the continued existence of many of our wild flowers," the booklet is prefaced by these words by H. W. MacKenzie, Wisconsin director of conservation:

"The preservation, protection, restoration, and better utilization of our wild flowers is needed if we are to preserve many of the species that add to the esthetic value of the landscape of our state and nation . . . The possibility of preserving our native wild flowers is important to all nature lovers. Only with the education and sympathetic understanding of all of our citizens, young and old, will it be possible to enjoy the wild flowers."

Copies of "Wisconsin Wild Flowers" may be had without cost by addressing W. T. Calhoun, Superintendent of Conservation Education, Wisconsin Conservation Department, Madison, Wisconsin.

They know the rules like A-B-C;  
Safety is first and always will be.  
Handling trains is their living and not  
a sport.

Taking chances, these men cannot  
afford.

When you board our trains, you leave  
trouble behind.

Through snow, fog, rain or shine  
You can read, write, sleep or dine.  
Safety First is wonderful stuff.  
It should be written on every cuff.

## A Blind Man Has No Business in the Game

**I**HAVE heard the old saying many times "A Blind Man Has No Business In the Game." By this is meant the man who acts before he looks. For illustration we will take the Engineer who read his orders wrong and caused a wreck, the man who was carrying a long piece of timber on his shoulder and turned around without first making sure every one was in the clear, the man who turns his head to talk to one of his fellow employees and walks into something or falls over something and injures himself. I have no records to support my statement but I will venture to say that the majority of accidents are caused by employees not being alert and watching what they are doing. I say again, "A Blind Man Has No Business In the Game."

I happen to be an ex-service man who served in the World War and saw front line service and can say without fear of contradiction that the men did not have to be pleaded with to dig in when the enemy opened fire as we are pleaded with today to be safety minded. Neither did anyone have to beg us to hunt a dugout when the long range guns began to shell our line. As I see it, this was a safety first measure.

Acting the blind man in the game will eventually lead to one of three things—disability, death or loss of your job. No man wants to be disabled, thereby depriving himself of a way to support himself and family or work a hardship on them, and least of all miss the pleasures this life has to offer.

I myself feel that I should be more "safety minded" today than I was back in the year 1917 and 1918 when I made for the dugouts and trenches at the first sign of the enemy opening fire. At that time I had no one dependent on me, but now I have a family to provide for as most of you have.

Let us look before we act and not be blind men in the game, and the perfection of safety which the railroads and other industries are striving for will be enjoyed by our children.

## Wisconsin North Country

(Continued from page 5)

the Wisconsin River, the Badger State's most splendid stream; and there is Tomahawk River, which pours its waters into the big river after it has found its way between wooded banks and among the lakes that give it life. Little rivers come out of the forest on all sides to join these streams and when the Wisconsin finally gets on its way across the state it is a magnificent water course wending its winding way through a country of the most varied scenic charm. The Wisconsin River deserves a story all its own, for to it belong the so-called Wausau Highlands, with Rib Hill, dominating the picture, Rib, highest point of the state, almost a real mountain, which you should climb at sunset for one of the most magnificent sunsets your eyes have ever beheld. Down river, is the age-old wonder of the state, the Wisconsin Dells and after the frowning river has traced its crooked course among those beetling rocks and sung its militant song among its caves, and gorges it spreads away into the peaceful beauty of southern Wisconsin until it joins the Mississippi at Prairie du Chien. A great river, with a story to tell to science, to history, to romance and to beauty.

**T**HE following is taken from minutes of the Electric Service Club meeting held February 13th at Deer Lodge, Montana:

### Safety First

You are going for a ride. Want to live to get back?

Take the train. It's the safest, by heck! If you take your car as you've done before,

Your life's in the hands of a hundred or more—

Hundreds of drivers, good and bad.

Take the train or you'll wish you had. The trains are safe with a crew of four.

They have handled trains for thirty years or more.



Hon. Julius P. Hell, Governor of Wisconsin, makes minor change in the Wisconsin Conservation Department's exhibit, Chicago Union Station.

Teacher — Freddie, is your mother generous with you children?

Freddie—Is she? Why, she's presented Dad with ten of us already.

## Service Club Notes

(Continued from page 6)

and the children by the Milwaukee employes.

The club meeting, by the way, was followed by dancing and a lunch which carried the affair to the gala side of midnight. There was a good crowd, too.

### Bower City Club Understands Meaning of Courtesy

The meeting of this club, held in Janesville, Wis., on February 15th, is worth reporting if for no other reason than to mention that the members went on record as approving the practice of special courtesy on trains. The suggestion was made by conductor George Barry that if all conductors would make a habit of thanking patrons when taking their tickets, the Milwaukee Road would gain an even more enviable reputation for graciousness. His observation was a good one—not so much because people expect to be thanked, but because silence on the part of a conductor may easily be mistaken for gruffness; and, what better remark could a conductor make than one indicating appreciation of patronage? Weather as a subject of comment can last only so long and no longer.

### Century Club Stages a Variety Program

By the time this appears the Century Club of Davis Junction, Ill., should be one of the very liveliest organizations on the railroad, for by then its variety program, scheduled for March 26th, will have taken place.

Announced in a clever mimeographed circular, this evening of assorted entertainment offered practically everything from swing music by the Savanna Swing Cat Band to acts of black magic by somebody or other (the poster didn't say—just showed a gent with a high hat and a rabbit).

By way of indicating that it was more interested in membership than money, the club announced that the festivities would be free to all employes and their wives.



Mrs. Granger Smith, of Elgin, poses with crew of suburban train 122 operating between Elgin and Chicago. L. to R.: Charles Strong (brakeman), Mrs. Smith, John Thompson (engineer), August Gartz (fireman), R. M. Dugan (conductor).

### Fox River Valley Club

This club held a dance at Elgin, Ill., on March 30th. At this writing, more than a week before the event was "pulled," the advance ticket sale had already more than covered the expenses and a sizeable gate-sale was anticipated.

Obviously, it is the intention of the Fox River Valley aggregation to dance its way to prosperity. And not a bad idea!

### Faith-Isabel Club Is Host to Farm Group

NOTHING could exemplify more definitely the basic purpose of the service club movement than the nature of the meeting held by the Faith-Isabel Club at Isabel, S. D., on March 14th. After the

business session they met jointly with a delegation of farmers and county and local officials of the Farm Program and officials of the Runkel Coal Company of Firesteel, S. D.

Several talks were made during the evening, most of them by farm representatives who presented the assembled railroad employes with some valuable suggestions pertaining to ways by which service could be improved and more business secured from the farmers. These suggestions dealt largely with livestock shipments and it is quite likely that the club members benefited by the suggestions, thus proving the argument that the surest way to satisfy the public is to know what the public wants.

The club members pledged themselves to co-operate in every possible way. By the time the discussion came to an end the team-work spirit was decidedly in evidence.

The evening was made complete by the serving of a tasty lunch to the accompaniment of instrumental music, group singing and "joke swapping."

### Stone City Club Has Large Meeting

The March 13th edition of the *Bedford, (Indiana) Times* carried a rather detailed account of a well-attended meeting of the Stone City Club held in Bedford the previous evening. There were 92 members present.

The news item told about the purpose of the Milwaukee Road's service clubs and made mention of the fact that the meetings were supported not only by employes but by their families as well.

H. Bieze, traffic manager of the Indiana Limestone Corporation, and J. J. Finnerty, representative of the railroad retirement board, were the speakers for the meeting.

A luncheon was served after the business session and the remainder of the evening was spent playing cards and dancing.

### Puget Sound Club Honors Memory of

W. H. Campbell

This meeting, held in Seattle on February 16th, was opened by the members standing for one minute in silent tribute to the late Mr. W. H. Campbell, agent at Seattle. (Mr. Campbell's obituary appears elsewhere in this issue.) There were 47 persons present.

A portion of the evening was devoted to the showing of "ON GUARD," a sound-slide film released by the Freight Claim Division of the Association of American Railroads as a special feature of "Perfect Shipping Month."

There were several brief talks made during the evening and traffic tips were discussed, making the meeting a marked success.

## Changes in Club Officers Since Last Report

IT WILL be noted in the following list that in some instances there has been a change in only one or two officers of a club. In such cases it is understood that the other officers have been re-elected.

### Austin Service Club

Secretary—H. J. Swank, chief clerk's steno., Austin, Minn.

### Lower Wisconsin Valley Service Club

Chairman—O. A. Millard, agent, Muscoda, Wis.

Secretary-Treasurer—P. F. McQuillan, operator, Bridgeport, Wis.

### Aberdeen Service Club

Chairman—E. S. Reeves, signal department, Aberdeen

V. Chairman—Joseph Griffin, store department, Aberdeen

Secretary—Don Rue, perishable freight inspector, Aberdeen

Treasurer—W. H. Berg, chief clerk, freight office, Aberdeen

### Heart of America Service Club

Chairman—E. C. Loshe, car supervisor, Kansas City, Mo.

V. Chairman—Paul Zimmerman, car department, Kansas City, Mo.

### Mobridge Service Club

Vice Chairman—H. F. Fritz, conductor, Mobridge

Secretary-Treasurer—Leonard Kirchoff, roundhouse clerk, Mobridge

### Ottumwa Service Club

Chairman—C. W. Riley, conductor, Ottumwa, Iowa

V. Chairman—C. C. Clinker, water service inspector, Ottumwa

Secretary—Catherine M. Gohmann, stenographer, Ottumwa

Treasurer—Harold L. Henson, stenographer, Ottumwa

### Botna Valley Service Club

V. Chairman—A. O. Natzel, section foreman, Manilla, Iowa

Secretary—J. N. Elsner, agent, Dedham, Iowa

### Century Service Club

Secretary—L. A. Kline, agent, Kirkland, Illinois

### Mason City Service Club

V. Chairman—W. G. Thompson, car department, Mason City, Iowa

Secretary—J. H. Phillips, engineering department, Mason City, Iowa

### Northwoods Hiawatha Service Club

Chairman—D. E. Whitmore, agent, Minocqua, Wis.

V. Chairman—R. C. Haff, agent, Star Lake, Wis.

Secretary—A. W. Kuhn, agent, Woodruff, Wis.

### Brodhead Area Service Club

Chairman—F. J. Collentine, agent, Monroe, Wis.

V. Chairman—Ed. Hoff, section foreman, Monroe, Wis.

Secretary—Bert Sickinger, clerk, Monroe, Wis.

## Material Inspectors

(Continued from page 9)

has not simplified the task of the inspectors any.

### Articles of Wood

"Inspection troubles are greater where the material being examined is something that has been produced by human manipulation of raw material grown in the fields or forests. . . . It is because of the inherent variability that the inspection of tool handles and other articles would offer one of the most difficult tasks that the material inspectors encounter. The major part of the responsibility for obtaining live handles of the proper grain orientation, free from knots and other defects, falls upon the inspector's shoulders. . . . Handles sometimes have to be inspected after they have been mounted in tools, such as engineers' hammers, hatchets and the like. In such cases the defects are as easily detected as in unmounted handles except the very important factor, 'life.' A 'dead' handle which will of course break very easily, is of little value, but in addition it becomes a hazard and a potential source of accident. The 'life' of unmounted handles can be fairly well judged by weight, but when mounted the inspector must depend on the appearance of the pores in the wood. If these are open and the wood seems 'dead' he will break the handle by a sharp blow over the edge of a bench. He is thus assured that at least a different handle will be mounted in the tool.

"There are of course many other items among the thousands purchased by the railroads, which are inspected regularly or intermittently.

The foregoing discussion, however, should show the basic purposes behind material inspection. It is humanly im-

possible to make a detailed inspection of each article purchased. Some imperfect and unsatisfactory material will escape both the plant and railroad inspectors. Sometimes changes in the plants' practice produce unexpected results when the product is used; or changes in the railroad's requirements may develop. Such situations are readily corrected when both parties know the circumstances. The material inspectors are in the best position to explain to the manufacturers what steps should be taken to restore normal functioning. With active cooperation from the shops and store department they can quickly clear up many of these minor but irritating situations."

### Verse

The following poem has recently been unearthed from some rather antiquated files in the Engineering Department, Chicago, and is here brought to the light of day not as a museum piece but because it may have an appeal for those few who would like an increase in salary:

#### The Pang of Life

*(Longfellow wouldn't like it)  
"Lives of great men oft remind us"  
But what's the use? Is there a chance?  
The more I work there grows behind me  
Bigger patches on my pants.*

*On my pants, once new and glossy,  
Now are stripes of different hues,  
All because there's nothing left me  
When I've paid for board and shoes.*

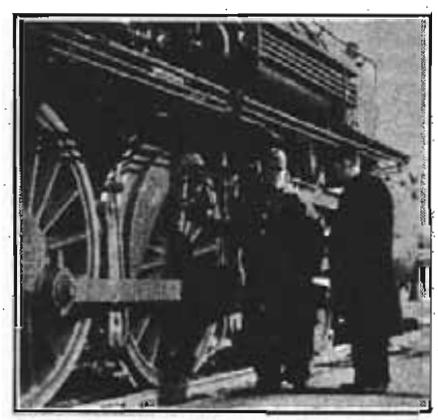
*"Now let us all be up and doing"  
I need a raise, not very small,  
Or when the rainy winds come cooing  
I may not have an overall!*

## THE RETIREMENT LIST

Holmquist, John William...Red Wing, Minn.  
Buchanan, Frank Mack...Tacoma, Wash.  
Ringel, Paul...Kiel, Wis.  
Zempel, August Ludwig...Hastings, Minn.  
McShane, Thomas Edward...Spokane, Wash.  
Hackbarth, Emil Frederick...Tomah, Wis.  
Asterline, August George...Chicago, Ill.  
Brown, Warwick...Chicago, Ill.  
Peters, Vernard...Milwaukee, Wis.  
Jacobson, George Peter...Miles City, Mont.  
Stokes, Howard Trist...St. Maries, Idaho  
Nolan, James Joseph...Tacoma, Wash.  
Gross, Charles August...Chicago, Ill.  
Stransky, Louis Joseph...Elberon, Ia.  
Walsh, George Thomas...Chicago, Ill.  
Gardner, Willis Timothy...Minneapolis, Minn.  
Swartz, Elvin Ernest...Donahue, Ia.  
Monks, James B...Madison, Wis.  
Buol, Luzine Fidel...Dubuque, Ia.  
Lang, Martin...Dubuque, Ia.  
Jacobia, Julius...Dubuque, Ia.  
Finnegan, James...Cedar Rapids, Ia.  
Athow, Harry...Tacoma, Wash.  
Pawlowski, Stephen Michael...Chicago, Ill.  
Lind, August...Minneapolis, Minn.  
James, Samuel Edgar...Sioux City, Ia.  
Knoebel, Edward Henry...McGregor, Ia.  
Danzer, Joseph...Chicago, Ill.  
Bulgrin, Carl Gustav...Portage, Wis.  
Brady, William Henry...Elgin, Ill.  
Pirie, Robert Burns...Lewistown, Mont.  
Boehm, George...Merrill, Wis.  
Pratt, James William...Madison, Wis.  
Nelson, Henry John...Green Bay, Wis.  
Crum, John Smith...Mitchell, S. D.  
Eason, Lars Marius...Austin, Minn.  
Schaffer, Carl Fredrick Albert...  
...LaCrosse, Wis.  
Varley, Thomas Edward...St. Paul, Minn.  
Hartig, Charles...Dubuque, Ia.  
Fagan, Henry Joe...Bellingham, Wash.  
Hammond, William Henry...Milwaukee, Wis.  
Bement, Ralph Vincent...Tacoma, Wash.  
Laing, John Inkerman...Chicago, Ill.  
Hendricksen, John Henry...Chicago, Ill.  
Mills, Henry Clarence...Chicago, Ill.  
Thomas, William Lewis...Tacoma, Wash.  
Krzyszewski, Joseph John...Milwaukee, Wis.  
Schwaeble, Carl Fredrick...Missoula, Mont.  
Fife, James Aloysius (known as Foster, James Francis)...Minneapolis, Minn.  
Dieme, August...Milwaukee, Wis.  
Burns, John Matthew...Dubuque, Ia.  
Brunner, William Helm...New Lisbon, Wis.  
Layton, Henry Lee...Marion, Ia.  
Ozburn, Frank...Marion, Ia.  
Haffey, Michael James...Horlowton, Mont.  
Saltvig, John Peter...Sacred Heart, Minn.  
Schneider, Emil Christian...Madison, Wis.  
McDonnell, Herbert Kieran...  
...Iron Mountain, Mich.  
Stockwell, William Enos...Chicago, Ill.  
Vieaux, Archie Louis...Forest Junction, Wis.  
Heck, Henry Charles...Milwaukee, Wis.  
Rielly, James Homer...Menominee, Mich.  
Newell, George Arthur...Everett, Wash.  
Fijnkauer, Edward...Dubuque, Ia.  
Preston, Warren Edward...Sioux City, Ia.  
Kaja, Felix Teofil...Milwaukee, Wis.  
Sevcik, Wenzel...Savanna, Ill.

Schuster, Nicholas Clarence (Charles)...  
...Dubuque, Ia.  
Havlista, Frank Joseph...Milwaukee, Wis.  
Golden, Charles Edgar...Spokane, Wash.  
Zemers, George Frederick...  
...Minneapolis, Minn.  
Bowers, Solomon Merrel...Hopkinton, Ia.  
Young, Henry...Janesville, Wis.  
Gager, Martin...Dubuque, Ia.  
Machin, Andrew (also known as Montgomery, David Carlyle)...Tacoma, Wash.  
Witkowski, Anthony Alois...Milwaukee, Wis.  
Bennett, Elijah...Sioux City, Ia.  
Erickson, Ivar Henry...Milwaukee, Wis.  
Flanigan, John Joseph...Davenport, Ia.  
Johnson, Arthur Lee...Marquette, Ia.  
Clark, James Melvin...Bedford, Ind.  
Stout, Mark Wellington...Tacoma, Wash.  
Rawley, Chester Arthur...Janesville, Wis.  
Parker, Bertha Augusta...Milwaukee, Wis.  
Falkenberg, Theodore Gustave...  
...Minneapolis, Minn.  
Buriemek, Frank...Longlake, Ill.  
Gerg, John...Beaver Dam, Wis.  
Greer, Arthur J...Three Forks, Mont.  
Kleeman, Jacob...Dubuque, Ia.  
Bain, Millard Fillmore...Terre Haute, Ind.  
Baber, Joseph Stonewall...Chicago, Ill.  
Behnke, Jay LaDoo...Minneapolis, Minn.  
Hall, Eugene J...Spokane, Wash.  
Montgomery, Charles Joseph...Marion, Ia.  
Weber, Carl August Herman...  
...Albert Lea, Minn.  
Kibbler, Charles...Milwaukee, Wis.  
Stevens, Edward Justin...Chicago, Ill.  
Gulbranson, Gulbran...Summit, S. D.  
Koons, Walter Wyman...Minneapolis, Minn.  
Mess, Joseph...Milwaukee, Wis.  
Rock, David Peter...Portage, Wis.  
Monks, Thomas Francis...Milwaukee, Wis.  
Larson, Mikel...Waubay, S. D.  
Jansen, William Willhermis...  
...Green Bay, Wis.  
McCarthy, Henry...Great Falls, Mont.  
Mitts, Henry Louis...Chicago, Ill.  
Jett, Cab...Terre Haute, Ind.  
Hilbert, Nicholas...Dubuque, Ia.  
Heber, Nicholas Peter...Dubuque, Ia.  
Gose, Charles Walter...Terre Haute, Ind.  
Amman, Joseph Andrew...Milwaukee, Wis.  
Burzynski, Joseph...Milwaukee, Wis.  
Krause, Edward John Ferdinand...  
...Watertown, Wis.  
Forbes, Edward Thomas...Marion, Ia.  
Snyder, Warren Emerson...Chicago, Ill.  
Werth, Carl Frederick Wilhelm...  
...Menominee, Wis.  
Wiedner, Louis Andrew...Dubuque, Ia.  
Kasten, Charles Frederick...Milwaukee, Wis.  
Dorval, George Adelard...Wausau, Wis.  
Swiech, Albert...Chicago, Ill.  
Biesik, Frank...Milwaukee, Wis.  
Gegare, Felix (also known as Gigare, Ben Phil)...Green Bay, Wis.  
Hebard, William Lee...Milwaukee, Wis.  
Taft, Arthur Delos...Freeport, Ill.  
Rehm, Walter Roland...Tacoma, Wash.  
Waugh, Charley Leroy...Chamberlain, S. D.  
Wagner, Charles (Carl Christ)...Chicago, Ill.

Phillips, Leon Sapusnik...Milwaukee, Wis.  
Maxeiner, Augustus Marcus...  
...Lewistown, Mont.  
Kennedy, Martin Thomas...Milwaukee, Wis.  
Schleicher, Louis...Kansas City, Mo.  
Balistreri, Thomas James...Milwaukee, Wis.  
Leahy, William Joseph...Minneapolis, Minn.  
Voltz, Edward Rineholt...Avalon, Wis.  
Tobin, James Edward...Marion, Ia.  
Newton, Albert Gallatin...Cowgill, Mo.  
Riedel, Louis Henry...Milwaukee, Wis.  
Kramer, Charles Gottfried...Chicago, Ill.  
Reid, George Washington...Bedford, Ind.  
O'Connell, John Francis...Marquette, Ia.  
Pearman, Aquilla Clinton...West Clinton, Ind.  
Mackowski, Thomas Anton...Milwaukee, Wis.  
Vandervoort, Louis Abija...Oaksdale, Wash.  
Kane, Daniel Joseph...Bedford, Ind.  
Chojnacki, Nicolaus Stanislaus...  
...Milwaukee, Wis.  
Black, Frank McKee...Chicago, Ill.  
Brown, Laban Ernest...Welton, Ia.  
Moritz, Herman Charles...Green Bay, Wis.  
Osmus, Charles Henry...Joliet, Ill.  
Heiter, John Nicholas...Dubuque, Ia.  
Matheson, Louis Andrew...Minneapolis, Minn.  
Kirk, Joseph Joel...Elgin, Ill.  
O'Brien, William John...Milwaukee, Wis.  
Mattas, Charles...Nahant, Ia.  
Nelson, Nels August...Minneapolis, Minn.  
Lemmer Walter...Milbank, S. D.  
Martin, Gustave Ferdinand...Milwaukee, Wis.  
Vogenthaler, John Peter...Dubuque, Ia.  
Weiter, Frank...Dubuque, Ia.  
Barson, Matt...Spirit Lake, Idaho  
Palmrose, Frank...Milwaukee, Wis.  
Walters, Joseph Albert...Green Bay, Wis.  
Lorkowski (Lark) Alexander Leonard...  
...Chicago, Ill.  
Loese, Frank...Cedar Rapids, Ia.  
Carroll, Edward William...Portage, Wis.  
May, James William...Othello, Wash.  
Wilson, Ober William...Seattle, Wash.  
Keeley, Thomas William...Kittitas, Wash.  
Salisbury, William...Chicago, Ill.  
Cutler, Ezekiel...Seattle, Wash.  
Blasen, Herman Richard...Chicago, Ill.  
Kullander, Carl Albert...Marion, Ia.  
Pilger, William Charlie...Virgil, S. D.  
Becker, William George...Dubuque, Ia.  
Jensen, Peter...Sioux City, Ia.  
Duras, George Albert...Milwaukee, Wis.  
Kolbow, Frederick John...Milwaukee, Wis.  
Sheehan, John...Dubuque, Ia.  
Wiedmeyer, Paul Alexander...Dubuque, Ia.



Engineer D. F. Scannell and Conductor W. H. Prindiville of train 104, Davis Jct., Illinois.

### Interesting Facts About the Railroads

THE average speed of freight trains between terminals in 1939 was 62 per cent greater than in 1920.

Fuel efficiency in railroad freight service was 35 per cent greater in 1939 than twenty years ago.

For hauling a ton of freight one mile, the railroads now received 24 per cent less than they did in 1921.

# The Milwaukee Railroad Women's Club

## Gene M. Gillick

At Sacred Heart Sanitarium in Milwaukee, on March 7th, occurred the death of Mrs. Gene M. Gillick, widow of the late Henry M. Gillick.

Although Mrs. Gillick's passing was the result of a sudden heart attack, she had been in poor health for the past several years, and after the death of her husband, she failed perceptibly.

Mrs. Gillick had been president successively of Moberg, Miles City and Aberdeen Chapters, in all of which she had accomplished outstanding work. She had abounding charity and love of humanity. Her ambition to have the finest and largest chapters over which she presided was her pride and pleasure and for a number of years Aberdeen Chapter's membership headed the list. The Women's Club held first place among her activities, and throughout the years of her work in our club, she gave good cheer and help with unwearying zeal.

Mrs. Gillick occupied the office of second vice president general for two terms. Her going is a distinct loss to us all.

## Green Bay Chapter

*Mrs. A. Johnson, Historian*

**A**FTER an enjoyable holiday season, members of Green Bay Chapter, attended the January meeting with renewed vim and vigor. All elective officers were reinstalled and the January meeting was conducted by our president, Mrs. J. M. Brennan. Plans were formulated for a school essay contest on railroad safety, which we believe such a worthwhile program, that we have given you a separate article, covering our plans, as other clubs may wish to sponsor a similar project. We were fortunate in receiving the gift of a stove, of which our club was badly in need. The stove was given to us by one of our members, Mrs. M. P. Conery, who had purchased a new one for herself. This contribution was much appreciated.

Our February meeting was preceded by a well attended pot luck dinner, of which Mrs. O. Hendrickson and Mrs. J. Hennessey, social chairmen, were hostesses. During the course of the meeting we were privileged to be addressed by our superintendent, Mr. F. T. Buechler, and lieutenant of police, E. J. McMahon on the subject of Safety and the part that we can play in safety work.

Reports of chairmen were read. Mrs. C. Heyrman, welfare chairman, reported 14 holiday baskets sent and three families aided during the month of January. Mrs. O. Grebe, good cheer chairman, reported five phone calls and three personal calls.

On Feb. 5th the club held a public card party under the direction of Mrs. G. Gunn and Mrs. S. Einarson, chairman and co-chairman of ways and means, assisted by Mmes. O. Grebe, O. Hendrickson, F. Sant Amour, C. Allen, E. Muster and J. Johnson.

## Ottumwa Chapter

*K. M. Gohmann, Historian*

**D**UE to the extremely cold weather the attendance at the January 5 meeting, with a one o'clock luncheon preceding the

meeting, was very small. At this meeting the new officers were installed.

Instead of the regular monthly meeting in February, scheduled for February 2, a co-operative dinner and Valentine party was held in the club house at 6:30 p. m. on the following Saturday, including husbands of members. There was a very nice attendance, notwithstanding the snow storm and unpleasant weather that evening; over fifty enjoyed the usual appetizing food that is served at these cooperative dinners. Following a short business meeting, conducted by the president, Mrs. A. O. Thor, our new superintendent, O. A. Beerman, and Mrs. Beerman, were introduced, Mr. Beerman giving a short talk; other newcomers present were roadmaster P. M. Loftus and Mrs. Loftus. Mrs. J. L. Frost was in charge of the program and a group of songs was given by Norma Sowder, accompanied by Mrs. R. M. Johnson; during the remainder of the evening the guests played bingo.

Mrs. Thor is to be congratulated on the success of her first 'money making' affair as president. The benefit bridge, 500 and bunco party on the evening of February 3 in the Knights of Pythias hall, was attended by over one hundred people, who braved a snow storm and one of the most disagreeable evenings of the winter to attend the benefit party. Through this column she wishes to express her thanks to all who helped in making a success of the affair; she greatly appreciates the assistance and cooperation of everyone. The ladies' attendance prize was won by a Miss Bissell; men's attendance prize by agent E. D. Kennedy and the general attendance award went to Mrs. Dan Roarty; Berle Ellis of the West End Drug Store held the lucky number on the ham.

## Savanna Chapter

*Mrs. G. H. R., Historian*

**F**ORTY members were present for the February meeting held on the 13th in the Lydia T. Byram Club house in Savanna. The meeting was opened by our new president, Mrs. Lloyd Hinsch, and all the members singing the club song.

Reports of secretary and treasurer were read and approved. Reports of the various committees showed considerable activity.

Welfare chairman reported reaching three families and spending \$26.16. Good cheer sent four bouquets of flowers and six messages of cheer, reaching 10 families in all at a cost of \$5.09. Club room rental netted \$21 during the month of January. Ways and means chairman reported \$4.33 from the coin march. Membership chairman reported 34 voting and 8 contributing members for the month of January, making a total of 42 new members so far this year. The membership drive, which is now in progress seems to be going fine and the membership committee is working hard, hoping to again win the grand prize.

The president, Mrs. Hinsch, said that the chapter was badly in need of a filing cabinet to keep the club records and cards. Mrs. L. V. Schwartz was appointed to see about the purchase of one and report at the next meeting.

Plans for the March meeting were made and it was decided to have a potluck supper and dance with the transportation department in charge. Mrs. Grant Dahl is general chairman, Mrs. Harry Krahn kitchen chairman, Mrs. Albert H. Follett dining room chairman, Mrs. Max Gottral entertainment chairman. Mrs. Harry Buswell will solicit cakes for the supper.

The attendance award was drawn by Mrs. Gladys Bradley.

After the business meeting cards were enjoyed. Mrs. Lloyd Hinsch won in con-

tract, Mrs. Genevieve Martin won in auction and Mrs. O. C. Schmidt in bunco. Lovely refreshments were served by the committee in charge.

Our annual Spring pot-luck supper and dance was held Monday evening, March 11th, in the Lydia T. Byram club house, with over 200 present. The club house was beautifully decorated with shamrocks and green and white crepe paper in keeping with St. Patrick's Day.

After a most enjoyable supper a short business meeting was held. The meeting opened with the singing of our club song. Reports from the various committees were as follows: Membership chairman reported 122 voting members and 222 contributing members.

Welfare-chairman reached 3 families at an expenditure of \$37.70.

Good Cheer chairman sent 12 messages of cheer, 6 plants and made 3 calls; 24 families reached in all at a cost of \$4.38. \$14 was received from club room rental and 94 cents from the penny march.

Mrs. Jim O'Neal won the attendance prize.

The program for the evening consisted of: Musical reading, Miss Ora Rodenizer; vocal solo, Leu Schwartz; novelty tap dance, Wayne Hartney; banjo selections, Kenneth Barbian; vocal solos, Miss Faye St. Ores; exhibition waltz, Esther Lillian and Gene Vesley.

Music for the dancing was furnished by Harry Gissinger's orchestra.

## Perry Chapter

*Mrs. E. E. Edwards, Historian*

**T**HE official board met at the home of the president, Mrs. Thomas Birmingham, in January and at the home of the first vice-president, Mrs. W. F. Thompson, for their February meeting. Both meetings were well attended by the officers and chairman of the various committees. Plans were discussed for the year's activities and from all appearances it looks like we are off to a good start. At the close of the business meetings the hostesses served dainty refreshments and a social time was enjoyed.

A pot-luck luncheon preceded the February meeting of Perry Chapter, which was enjoyed by a good attendance. Mrs. Thomas Birmingham, the new president, presided at the meeting. The ways and means committee discussed several plans for raising funds for welfare work. Mrs. Clayton West, chairman membership committee, gave her initial report on the membership drive and reported a good many already enrolled in spite of the fact that the extreme cold weather hampered the work of the committee. Mrs. Lloyd Bailey was welcomed as a new member. Mrs. Pat Ryan had charge of the program and presented Katherine Aspinwall and Mary Julia Moran in a selection of readings and piano selections by Mary Ryan. The remainder of the afternoon was spent at bridge-bingo, with prizes for the winners.

Our regular meeting of March 1st was preceded by a dessert luncheon at 1:30 p. m., consisting of delicious peach pie and coffee made and served by the following committee: Mmes. F. H. McDevitt, Thomas Birmingham, J. C. Barth, E. A. Rumley and Earl Cook, which was greatly enjoyed by a large crowd. The meeting was called to order by the president. Mrs. Earl Cook, chairman of the ways and means committee, announced that arrangements had been made for a benefit card party to be held in the club rooms March 18th. The various chairmen gave their reports which indicated they have been working hard and have accomplished a great deal. Mrs. L. W. Palmquist was welcomed by the club as a new member. At the close of the business meeting, Mrs. Fred Bolender, program chairman, presented the following high school students, violin solo, Bonnie Walrath, accompanist, Mrs. L. E. Crase. Vocal solo, Bonnie Keever, accompanist, Mrs. William Stevenson, Jr. Vocal solo, Wayne Walrath, accompanist, Mrs. Crase.

## Council Bluffs Chapter

Mrs. Roy Michael, Jr., Historian

COUNCIL BLUFFS chapter started the 1940 year with a group of new officers and committee members. Genuine enthusiasm and good willing workers have lent a new zip to the organization. The installation of officers in January was preceded by a covered-dish luncheon, the likes of which always paves the way to good-will and co-operation.

Mrs. E. E. Smith, secretary, opened her home to the club members and their friends for a card party late in January. A door prize, table prizes and a lovely lunch of cake and coffee gave all those present, a desire to be on hand for another such event. Twenty-six were there in spite of the weather.

In February, our new president, Mrs. Nels Jensen, made the club familiar with some of the plans for the coming year, and said plans promise much in the line of social activity, membership and financial increase. With Mrs. Geo. Wehrhan heading the ways and means and Mrs. Earl Hannum at the helm of the membership, we hope to sail into port at the end of the year with both departments at full speed ahead.

Mrs. Fred Olson, hospitality chairman, turned her home into a recreation center on Washington's birthday, and another well attended card party was the answer. Mrs. Olson, always on the alert to add a hit of fun on the side to any occasion, had an hour of amusement following the card games. Needless to say they were much enjoyed, for don't we all love to toss care and dignity aside for awhile and get into a few "kid" games of "monkey business"? The entertainment was followed by a lunch of coffee, ice cream and of course cherry pie. Door, table and contest prizes added spice to the afternoon.

On Feb. 27 the ladies sponsored a 6:30 covered-dish dinner for the Service Club and families of both organizations. An abundance of good food and hot coffee soon vanished. The ladies ceased all activities and respectfully held their silence while the men folk, armed with big black cigars and a fairly dense smoke screen, attacked the business on hand, in the form of a Service Club meeting. Mr. Ed M. Lee, chairman, conducted the meeting and soon disposed of said business. The women's Club promised their full co-operation as well as entertainment in the form of supplying cake and coffee for the men after their meetings.

Harold Bowers, public relations representative from Chicago, L. M. Palmquist, assistant superintendent from Perry, and Mr. Dempsey, traffic agent from Omaha, all gave very fine talks and were greatly enjoyed.

The general meeting of the Women's Club on March 6, was well attended. It was followed by a series of games, conducted by Mrs. Fred Olson, with prizes for the winners. Last but not least came Peter the Easter bunny, to scatter mirth and sunshine and remind us that Easter is just around a slightly muddy corner. Said bunny was complete, from white paws, a genuine cotton tail peeping through the seat of a pair of short checkered pants, to a pink bow under a bewiskered nose and topped with tall white ears. Stepping to a lively tune Peter led the ladies through some gay frolics which all enjoyed. And who was Peter? You've guessed it—Mrs. Fred Olson, in another of her charming little tricks. Come again often, Mrs. Olson.

## Great Falls Chapter

Mrs. J. F. Steiner, Historian

GREAT FALLS Chapter, after a somewhat distressing year, has recovered, and I submit this report for the Magazine, as our friends and sister clubs must be mourning our presumed passing; but we are not dead, and were just sleeping, perhaps.

Mrs. E. J. Smith was re-elected president,

for this year, with a complete roster of officers, also held over: Mrs. J. J. Toy, vice-president; Mrs. J. T. Steiner, recording and corresponding secretary; Mrs. J. G. Wallers, treasurer.

The committees for the year include: Mrs. A. W. Kaeding, mutual benefit and relief; Mrs. A. Jacobsen, scholarship; Mrs. C. S. Winship, membership; Mrs. D. Amick, house and purchasing; Mrs. Claude M. Brown, auditing; Mrs. J. T. Steiner, publicity; Mrs. A. W. Kaeding, sunshine and good cheer.

Among the year's activities in a very small chapter showed one Christmas basket, valued at \$12.00, sent to a needy Milwaukee family; a fund of \$45 was raised for hospital assistance; approximately one dozen good cheer cards and bouquets, besides calls and other expressions of good cheer were sent. All this with 24 voting members, so ours is not yet a lost cause.

## Aberdeen Chapter

Mrs. Roy A. Burns, Historian

ON January 15, Aberdeen Chapter held its meeting of the New Year which was called to order by the president, Mrs. E. H. Solke. The 70 members present were complimented for coming out in spite of the cold weather.

Committee reports were as follows: treasurer reported receipts, \$56.12; disbursements, \$774.21; balance on hand, \$185.55.

Mrs. Sundem, corresponding secretary, reported sending 11 cards.

Mrs. Karr, club matron, reported that the dishes needed had been ordered and would soon be on hand.

Mrs. Arnold, chairman of the social committee, wishes to thank all the hostesses who helped her when they were called upon.

Mrs. Solke appointed two ways and means committees for the coming year; they will act alternating months. For January, Mrs. C. H. Anderson, chairman, with Mrs. Fred Schetzle, Mrs. J. R. Loewe, Mrs. Galle Hanson, and Mrs. Ben Phillips. The other committee includes Mmes. F. E. Fernstrom, Henry McClure, Winnifred Ryan and E. C. Conley.

Four five dollar bills went to the following: J. F. O'Conner, Wm. Kinder, Helen Mertz and Ed. Belanger. The door prizes went to Mrs. John Kelly and Mrs. Clyde Pierson.

Mrs. Solke read the good cheer report which showed 41 personal and 67 telephone calls made. Fifty families contacted.

Expenses for good cheer basket, \$36.89. Forty-seven Christmas baskets were given and it was gratifying indeed to read the numerous "Thank you" cards and letters. Mrs. Solke thanked her co-workers for their cooperation in the past year and appointed the committees for the coming year.

A letter from Mr. Kettering, secretary of the newly formed Paralysis Club, was read and put on file.

Mrs. Weist announced her committee has planned a Parcel Post party to be held in the club rooms February 26th.

Hostesses for the evening were Mrs. Bert Hoen, Mrs. Max Hansen and Mrs. W. W. Westerfield.

The February meeting was held on the 19th and was opened with the Flag Salute.

The entertainment was presented by Mrs. Pat Mundy and consisted of two recitations and dancing. Treasurer's report showed a balance on hand as of Jan. 1st, \$185.55; receipts for month of January, \$80.25; disbursements for month of January, \$116.93; balance on hand February 1st, \$148.87.

Miss Brown, membership chairman, reported 24 voting and 15 contributing members, or a total of 39 members. Mrs. C. H. Anderson, chairman of the ways and means for January, reported net receipts of \$51.75. Mrs. E. H. Solke told of the general meeting to be held in the Stevens Hotel in Chicago May 17th and 18th, and as many members as possible should attend.

Mrs. S. Englehart and Mrs. Chas. Miller received the door prizes.

Hostesses for the evening were Mrs. A.

Liebenow and Mrs. C. K. Wisé. On February 26th the club held a parcel post party at which 85 members and friends were present. The party was in the club-rooms.

Mrs. E. C. Conley was chairman in charge of arrangements. Mrs. A. A. Mattice, Mrs. Frank Lenihan and Mrs. Frank Springer donated cakes.

Prizes in the games went to Mrs. Art Carrier and Mrs. Frank De Walt. The club membership committee is working hard and hopes to break all records.

Glad to have our secretary, Mrs. E. H. Hatton, back with us again.

We were all saddened by the death of Mrs. H. M. Gillick. A group of members, those able to go on such short notice, attended the funeral. Mrs. Gillick organized the Moberidge Chapter, also was former president of the Miles City Chapter. At Aberdeen she was president for six years and will long be remembered for her welfare work.

Mrs. T. F. Beuchler, from Green Bay, Wis., and Miss Etta Lindskog from the general governing board, Chicago, as well as representatives of the Milwaukee Railroad from Montevideo, Twin Cities, Austin, Chicago and Aberdeen attended the funeral. There were many beautiful floral offerings. Mrs. Gillick was laid to rest beside her husband at Glencoe, Minn.

## Deer Lodge Chapter

Mrs. Wm. J. Craig, Historian

IT has been several years now since my then "little" daughter Dorothy proudly announced to her friends, "My mother has been selected HYSTARIAN for the Milwaukee Club;" that was in Avery. Now here I am again, but for the Deer Lodge Chapter this time.

We had a lovely Christmas party on Dec. 15th, which was also our regular meeting date. Mr. and Mrs. James Dennis had the club rooms decorated with streamers, wreaths, tinsel, lights, and even a huge tree just loaded with trimmings, until the place fairly radiated "Merry Christmas" to the 34 of us who attended.

After a dessert luncheon, served on tables also gayly decorated in keeping with the season, we held a short business meeting.

Mrs. S. B. Winn presented Mrs. Percy Harnack with a Milwaukee pin, a gift from Mrs. J. Dennis and Mrs. Winn in recognition of their appreciation of her untiring efforts as sunshine chairman for the past two years.

Mr. Nelson of Gold Creek, who has been confined in the hospital here, sent his thanks for flowers we sent him.

After an exchange of gifts we settled ourselves to enjoy the very fine program which had been arranged by Mrs. Floyd McGuire.

On Jan. 19th only 14 of us braved winter's icy blasts to hold our regular meeting, but after a bowl of steaming hot chili had been served us on tables decorated to represent a winter scene of frozen mountain, lake, snow and frosty fir trees, we were ready to greet our new officers for 1940.

Mrs. James Dennis is beginning another year as president.

Mrs. W. W. Black was re-elected first vice-president; Mrs. Harry McPherson of Gold Creek, second vice-president; Mrs. Floyd McGuire, secretary; Mrs. Warren Greater, treasurer; Mrs. William J. Craig, historian; Mrs. L. S. Cunningham, ways and means; Mrs. R. W. Pugh, membership; Mrs. S. B. Winn, welfare; Mrs. Earl Wilson, auditing; Mrs. Percy Harnack, sunshine; Mrs. F. K. Kummrow, house and purchasing; Mrs. W. E. Brautigan, social; Mrs. Belle Pears, program.

Mrs. Winn reported six baskets were sent at Christmas and she has spent about \$45 for welfare.

Mrs. Harnack reported she had spent \$36.50 for flowers sent at times of sickness and death, besides many bouquets from

private gardens. She estimates \$110 might cover the cost of food, including jellies, jams, pickles and dinners given without cost to the club funds.

Mrs. John Coey won the dollar from our bank drawing; then we spent an hour playing bridge keno, prizes going to Mrs. Catherine J. Craig and Mrs. C. E. Ade.

This isn't a very complete report of the actual work we are doing but I'll try to take better care of that part next time.

On Feb. 13th Mrs. J. Dennis, Mrs. Sam Lane, Mrs. W. H. Logan and Mrs. Phillip Richardson served refreshments at the Service Club which meets in our club rooms. From all reports I am sure the men who attended were delighted with our efforts to help and will expect refreshments at their next meeting.

## Mason City Chapter

*Mrs. Kemp, Historian*

**M**ASON CITY Chapter held its regular meeting in the club rooms, with the president, Mrs. John Balfanz, presiding.

During the business session the following yearly reports were heard: Treasurer, Mrs. Goltz; balance on hand, \$474.20. Total disbursements, \$375.99.

Receipts: membership (voting), \$186; (contributing), \$97.06; ways and means, \$44.60; membership prizes, \$30; miscellaneous, \$44.43.

Good cheer, Mrs. Smith: baskets, plants and candy, \$29.30; 263 personal and telephone calls. Welfare, Mrs. Bertha Watson, \$181.80 spent for Christmas baskets. Ways and means—no report.

Corresponding secretary, Mrs. Pack; nine cards sent. Membership, Mrs. Blackman, 184 voting and 259 contributing members.

The president introduced Mmes. Shipman, Brant, Irons, Bernhard and Murnen, new members.

Mrs. Glander was appointed telephone chairman.

The February meeting was called to order by the president. Treasurer, Mrs. Goltz, reported a balance on hand January 1st, of \$496.92. Receipts, \$30.44. Disbursements, \$32.42. Balance on hand: \$494.94

House and purchasing, Mrs. Patton, reported purchase of ash trays and paper towels. Good cheer, Mrs. Ira Davis, 38 personal calls, ten cards and 3 notes sent.

Mrs. Fowler and Mrs. Balfanz thanked the members for cards and attentions during their illness. Mrs. Woodhouse was introduced as a new member.

Program chairman, Mrs. MacDonals, presented Miss Lorraine Jansen, who gave an interesting reading; Mrs. Jones favored with a musical selection.

Mmes. McGregor, Pack and DeSomery served refreshments during the social hour.

## Bensenville Chapter

*Mrs. Fay Leek, Historian*

**T**HE February meeting was held in the club house on the 7th day of the month, with Mrs. Alice Harney, our new president, presiding. All chairmen gave splendid reports.

A surprise party was given Mrs. Estelle Newcomer, our librarian, in recognition of her good work in the Club library; and she was presented with a suitable gift.

Mrs. Eola Smith won the door prize. After the business session refreshments were served by the hostesses for the month.

The March meeting, held on the 6th, was called to order by the president. At this meeting we tried a new plan of serving before the meeting. This we thought would give the hostesses for the day a chance to enjoy the meeting—also those who wished to leave early could do so.

Our president has decided that we need to exercise our voices in a bit of singing, so we did some of that, too.

The chop suey dinner cleared \$18.40. Mr. Furd, a florist, gave us a fine talk on the care of a lawn, and how to take care of shrubbery.

The meeting was well attended and quite

a few members were out. Speaking of new members, we have twice as many members now as we had at this time last year. We are going after that prize money.

## Des Moines Chapter

*C. A. Hamilton, Historian*

**A**LITTLE late, perhaps, but Des Moines Chapter wishes the best of fellowship and success to its sister chapters.

Our January meeting was held at the home of Mrs. Kent Hamilton. Following a luncheon, the annual reports of officers and chairmen were read, and the new officers for the current year were installed.

At the close of the business, a towel shower was given for our retiring president, Mrs. Earl Hartshaw.

The new officers installed were: President, Mrs. Herman Bellman; 1st vice-president, Mrs. Glenn Frazier; secretary, Mrs. Wm. Eggleston; treasurer, Mrs. George Moore.

Chairmen of standing committee as appointed by Mrs. Bellman are: welfare and good cheer, Mrs. Frank Price; ways and means, Mrs. Wm. Chase; membership, Mrs. Clarence Moore; historian, Mrs. Kent Hamilton.

Only a small number attended the February meeting which was held at the home of Mrs. Bellman. A lovely Valentine luncheon was served by our hostess, before the business meeting. Icy streets kept many at home.

Our March meeting was held in the ladies' lounge at Union Station, but we expect to go back to our own club rooms this month.

Mrs. Anna Kresinger, one of our loyal members has been convalescing in Arizona this winter, having been seriously injured in an automobile accident. We are missing her and hope she will soon be able to return to Des Moines. Mrs. Willis, mother of our treasurer, also a member of our chapter, is recovering nicely from a serious operation.

Our membership drive is getting under way and we expect to merit a membership prize or two this year. We had an enrollment of 80 members at the close of 1939.

## Fullerton Avenue Chapter

*M. McCarthy, Historian*

**O**N Tuesday, December 12, at 5 p. m., Fullerton Avenue Chapter held its regular monthly meeting in its clubrooms. A very delicious dinner was served to 100 members by our refreshment chairman, Mrs. Geo. Weseman, and her committee. After dinner Mrs. Kraebber, our president, called the business meeting to order. After the business meeting the officers for the new year were installed. Mrs. Grant Williams as installing officer made this evening a memorable one with a very inspiring talk. We had as our guests Miss Etta Lindskog of the General Governing Board, Mrs. G. Kelley, 1939 president, and Mrs. C. E. Larson, 1940 president, and eight members of the board of the Milwaukee Chapter. The following officers were installed to serve our chapter for 1940:

Mrs. Henry Kraebber, president; Mrs. M. Barbour, 1st vice president; Elmear Martel, 2nd vice president; Anna Nasheim, treasurer; Mrs. Beatrice Isdale, asst. treasurer; Rosemary Fortier, recording secretary; Pearl DeLaBarr, asst. recording secretary; Ruth Dale, corresponding secretary; Marie Horatt, asst. corresponding secretary; Mrs. L. Bloch, constitution and by-laws; Ida Selig, good cheer; Amanda Klank, asst. good cheer; Harriet Kennedy, librarian; Florence Haeger, asst. librarian; Cecilia Neuman, ways and means; Mrs. J. T. Martin, program; Mrs. R. E. Lindahl, asst. program; Vernus Johnson, publicity; Mrs. Geo. Weseman, refreshment; Mrs. Carl Barclay, house and purchasing; Margaret McCarthy, asst. house and purchasing; Ethel Gibbs, Galewood.

Real Christmas spirit came to the employees of the Fullerton Avenue Building on December 24 in the form of an Open House Party given by our chapter. Sandwiches,

cake and coffee were served to 1,000 employees. Music was furnished by Mr. Kraebber, who did much to make this a real Christmas party. Mrs. Kraebber received many words of appreciation and thanks for the splendid party from the employees of the building.

Christmas baskets were given to ninety-six members of the Milwaukee family at a cost of \$375.

On January 10 the new year got under way for our chapter. We again were served a very delicious dinner for which our refreshment chairman, Mrs. Geo. Weseman, and her committee are rapidly becoming famous. After dinner Mrs. Kraebber called the business meeting to order. Annual reports for 1939 were read and a number of interesting features were disclosed.

Our librarian reported 5,490 books taken out of the library during the year. New books were purchased at a cost of \$659.75. These figures show that every effort is being made by our librarian and her committee to make the library something to be proud of as well as a real source of pleasure to all our members.

Our welfare chairman reported an amount of \$1,441.76 expended during 1939. We take our hats off to the untiring efforts of our welfare chairman and her committee in spreading kindness and help to our less fortunate members. Yes, they did a grand job!

The good cheer chairman reported 102 personal calls, 36 telephone calls, 177 messages of good cheer. A real bright spot in our club's work.

Our refreshment chairman reported 1,231 persons served during the year. All we can say about this is that every one of the thousand odd members enjoyed the food and offer thanks to this committee for their hard work.

These reports reveal to us the many fine features our membership in the women's club covers. We should be proud to be a member in an organization which does so much truly great work for our friends and fellow workers at times when they are unable to do for themselves.

After this enlightening business meeting the meeting was turned over to Mrs. Martin, our program chairman. Mrs. Martin presented Mr. Joseph Elliott, who gave a talk on the natives of Liberia, their customs and living conditions. Mr. Elliott's talk was most interesting and we are all looking forward to a return engagement.

Nineteen-forty promises to be a big year for our chapter. Our board has many interesting events planned, but needs your help in order to carry out their plans, so please co-operate by paying your dues for 1940.

## Miles City Chapter

*Mrs. Custer Greer, Historian*

**T**HE March meeting of the chapter was held at the club house with a large attendance.

Mrs. William James, sunshine chairman, reported five hundred and one phone and personal calls during the month of February. A resolution of sympathy on the death of Mrs. H. M. Gillick was adopted. Mrs. Gillick was president of the Miles City chapter for a number of years.

Mrs. S. E. Moss gave another of her very interesting talks on "Safety First" in city and country schools.

Announcement was made of the biennial meeting and luncheon to be held in Chicago at the Stevens Hotel May 17 and 18.

Mrs. E. B. Walters gave a resume of the annual report of the South Eastern Montana County Association meeting, which is of a great deal of interest to members of the club.

Mrs. H. G. Klickman's name was drawn for bank night prize.

Mrs. Geo. Carr, assisted by Mrs. Joe Elza, entertained with a clever radio program, "Name It and Take It."

A delicious lunch was served by Mmes. Pohl, Pyle and Johnson.

(Continued on page 30)

# ON THE STEEL TRAIL

## THE DIVISION NEWS-GATHERERS

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

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

### Seattle Terminals

Gil Garrison  
 General Offices

YOU have all heard the old theatrical saying about "rolling 'em in the aisles," but it's only now and then that we get a chance to see this demonstrated. A fine job of it was done, however, at a recent Service Club meeting here when Mr. Paul Wilson was singing a solo. Mr. Guy Anderson was sitting on an aisle seat and listening with rapt attention when suddenly the air was rent with a terrific sound, wood splinters filled the atmosphere in all directions, and a crashing thud was the finale. The astonished audience saw Mr. Anderson prone upon the back of his neck and a pile of kindling wood behind him, which until just a few seconds before had been a Queen Anne period chair of distinguished lineage. Whether this was a tribute to the artist, oversight on the part of the furniture manufacturer, or just nature's way of calling attention to excess calories, has not been determined—but the net result was a WOW. You just must attend these service club meetings.

A newcomer to the Milwaukee General Office family is Mr. Clyde H. Fellows, Jr. Mr. Fellows, who majored in transportation at the University of Washington, succeeded Mr. Alan Barth in the General Freight Office when Mr. Barth was recently transferred to Aberdeen, Wash.

#### Local Freight Office

John S. Cole has bid in the position as Chief Claim Clerk in Local Freight Office, taking over his new duties March 1st. We are glad to have you with us, John.

Don Hayes, who has been the chief claim clerk in Seattle for the past month, has bid in the same position in Spokane, and we understand is now busily engaged in that position at our fair city in eastern Washington. What is Seattle's loss is Spokane's gain. Don made many friends the few years he has worked in Seattle.

T. A. Wahl, warehouse check clerk, has been off sick for the past week or two, but is now back on the job and the warehouse is running as usual again.

You can pick up most any sports edition of the Seattle daily newspapers and you will find our good friend Leo Kord's name at the TOP of the Milwaukee Bowling League. We are proud to have a man of such marked skill in our organization. Thanks to Chet MacLennon, who brought him into the league a few years ago.

George Gordon of Tacoma has taken over the position of second trick Asst. Chief Yard Clerk and our own John Hogan third trick Asst. Chief Yard Clerk. These changes being brought about by the elevation of John S. Cole to the position as Chief Claim Clerk.

Miss Willa Lindsey, who we are given to understand was recently declared the MOST POPULAR YOUNG LADY of Alki Beach, has returned to her position as

Comptometer Clerk in the bill room. Miss Lindsey for the past three or four months has been holding the position as asst. claim clerk, which position has now been taken over by Stanley Holtum.

Malcolm MacLennon of Seattle, father of our former chief claim clerk, passed away at his home a few days ago. He was a native of Prince Edward Island, coming to Seattle 31 years ago. Our sympathy goes out to Chester and family in their bereavement.

#### Car Department and Yard Office

On February 24th, Mr. K. F. Nystrom, Asst. to Chief Operating Officer, Mr. J. A. Deppe, Supt. Car Dept., and Mr. W. E. Campbell, Car Dept. Supervisor, paid Seattle a visit while on their yearly trip over Lines West. Their trip was looked forward to and enjoyed by us all.

Puget Sound Service Club No. 31 held its monthly meeting in the Union Depot February 16th and elected a new chairman. This man is none other than our Chester MacLennon, the popular humorist of past meetings. Also John O'Meara was elected unanimously as vice chairman. Congratulations and the best wishes go out to both of these gentlemen.

M. P. Cellyham has been busy the past month accepting the offers to use various automobiles from about all the car salesmen in Seattle. To date he has just not decided yet. We hear he is going to try out a Boeing Clipper next. When he really makes up his mind I suppose he'll buy a second hand lizzy.

#### Seattle Milwaukee R. R. Bowling League March 11th, 1940

	Won	Lost	Total Pins
Yard .....	17	10	19965
General .....	13	14	20417
Local .....	12	15	20338
Engineers .....	12	15	19689

High Individual Games: Breese, 231.

High 3 games: Breese 579.

High team game: Engineers, 814.

High team 3 games: General, 2382.

We read in the March issue of the Milwaukee Magazine where the Tacoma Milwaukee Bowling League journeyed to Bremerton and took a licking. We are wondering why a Tacoma-Seattle battle could not be staged this spring.

### Iowa Middle and West

Ruby Eckman

H. E. MERKLE, who has been first trick operator, Manila, for some time, bid in the day operator's job at Perry when it was on bulletin and came to Perry to work the middle of February. Claude Conklin, who worked second at Madrid for a long time, bid in the day job at Manila which Merkle left.

Paul Lee, son of car inspector Ray Lee, and Harold Leintz, son of conductor H. L. Leintz, joined the Marines during the

month of February and were sent to the West Coast.

The annual Washington's birthday bowling match between the Milwaukee teams at Marion and Perry, was held the afternoon of Feb. 22nd, with Perry winning. The ladies' team at Perry challenged the Marion men but were defeated in their match. W. N. Foster, H. Wuerth, George Conrad and George Barnoske, Jr., came out from Marion. C. T. Rowe had expected to make the 5th member of the team but he was sick, so the Marion men used Clarence Council, clerk in the agent's office at Perry, for their team. The Perry shop team included A. J. Kressen, F. R. Hoes, Lee Varnadore, H. J. Peterson and H. R. Meyer.

William Koch, son of engineer Gus Koch, and Jack Collins, son of engineer Emmett Collins, were badly injured in an auto accident the latter part of February. Both boys were in the hospital for several days.

W. T. Dungan, agent, Marathon, was off duty the latter part of February and the fore part of March account of sickness. G. W. Munns was relief agent.

Conductor A. E. Peterson was in a Council Bluffs hospital for several weeks for an operation and medical treatment.

O. H. Huyck, agent, Newhall, was seriously sick with pneumonia during February and March. He had the flu and went back to work too soon, suffering a relapse and developed pneumonia.

Julius Thiel, brother of conductor Fred Bolender's wife, died at Harper, Kansas, the middle of February.

James Gallagher, signal maintainer at Coon Rapids, died at his home on March 13th. Mr. Gallagher had been sick since the fore part of January. He is survived by a wife and two children.

Ronald L. Miller, son of signal maintainer L. Miller of Melbourne, had two accidents this year which confined him to the hospital. The young man, who is a freshman in the school of pharmacy at the State University, fell Jan. 3rd while carrying a five gallon glass bottle. He cut the main tendon and ligaments in his knee, the injury confining him to the hospital for several weeks. March 3rd, while walking down town, he slipped on the ice and fell again, injuring the same knee and making it necessary for him to re-enter the hospital for another operation on the knee. He is making a nice recovery now.

R. C. Hedlund, who has been agent at Bouton for several years, bid in second trick at Madrid and made the transfer March 24th.

Boilermaker W. J. Barth's wife spent some time in Grand Island Nebraska in February as their son, George, was in a hospital for an operation.

Retired machinist Harry Sanford has a new granddaughter, the baby, Sandra Marie, having been born to Mr. and Mrs. Morris Sanford at La Crosse on Feb. 23rd.

News of the birth of a daughter to Mr. and Mrs. Jesse South of Bensenville, was learned in Perry Feb. 28th. Jesse formerly

worked as a machinist at Perry but is now employed in Bensenville.

The Perry railroad men who spent the winter in California, all returned home by the middle of March, with the exception of F. L. Hanner, retired engineer. He and Mrs. Hanner will spend some time in San Diego, as their son is attending school there.

Harry Ragland, for many years an Iowa division brakeman, died at Monroe, La., March 12th.

Milton Springer, for many years an employe of the track department at Perry, died at his home in Perry the forepart of February. He was 72 years of age. His son, Charles, is one of the Perry yard section force.

A daughter born to Mr. and Mrs. Ralph Newport, on March 3rd, was the first grandchild in the family of Ralph's parents, Mr. and Mrs. Merwin Newport. Merwin works at the Perry shops and was all smiles when he went to work Monday morning and told the shop men of the addition to the family.

Mrs. Dan Reel has been seriously sick at her home in Perry for some time and her mother, Mrs. Mary Kerns, has been in a Cedar Rapids hospital account a broken hip.

The November 30th marriage of two young people in the railroad family was announced in March. Miss Thiela Cortner, daughter of engineer Arthur Cortner and Oliver Nead, son of machinist Harry Nead, were married in Ogallala, Nebraska. Oliver is taking a course in dairy industry at the State College at Ames.

## H&D Division "Where the Olympians Meet"

Billy

OUR deepest sympathy is extended to the family and relatives of C. H. Purdy, agent at Renville, Minn., who passed away suddenly Friday, February 23, while performing his duties.

Anybody in the vicinity of Mina, S. D., needing a carpenter call the Colonel. Col. Weatherly has fixed a lot of things around there lately and has done a good job, considering. He'll fix it so you won't recognize it again. Confidentially, seriously and truthfully he is all right as a fixer upper in any trade.

Pat Maloney recently bought a house in Monte and has moved in already. Did you have a housewarming, Pat?

Bill Kramer played the role of nursemaid while his wife went to Minneapolis over the weekend of Feb. 17 and enjoyed himself. At the same time he was home practicing for a certain contest that he would enter should somebody sponsor it.

E. L. Feddern has started in with the rank of bowler and is one of the king pins in the Rave and Rant League. (It's a team.) Understand he is doing right well by himself. Watch him, Richy; he's coming along fast.

Spring fever is getting certain people around the freight house and one of them seems to be Edsel Johnson. He was recently seen washing windows at the freight house.

Sympathy is extended to the family of Michael Rieger, retired crossing flagman, who passed away suddenly at his home February 28th.

Mrs. Elizabeth Jackson has returned to Aberdeen after spending the winter in California.

Stanley Ronning, former warehouse foreman at Fargo, N. D., bid on the position of night ticket and yard clerk at Montevideo and by this time should be settled in Monte.

The Aberdeen Service club is getting off to a grand beginning. Arrangements have been made to try and satisfy the whole of the Aberdeen service club members. Entertainment has been selected by the officers so that all of the members can participate if they wish. In other words, the old saying "If you can't please all of the people all of the time, please some of the people

some of the time" is prevailing. The Aberdeen service club is one that should make every member proud to be a member. Any question submitted by the members will be answered by the officials.

E. W. Cook, former agent at Frederick, S. D., has been appointed by bulletin to the agency at Milan, Minn.

S. A. Beck, former agent at Bowdle, has replaced the position as agent at Renville, Minn., by bulletin.

A. F. Ludington, former traveling engineer at Aberdeen, S. D., and then to Minneapolis, Minn., has just been appointed to acting traveling engineer on the Lacrosse River Division. Congrats, Lud! The traveling engineer of the river division is convalescing and the H&D send our hopes for a speedy recovery.

L. L. Phelps has been appointed agent at Olivia, Minn.

W. G. Herzog has been appointed agent, Hopkins, Minn.

W. D. Smith has been appointed agent at Montevideo, Minn.

S. E. Fosnes appointed agent at Frederick, S. D.

## Wisconsin Valley Division

Lillian

CARDS have been received by friends of Mr. and Mrs. E. A. Griffith, who are making an extended trip to the states of Washington, California and Texas, where they are visiting relatives. They expect to return to Wausau in the early spring.

Mr. Charles Betke, clam shell operator, has been at St. Mary's hospital, where he submitted to an operation. He is getting along nicely and expects to return to his home within a short time.

Mrs. John Brown accompanied her daughter, Mary Ellen, to Rochester, Minn., where the latter enrolled at St. Mary's hospital for a course in nurse's training.

Mrs. Patrick McGinley has been at St. Mary's hospital receiving treatments. At the present writing her condition is reported to be improved and it is hoped she will be able to leave the hospital before long.

Employees and friends on the Valley division extend sympathy to the families of Richard Goerick, Otto Winters and Alvin Janz, who lost their lives in an accident when a freight train engine exploded near Necedah on Feb. 4th. Mr. Goerick and Mr. Winters were killed instantly, and Mr. Janz died of injuries in a Mauston hospital on Feb. 6th. Funeral services for Mr. Goerick were held at Babcock and for Mr. Winters at Merrill on Feb. 8th and for Mr. Janz at Mosinee on Friday, Feb. 9th.

A baby boy was born to Mr. and Mrs. Raymond Kerr on Feb. 10th at Memorial hospital. Ray says the newcomer has put in his application as call boy and has been favorably accepted.

The news of the passing on of Mrs. J. J. O'Toole in a Milwaukee hospital on Jan. 5th was received with deepest regrets. While making her home in Wausau during the period that Mr. O'Toole was assistant superintendent, Mrs. O'Toole made many friends whose sincere hope was that her recovery might be a certainty. She was affectionately regarded by all who were fortunate to have made her acquaintance. The Valley employes take this opportunity to extend heartfelt sympathy to Mr. O'Toole and children.

Mrs. Catherine Burek passed away at the home of her son James in the town of Texas on February 25th at the age of 92. She had been in comparatively good health despite her advanced age. She was sitting in arm chair beside her bed when she complained of not feeling well. Her son James went to bring her a glass of water, when he returned she had passed away. Mrs. Burek's mother passed away here in 1909 at the age of 111 years. Four sons survive besides the above, Anton, Stanley and Thomas, the latter is an engineer on the Valley. Funeral services were held Wednesday, Feb. 28th. Burial followed in the parish cemetery.

The snow train arrived from Milwaukee on Sunday, February 25th, with eighty skiers from Milwaukee and other cities to enjoy a week-end at Rib Mountain skiing while at its best. The winners of the four events in the ski meet here were Pete Fossede of Duluth Ski Club, Gale Burton, Bush Lake Ski Club, Minneapolis, Bill Neidner and Dick Gale, also from Minneapolis.

A daughter, Joan Patricia, was born to Mr. and Mrs. Raymond Sullivan at Washington, D. C., February 20th. Mr. Sullivan is a son of the late Mr. and Mrs. J. W. Sullivan.

Mr. William Miller sponsored a skating event at the Marathon County jail rink the latter part of February, in which boys ranging from ages ten to thirteen years took part. One of the main features was a race in which extraordinary skill was demonstrated, first and second places being scored by two ten-year-old boys, while the third score was run in by Bruno Godard. Fred Lehrbas, who had charge of the score board, and Mr. Miller, as well as the young boys, are still trying to figure out whether or not there was any foul play. Be that as it may, Bruno is displaying a highly decorated rubber medal.

Mrs. I. A. Lathrop left for an extended trip to New Orleans, La.; Bloxi, Miss., and interesting points in Florida.

## Freight Shop News

S. G.

AFTER March come April showers—showers of rain ordinarily—but not this April. They are bridal showers for our prospective brides and grooms. Miss Ruth Schimel and Donald Tomich; Miss Mary (he hasn't told us her last name) and George Hegedus; Miss Dorothy Arndt and Stanley Gralewicz; and Miss Agnes Valen-tokovic and Mike Bosanec are the couples to whom we offer our congratulations and best wishes for happiness.

We are glad to report that Walter Braun is recovering from a bad cold.

Calling all cars—Elmer Marquardt lost the crank to his new car. Well, cheer up, Elmer, we hope you won't need to use it, anyway.

Questions—How many dogs has George Greeman and what are his views on gold prospecting? Why does George Bilty use varnish remover on his hat? Or does he?

Frank Moritz, our crane operator, never leaves his home in search of entertainment anymore. His son has an electric train. Of course, Frank, the little fellow would like to play with it occasionally.

A heart attack caused the death of the father of Bob and Harold Hoferer. We offer our sincere sympathy to the family in their sorrow.

The Milwaukee Road "Hiawathas" have been entered in the Garfield and Shorewood Leagues where competition is keen and where real baseball games can be seen. If any boys in the shops possess the caliber of talent required in these leagues, get in touch with Ray Fendryk or George Greeman.

The Shop Baseball League will start play about May 1 and all teams are welcome to join. The boys had a lot of fun last year.

Our compliments to our two cooks in the Cafeteria, Mrs. Gruber and Mrs. Kornfehl. We enjoy their food and their smiles.

According to Ray Fendryk, Al Roesler has been entertaining some very nice friends from the Northern part of Wisconsin. Now Al's trouble is his modesty and it therefore took the persuasive efforts of "Oscar Meyer" to have Al introduce Lucille and Inez to the rest of the boys at the bowling alleys. The girls picked the last place team, the Repair Cars, as their favorites and from what Oscar tells us, the boys have improved their bowling, much to the satisfaction of Captain Roman Rozek.

Our Service Club resident, Ambrose Sery, is organizing a Shop Band which we hope everyone will support. Wouldn't a Milwaukee Road band look nice in a parade?

## Spokane and Inland Empire

By Jay Kay

**JESSE JARRARD**, helper, Othello R. H., dropped around to visit friends during February. Jesse was operated on for appendicitis January 30th in a Spokane hospital, and we were glad to see that he was coming along very nicely.

The members of the Milwaukee bowling team in Spokane did themselves proud, and upheld the high esteem that the bowling public has for the Milwaukee team by capturing high honors in the recent Spokane City Bowling Tournament which ended on February 18th. Wm. Gunn, Sr., and F. J. Kratschmer took first place in the class B doubles with the nice total of 1343, and Howard Jensen and Sylvan Lang took fourth place in the class C doubles with a score of 1301. The five man team was just a few pins short of getting into the money. Besides some cash, Gunn and Kratschmer also received a gold medal each.

The first meeting of the Inland Empire Service club under its new officers was held on Monday, Feb. 19th, in the Union Station, Spokane. A nice crowd of about seventy was in attendance, including several old-timers now on pension, and on-the-line section foreman and other employees. Chairman Fred Beal made a nice talk on "Friendship" and several other interesting talks were made by other members. The whistling solo and piano solo rendered by Ursula Hill were very appreciatively received. The meeting adjourned with the serving of hot dogs—and. These meetings are interesting. The meeting night has been set for the third Monday of each month. The March 18th meeting consisted of a short business session which was followed by dancing and cards. A very good crowd was in attendance, and everyone had an enjoyable evening.

Don Hays, of Seattle, brother to chief dispatcher P. L. Hays of Spokane, has taken over the position on the claim desk in the local freight house, Spokane. Mr. Hays formerly worked in the yardmaster's office, Seattle.

Guy Chimenti, foreman, Spokane yard, has returned to work after a six months' leave of absence. This "Food Shoppe" must have treated him pretty well, as he seems to have put on a little weight. Foreman Dayton Doyle, who relieved him, has returned to Othello.

Jim Holmes, electrician at Spokane, journeyed to Tacoma on March 1st. While over there, he says, he tried to rustle up some smoked salmon, but was not successful. Slim Tetzlaff, Othello, please note—we also have our doubts.

Mrs. C. F. Allen, wife of roadmaster Allen, spent two weeks visiting in Milwaukee, Racine and Chicago in March.

The old spur to the Blackwell mill at Gibbs, Idaho, has been discontinued and was recently torn up.

Roadmaster Jack Fuller of Miles City, Mont., formerly a section and extra gang foreman on the East Coast Divn., has been appointed roadmaster at St. Maries, Idaho, to succeed R. W. Gallagher, deceased.

The Supply Cars made a fast run over the East Coast division on March 12th, making the run from Avery to Othello in a little over twelve hours. In the past, the cars have taken two days to make this run.

Chub Lang has a new "baby wagon" in which he wheels around air brake parts on Spokane rip track. And say, is he proud of it! We recently saw him talking to an insurance salesman, so perhaps the "baby" will be protected.

F. E. Dahl, wire chief at Plummer Jct., took a short lay-off in March to spend a little vacation on the coast.

Don Henry, the young chap who formerly worked in the superintendent's office in Spokane, and who is now attending Gonzaga University in this city, relieved at his old position for a few days in March during the absence of Ursula Hill.

Carl Thompson, agent at Warden, is already figuring the days before he retires on pension. From reports received, there

should be about forty-five days left after reading this article. Am I right, Carl?

Agent Frank Sever of Cusick, reports from Tujunga, Cal., that he is having a very pleasant vacation, and will return to his duties in Cusick in a short time.

Condr. Robert Elliott of the Coeur d'Alene run, writes from Guadalajara, Jalisco, Mexico, that everything is lovely down there, and he will return soon to his old job.

Cement shipments from Metaline Falls to the Coulee Dam have been resumed on a large scale, and the second crew on the POR line was again placed in service early in March. Shipments of lead and zinc concentrates from the Pend Oreille mine continue heavy, and it is reported that the Grand View and Metaline Mining & Leasing properties are to start work very shortly.

Chas. Sherman, aged 59, bridge carpenter for many years in the B&B Dept., since construction days, passed away while at work in foreman Westerburg's crew at Gibbs on Feb. 20th. He left no known relatives and was buried in Coeur d'Alene by his fellow workmen. He is presumed to have been born in Poland, and changed his name many years ago.

George Gaub of the freight house, Spokane, spent a few days in Seattle in March.

### As We Caught Them:

Geo. H. Hill stealing a march on Walt Disney.

Al. Neils ordering the limousine to pick him up.

W. W. Cutler gathering up the Finnish Relief Fund boxes.

Leonard Lore recovering a pair of gloves which had been lost for over a month.

Andy Bankoff and Gennaro Perrone attending the Service Club meeting in Spokane.

Mabel Viets taking time off to get a drink.

Edwin Gerke getting ready for spring window cleaning.

Guy Chimenti and Vincent Perrone counting ties in track in Spokane Yard.

Joe James (speaking to Frank Dixon, who was gathering up paper in Spokane Yards), "How's business?" Frank: "Picking up."

Lawrence Johnson visiting a certain License Bureau.

Tommy Barnes forgetting where he left his pipe.

## LaCrosse & River Division First District

Scoop

**O**UR retired master mechanic, F. P. Miller, and wife who have patiently waited for spring to come, have at last departed for Florida to get some of that famous sunshine, and also to see if reports are true regarding the cold snap there.

Reports from Punta Gordo are that Mrs. Ralph Woodman, wife of retired locomotive engineer, Ralph Woodman, is sick with the flu, due to the cold weather.

Conductor John Pate and wife are located at Biloxi, Miss., for the duration of the winter. John claims he is too thin and a few pounds of crab meat daily will bring back that girlish figure.

Bill Stafford, who is resting on his laurels after that strenuous fight with the big sea bass, is waiting for some one to spring a bigger one on us. I wonder will he have it mounted for his cottage on Lake Buffalo?

The sympathy of our division is with the bereaved family of William Leske, who passed away at LaCrosse due to advanced age. One son, George, is a towerman at Grand Crossing tower, LaCrosse terminals.

Lieut. of police Jim Taylor, LaCrosse terminals, is a pretty hard customer to catch napping, but old man Flu did just that and Jim was down for the count for a couple of weeks. Ray Wilhelm from Portage took over Jim's duties while he was laid up.

Arthur Finegan, our agent at Wisconsin Dells, who has long since ceased to have birthdays, was pleasantly surprised at his home on Sunday, March 10th, by friends

from his old home town of Rio and also from Wisconsin Dells and Baraboo. The occasion being a celebration in his honor due to his fiftieth anniversary as an employe of the Milwaukee Road.

The winter has been just right for bowling and curling and when not handling frozen pipes and thawing out tanks, etc. Walt Utesch is making strikes and picking off spares like nobody's business at the bowling game. So be careful if he asks you to bowl a frame or two.

Harvey Roe, traveling engineer, who has been a forced guest at our hospital at Portage, due to a broken leg, is improving nicely. He is always glad to see any of the gang, says "come up and bring your knitting."

Arnold Sturm is working first trick, Muskego Yard, Milwaukee Terminals, for Paul Alberts, who is on the sick list.

Milo Galvin, agent at Mauston, better known as "Tag," has acquired a new title. They call him "grandpa" now.

The Hiawatha Stage Line, which originates at Fond du Lac, has inaugurated service from Fond du Lac through to Baraboo and return to Fond du Lac and from Wisconsin Dells to Watertown and return to Wisconsin Dells, connecting with our Hiawatha trains at Portage twice daily, effective March 15.

## Fullerton Avenue Building Chicago

L. G. J.

**M**ATERNAL news is on the up beat around these hyar parts. In the last few weeks a number of new railroad people have appeared on the scene.

Eddie Rumps of the Ticket Auditor's office has recently become the father of a little girl. The baby is doing fine and Eddie also seems to be bearing up under the strain in fine shape. A boy graces the home of freight auditor Eddie Staufenbiel. "Stauff" is naturally very proud and he has a perfect right to be. We offer congratulations to both of these proud papas.

As this is written George Cooper of Auditor of Expenditure's office is in a critical condition due to injuries received in an auto accident. His son was with him at the time of the accident and suffered a bad leg fracture. The whole office wishes them a quick and complete recovery and hopes to see George around again soon.

Late News Flash!!! Car accountant Earl Crowley is also a beaming pater. A son is the reason for his generosity with the stogies. He will be named Timothy Earl Crowley. A wee trace of the green there, eh what? Congratulations, Earl.

**IDLE CHATTER.** . . . The basketball team has been enjoying marked success in their last few games. Can it be that Monday morning coach Gene Heing's advice on the athletic, social and business aspects of the team is taking effect? Or is it just plain improved playing? . . . The team has really made some good friends for the Road and has been treated fine wherever it has played—except of course with a limited few of our own people who never saw a game but know what's wrong with the boys. Oh, well! . . . Bob Zahnen is noted for the beautiful car he drives as well as for the accessories he totes around in it, we are told. . . . Social note: Tony Naatz wins the pinocchio tourney at the big card party. . . . Ruth Wollage is planning to have the knot tied in a short time to Mr. Leonard Lindbloom, whom many of us know from school daze. . . . J. Harold Grove, our college man, is now a full-fledged claim checker, getting the promotion but recently. . . . Howard Smith is just back from Florida, where he spent an enjoyable time. . . . The hepcats were jumpin' around in fine fashion at the dance on last 19th. The Four Nighthawks furnished the melody and a fine time was had by all who attended. . . . We hear from (authentic?) sources that Gus Rohde narrowly missed serious injury when he slipped on the mat before the building elevators. Quick thinking saved him—he supported himself on the

  
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grillwork. . . . Hank Tobin is wondering why he isn't the Tobin of old. He bowls and bowls but with meager success. . . . The Milwaukee tournament promises a good time. . . . We'll all be there to cover it.

### Madison Division

**T**HE first news of importance is a new baby girl at the Frank Dempsey's Mother and baby doing nicely at St. Mary's Hospital.

Bob Hurlbut is inkling that his family is infanticipating a mate for the little girl.

Matrimonial Bureau reports marriage of John Bawden, fireman, to Alice Camp of Dodgeville, and James S. Smith, brakeman, to Grace Sater of Madison.

Wm. Slightam, who for many years was on west end way freight, has taken Richland Center branch. Art Rogers gave up passenger and is on Prairie du Sac patrol, and after many years John Hodgson has returned to passenger service on west end.

Wyla Blethen, office stenog, had a birthday March 12th, and a real birthday party (as in the days of yore). Next year she will petition for a 25-year service button.

We have lost two real friends by death—Thos. Brennan, retired conductor, and Howard Freer, warehouseman, both of Janesville.

Checking yard, C. E. Mahaffey discovered two hogs partitioned off in a supposedly empty stock car. Store Dept. truck was commandeered and through OS&D clerk Conlin, the hogs were taken to O. Mayer packing plant to be sold on the open market, and after standing in line for a couple of hours the truck finally reached the selling block and the two hogs were sent on their way. Over report was made and sale order requested, and after due deliberation, one hog was rejected and the other found crippled, resulting in both being dumped in the broiler—Grease. Check for 45c was remitted to the treasurer.

A modern passenger conductor must have a traveling bag. George McCue has that—the old bag surrendered by Jim Pratt. The ends are loose but the running gear is good.

New automobiles: J. A. Macdonald, H. R. Jones and A. P. McMahon. Others are anticipating.

In the singing at Service Club, Madison, and under the leadership of ringmaster Jones, it was found that Vincent Cooper has a promising tenor voice—and at the same meeting John Vanderhie lost his voice entirely. John says this was the first time he ever reached for words and they weren't there.

James Sollinger is in spring training on 21 and 6 and Henry Taylor has returned to Prairie du Sac run. Bill Warren has taken 93 and 94 with Earnie handling the rear end.

George Gunderson, agt. at Lone Rock, is back at work after submitting to an operation in Chicago.

New station assignments: John Dahnke, agt. at Monticello E. N. Brown, agt. at Wauzeka; R. C. Tipple, opr. at MX Tower, and J. J. Knoblauch, opr. at Janesville.

### The New Hub of the I&D

F. B. G.

**G**EORGE THORPE carries the distinction of having been agent at Tripp for 20 years. He and Mrs. Thorpe came to Tripp in February, 1920, and has held that position since that time.

A. G. Elder, dispatcher's office, Sioux City, returned recently from a trip to Mexico City and points of interest in that vicinity, traveling with friends by car and returning by train.

Chairman of the Service Club of Sioux Falls, Harry Kelly, was all smiles on February 15th, on which day he became grandfather of a bouncing 8½ pound boy born to his daughter, Mariam, at the McKennen hospital. Had the birth taken place a bit sooner, it truly would have been a valentine, but even better, it happened to be grandmother's birthday.

Trainman W. E. Penrod, who has been on the sick list for some time, visited with old friends in Sioux Falls on March 2nd. Everyone was glad to see "Pen" out and around again.

The Milwaukee Road bowling team in the Minnehaha League in Sioux Falls is leader in the League and by a margin of 6 games. Night roundhouse foreman A. D. Johnson won first prize for a three game high score the week of February 11th. The following week switchman Clark Overcash held high score for the entire league of 613 and roundhouse foreman, E. C. Todd ran second with a score of 595. The Milwaukee Road is receiving some nice publicity at the local alleys, as well as in the sports column of the local newspaper.

C. B. Davis, dispatcher's office, Sioux City, will accompany the Sioux Falls bowlers on their trip to Milwaukee next month. Confucius say, "No send newsie, no read newsie."

Wm. Lagan, former LCL rate clerk at Sioux Falls, has now moved his family to Sioux City, since Bill has taken over the position of bill and rate clerk at the Sioux City stockyards office.

Hope you were one of the many who attended the Women's Club annual dance held at the Arkota ballroom, Sioux Falls, March 28th.

Operator Ed Harkrader is now holding down the second trick at Yankton after a long spell in the Veterans' Hospital at Des Moines.

Charley Foote, baggage agent at Sioux City, is cultivating a new mustache and does he ever look nifty—just like Rudolph Valentino.

Miss Alice Butcher, the Sioux City freight office Hedy Lamarr, lost some time recently through sickness.

Operator John C ("Mac") McGuire of West Yard has been ill at home for some time with lumbago.

The eldest son of agent Polzien at Charter Oak won a bank night award of \$50 recently and Polzien does not feel so bad as long as someone in the family was the lucky one.

Martin Kelm, formerly of the section force at Charter Oak, was assigned to the foremanship of the Scotland section, but

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his family will not move to that point until after the school term.

Agent "Dutch" Diede, Harrisburg, has purchased a new coupe in which he will be going places, seeing new faces and things.

Operator F. L. Harvey, Charter Oak, is planning his garden and now that he has a wife who will be an able helper, the gardening will be more extensive for the coming season.

The Sioux Falls Chamber of Commerce is now planning their annual goodwill tour in reverse which will bring businessmen from Spencer, Iowa and intermediate towns to Sioux Falls on May 7th as their guests. It is expected the party will number about 600 and plans are now being formulated by the Chamber of Commerce to welcome these businessmen from this trade territory.

## Iowa (East) Division

J. T. Raymond

**G.** E. LANNING, who has been acting as train master at Marion, has been appointed to the position permanently in place of Lyle Shellenbarger, who has been transferred to other duties by his own request. Mr. Shellenbarger has been train master here for several years and has made many warm friends on the Division who regret that condition of health required his asking to be transferred.

Glenn A. Larkin, commander of the local American Legion Post, went to Des Moines February 29th to attend a Commanders and Adjutants' Conference.

Engineer John C. Smith was laid up at his home in Marion the latter part of February with a fractured ankle.

E. O. Hulshizar of Tama is appointed temporarily in charge of the water treating plant at Marion, which is now being operated.

Operator E. R. Blake of Clinton, Iowa, is away on an extended leave of absence on account of serious eye trouble. Operator R. W. Emerson is substituting.

Operator C. D. Emerson of Atkins has qualified as train dispatcher by passing the examination required. Congratulations.

Locomotive engineer Arthur G. Vaughn of Marion retired March 1st after serving the Milwaukee road faithfully as fireman and engineer since August 29, 1898. Mr. Vaughn has been considered as a likeable and efficient man and carries with him, in his well earned retirement, the good wishes of all of his former comrades on the Milwaukee Road.

News of the death on March 6th of W. H. Campbell, freight agent at Seattle, Wash., was received with much regret by his friends on the division. Mr. Campbell was operator and agent at several points on the division previous to leaving for the West a number of years ago. The Milwaukee Railroad Veterans who attended the reunion at Seattle eleven years ago recall the tireless efforts put forth by Mr. Campbell to assist in making that occasion pleasant and unforgettable.

The Bellingham Washington Herald of January 28th contains a large picture of A. C. Bowen leading a blooded calf on his farm just north of the city, with a nice write-up of Mr. Bowen's previous activities as agent, stenographer, train dispatcher, train master, and superintendent for 48 years on the Milwaukee road, saying that now he will take life easy on his farm. Since his retirement, Mr. Bowen was stenographer at Marion for superintendent J. H. Foster and left in 1906 to go to the Coast line with H. B. Earling and C. H. Marshall. The reporter of the Herald takes a rosy view of farm life.

Unit costs of handling freight by the railroads have decreased more than 37 per cent since 1921.

There are 618 railroad yards in the United States which are jointly used by two or more railroads.

## LaCrosse-River Division Second District

F. O. Anderson

**A** N ITEM of interest to some of the old-timers around Winona was published in the Winona paper recently under the heading of "News of 25 Years Ago." It states a bowling team consisting of the following railway clerks: Wachs, Brandt, Ruess, Vance, Dickman and Kolb defeated a team of clerks from St. Paul in a match game.

We haven't had a great deal of snow on this district during this winter until March 12 and 13, when we got a record snowfall of nearly 15 inches. Train service was not delayed on account of the heavy snow.

Ed Tebbe, veteran baggageman at Red Wing, was stricken with pneumonia on Feb. 20th and was taken to a local hospital. We are glad to report that he has sufficiently recovered to be returned to his home and we hope to see him back on the job soon.

John Monarski, bill clerk at Eau Claire, had the misfortune of slipping on some ice and falling and breaking his arm recently. He is being relieved by F. L. Otto, relief agent.

## Twin City Terminals

F. A. M.

**W** HILE we Minnesotans dig ourselves in and out of mountainous snowdrifts each day, some of our luckier fellow workers are having themselves quite a time on the sandy beaches of Florida or California.

Dorothy Beidelmann and Georgia Perry at Daytona Beach. Georgia Perry left March 9th to visit Alice Kellar Pechin, a former railroad girl. Georgia is taking a "shortcut" home via Washington, D. C., and New York to visit friends in both cities. Dorothy Beidelmann also plans to be in Daytona Beach about the same time as Georgia. She is taking the "shortcut" en-route down, stopping in Rochester, N. Y., and Rumson, N. J., to visit friends.

Nina Moore left March 10th for California, and just in time, we would say, to escape our big snow storm of the year. She will visit her brother in Los Angeles, then up to Sacramento and back by way of Denver, to be gone at least a month, and perhaps longer.

Big plans are under way for the men to go to Milwaukee to bowl in the tourna-



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ment to be held there. At least we think that's what they're going for. From some of the scores we've heard about, they should bring home some prizes. The girls think now that the fellows have had enough practice that they should be able to take them on.

Ruth Jackson and Myrtle Henry were among those taking advantage of Washington's birthday by spending the day in Chicago, meeting old friends and in general seeing the sights.

Rumors have it that a big truck got in the path of Bob Bach the other evening. Undersand the Bach car wasn't worth much when Bob got through pushing the truck.

The Lost and Found Department had a flourishing business. Unfortunately, Marvin Edwards missed the meeting of the Junior Traffic Club and as a result lost \$2 when his name was called for the door prize. Also Carl Matzoll lost a perfectly good overcoat and suit coat while bowling. His only consolation was that the other fellow probably needed them worse than Carl did.

George Laron, Harry Erickson and Marvin Edwards were confined to their respective homes with the flu. Happy to report they are all recovering.

### Milwaukee Terminals

G. W. E.

SINCE the first of the year conductor A. J. Hammerer has been wearing a V. E. A. 50 year button for fifty years service with the Milwaukee Road. Congratulations.

Fireman D. P. Murphy has recovered from his recent illness and is back on the job.

On February 21st, machinist helpers Charles (Silent Charles) Bielsmith and Wenzel J. (Grossfather) Dantzman, with their wives, left for Amboy, Ill., to celebrate

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the 40th anniversary of the wedding of the Bielsmiths. Mr. and Mrs. Bielsmith were attended by Mr. and Mrs. Dantzman as best man and bridesmaid 40 years ago, and helped them celebrate the anniversary.

In regalia and tradition handed down since before Christ, the St. David's Society of Milwaukee revived a Welsh ritual, the chairing of the bard, at the City Club Friday, March 1st. The ceremonies celebrated St. David's day, honoring the patron saint of Wales, and were performed here for the first time. Engineer Ellis F. Ellis, oldest living member of the society, was given the honorary title of bard, and was the one chaired.

Engineer Claude Yarmark has been visiting with his family since February 1st at Tucson, Ariz.

Engineer Guy W. Rhoda returned to work March 4th after being confined to his home with illness for two weeks.

Helper Nicholas Velzan died March 2nd at Muirdale Sanitarium where he had been confined for ten months with illness. He is survived by his wife and two sons.

Engineer (Capt.) John H. McKane left for Hines Hospital, Hines, Ill., March 8th, for treatment and observation.

Engineer Thomas F. Cody was a visitor at the roundhouse and shops March 7th. Everyone was glad to see him and hope that he will call again soon.

Boilermaker Henry J. Murray died at Deaconess Hospital March 9th from injuries received on the ice near his home, 543 North 29th St., March 1st. He had been employed 54 years by the Milwaukee Road before his retirement a year ago. He is survived by his wife and one son.

Engineer Edward J. (Uncle Tom) Heth and yardman Harley McMurtrie have been at Los Angeles, Calif., since March 1st with a side trip each day to Hollywood trying to get into the pictures.

Yardman Michael F. Dineen received his 50 year button from the V. E. A. February 1st for 50 years' loyal service to the Milwaukee Road. Congratulations.

Section foreman Frank L. Cleary died at his home, 2709 North 39th St., on March 9th after 25 years service with the Milwaukee Road. He is survived by his wife and one daughter.

### Davies Yard News

J. J. S.

WEDDING bells will peal for Edward Wytosenek on May 25th, and our golden voiced tenor, Joseph Cienian, will be the soloist at the nuptials. Our best wishes to Ed and his bride-to-be!

Arthur Hitz, of the coach yard, met with a slight accident the other day. Art sneezed so hard that his upper denture dropped out. We are happy to report that the accident was not serious and Art and his "uppers" are one again.

We extend our sincerest sympathy to the bereaved family of Frank Woida, who passed away February 15, 1940, at the age of forty-three years. Mr. Woida was an electrician at the Coach Yards for the last twenty years.

Dr. Howard Schneider, son of George Schneider, foreman of the Coach Yard, is doing remarkably well in his work at the Rockefeller Institute. Dr. Schneider is doing research work on cancer, and we hope that his research on this dreaded disease will eventually be the cure that men of medicine have been searching for. We feel sure that Mr. Schneider has good reason to be proud

of his son, and we, too, wish to express our good wishes to Dr. Schneider in seeking a cure which would not only alleviate the suffering of cancer victims today, but effect a permanent cure.

Richard Seiden of the coach yards has just become the father of a baby girl born January 22nd. Congratulations to Mr. and Mrs. Seiden!

Ignatz Bushnig will be glad to interview anyone interested in buying a slightly used stoker. It seems that the stoker runs perfectly until midnight and then Ignatz has to get up out of a nice warm bed and go down to the basement and overhaul Mr. Stoker. See Ignatz for any further information.

Major Bowes' Thursday night program may be a pastime to most people, but it is more than just recreation to Al Waldera since he bought his Chrysler. Al listens very religiously to the Major each time he is on the air, regardless of time or place.

Erwin Weber has been going around recently with a dreamy look in his eye, but we have at last found the reason. Erwin will be married this June. Our congratulations to Erwin and the future Mrs. Weber.

The Davies Yard has experienced a wide variety of events but it has just been rumored that we soon will have a double wedding. It seems that John Klewin, Jr., and his fiancée are planning to be married this summer and Charles Ullman has been seeing John's sister quite frequently—so we are anticipating a double ceremony for Charlie and John.

## Terre Haute Division

C. H.

**A** NUMBER of our St. Bernice and West Clinton people have been on the sick list during the past month. Among them, Mrs. Ben Gaither, wife of engineer Gaither, who is expected home from the Vermillion County hospital soon; Mrs. Herman Kutuch, wife of trainman Kutuch, who has been confined to her home for several weeks; and general yardmaster Guy Kelly, who is recuperating from an operation and we are glad to report expects to be back on the job within a short time.

Announcement has been made of the approaching marriage of Miss Dorothy McReynolds, daughter of conductor Sam McReynolds, to Byron Siepmann, an employee of the Zimmerman Coal Company's Lone Eagle Mine at West Clinton. The young couple will make their home in a newly built home at St. Bernice.

Indications of Spring: Several new cars have made their appearance, heralding the approach of the motoring season. It is reported that conductor George Bain has purchased a new V-8 for his spring fishing expeditions and carman Elsa Waters has a new Chevy.

It looks like Scotty, the sandy-haired operator, has decided to remain around West Clinton for a while as it is reported that he has purchased and moved into property formerly owned by engineer Acton. Another to change residence recently is trainman Carl Ditto, who has moved from St. Bernice to West Clinton.

For the first time, this division was represented in the Milwaukee Road Bowling Tournament, which was held at Milwaukee the latter part of March. The line-up: T. J. Lentz, general car foreman, Joe McMahon of the Division Storekeeper's office, Jack Wright, telegraph operator, George Scholl, car distributor, and Leo Huberti of the Superintendent's office. The boys are shooting their team event on March 23rd and the doubles and singles on March 24th, hoping to shoot in the money.

Mrs. Roberta Bair, of the Rea Building office, visited her sister, Mrs. Harry George, at Bedford on February 22nd.

Agent J. N. Webster of Heltonville, Ind., retired on March 11th after 26 years of loyal service.

Word has been received of the death of engineer Fay Carpenter at the Veterans' hospital at Indianapolis, Thursday morning, March 14th.

## I & S M Division West

E. L. W.

**T**RAINMASTER W. J. WEILAND made a business trip over the west end I&SM divn. Feb. 6th.

L. R. Burke, agent, Kinbrae, Minn., has finally decided to give up baseball. Says old age has overtaken him, and also his thumb that was broken last season hasn't resumed its normal size. Putting all jokes aside, Leo had a pretty good baseball career—at least he tried to play the game.

George Thue, section laborer at Fulda, Minn., is trying to be a modest bachelor while his mother was called to Madison, Wis., account of sickness. George says he has started a campaign now looking for a lady friend whom he can persuade into being his wife. Join the broken-heart club, George. Am sure you will get results.

Have been advised our wide-awake agent, "Swede Bloom," at Okabena, Minn., has purchased a new home at Okabena. That's the spirit, Swede.

Regarding a personal letter received from committeemen Schied and Bloom regarding the biggest revenue of station earnings at Wirock, Minn., for year 1939. They ask for explanation regarding revenue or population being the largest on record. Think it was explained very thoroughly that the word revenue was used and not population in the February issue of the Milwaukee Magazine. We still are very proud of the \$51,000 earnings for the year 1939, and this figure will make a lot of the smaller stations hustle to equal.

Ed Scheid, clerk at Lakefield, Minn., has organized a five-man team of bowlers. Will you accept our challenge to a tournament either at Fulda, Minn., or Slayton, Minn., Mr. Scheid? The Wirock team is very anxious to meet your team.

Leo J. Flynn, brakeman on passenger trains 203 and 222, is taking a few days off, visiting with his brother, Ed Flynn, who is a patient at the Mayo Hospital at Rochester, Minn. Ed is now on the road to recovery and would appreciate very much to hear from his many friends on this division. Let's all drop him a line; it all helps towards a faster recovery.

Al Brakke, trainman, took a week off the latter part of February. He stopped off at Chicago for several days, and when he resumed his duties we were all surprised to see Al wearing an extra pair of eyes. He surely makes a dignified, up-to-date brakeman now.

Have had word that J. E. Felker, agent at Ramona, S. D., is ready to resume his duties, after being off for several months due to an injury. He is relieved by Mr. Gilbertson of Erwin, S. D.

Roadmaster F. J. Kavalskie, West End I&SM Divn., attended a roadmaster meeting at Minneapolis on March 8th. He returned to Madison the following day.

Have noticed in the last issue of the Magazine that the I&SM Divn. has gained a little ground again on Traffic Tips. Was very glad to see this gain, but also notice that only one tip was sent from the track dept. Let's take this matter a little more seriously and see if we can reach the top of the list again. Remember a year ago we were on top several times.

## Drafts from the Drafting Room

H. J. Montgomery

**B**ASEBALL! Baseball! Baseball! What other sport would be more welcome with the coming of spring? And what a banner year is being mapped out for the railroad employees. A larger league (easy pitching) is being organized and competition will be very keen. There were some very hot contests last year and this year will be greater. All former players, no doubt, will get in touch with their last year's manager. New teams will be organized for new men. Be alert and get on a team before you lose out.

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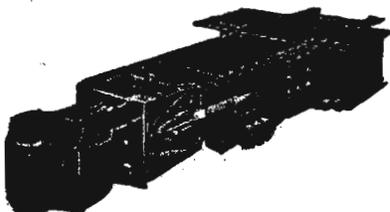
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fast ball team in both the Shorewood and Garfield leagues this season. A strong team is being organized by the writer and a very good season is looked forward to. Games will be played at Shorewood, Garfield and Sherman Parks, and also at the County Institutions' field. These fields will be able to seat four or five thousand people and all games are played under lights. Boys out for the team are Billy Bell, Orville Fox, Honeyboy Thompson, Carleton, Hal Weber, Tanin, Bauch, Rozek, Pierce, Roesler, Damske, Fendrich, Cook, Dundon, R. Weatherall, Swittle, Bartz. Any others who think they are Major AAA caliber players get in touch with H. J. Montgomery of Mech. Engrs. Office or Sig Gralewicz of the Freight Shop. The team will be fully uniformed and will be a great asset in advertising the Milwaukee Road.

Strange sights: Lyle Horton all dressed up in jumpers and rarin' to go!

Two Elmer Reinkes in the room at the same time. Elmer's twin (?) visited the office the other day and had the boys looking forward and aft to see who was who.

The Milwaukee bowlers went to Chicago and met the Windy City opposition and came away with sad faces. We just don't seem to be Sunday bowlers, I guess. A fine time was had by all who attended, however, and we can only look forward to next year for revenge. A few of our stalwart warriors woke up about 10 a. m. that morning and missed the train. What luck, eh? (Saved \$2.)

Howie Melzer is still holding out. He admits buying some furniture here and there, but no date set yet.

## I & S M Division East

H. J. S.

A. D. ROBY, sec. foreman, Owatonna, visited the Mayo Clinic, Rochester, for an operation.

Roadmaster Larkoski set up three new foremen recently: Elmer Horman, Sherburn; Lynn Skjeveland, Albert Lea, and Jos. Sirovy, Jackson, who relieved Jos. Skarda for 60 days.

Charlie Hoffstater is OK when handling freight, but understand he is not quite so good at handling coconuts without the assistance of a southern gentleman and the contents of the car tool kit.

Our sincere sympathy to Maitland Brimacomb, Austin shops, whose wife passed away on Feb. 4th.

L. E. Beers, switchman, who has been

confined to the St. Olaf Hospital on account of injuries, is reported improving. Hope you will be well on the way to recovery when you read this, "Skinny."

Trn. dispr. Al Seeman and wife and cond. Chas. Hoffstater and wife made an extensive trip through the south during February, and understand Al has some dandy scenes of the Mardi Gras parade which we will probably have an opportunity of viewing in a few weeks. The scenes were filmed in technicolor.

Switchman Ken Bergstrom left the early part of March for a trip to Kansas City, New Mexico, Seattle and various other points. Hope you had a nice trip, Ken.

Shhh. Have you heard? The men are going to be in charge of the Women's Club picnic supper to be held Saturday, March 16th. Thus far the program of entertainment is shrouded in secrecy, but with Harry Keck on the committee, it should be good.

Question No. 1 on March 13th: Did you drive to work? How did you get out of your driveway? With spring just around the corner, we are now going to have a bit of winter.

Violet left for Niagara Falls (alone) on Feb. 17th and, as near as I can find out, she returned alone. This being leap year, I thought possibly—? She reported that the east was having more winter weather than the middle west, so maybe we aren't so badly situated after all.

Our arch enemies, the "common cold" and the "flu," have just about made the rounds, we hope, and the few who have escaped losing a couple of days' work on this account are indeed fortunate.

Flash: O. C. Peed claims to have originated the Hoosier State, but we believe he is a "southerner." For further details, inquire about his "razor incident."

March 15, 1940, Henry J. Gosha, agent at Lansing, Minn., retired. Mr. Gosha was born Dec. 4, 1873, at New Milford, Ill. He began work for the Milwaukee in Jan., 1890, as an operator on the I&M, and resigned in April, 1902; rehired Nov. 24, 1909, as operator on the River Divn. He has been agent at Lansing since Aug. 17, 1926. Mr. Gosha operated the hotel at Taopi for a good many years.

If the sun shines for a couple of days like this, we'll soon be hearing "Fore" instead of "Strike."

Confucius say: "No news is good news." But that doesn't apply to this column, boys, so send in your news items.

## I & D Division

C. W. D.

SIDNEY INGRAHAM, former trainmaster's clerk, now district representative for the U.R.T. Co. of Milwaukee, Wis., has purchased a fine new home here in Mason City. We are glad to see Sid and his charming wife located here.

We are glad to report that Mrs. Fred Siessiger, mother of Mrs. Marie Randall of the Superintendent's office, has been released from the hospital, although still confined to her home. We understand she is improving.

Henry Troening, switchman, who has been confined to the hospital the past few months, is home again and hopes to soon be able to return to work.

M. C. Corbett, dispatcher, was off duty a few days on account of the death of his father-in-law, Wm. Colloton, who died suddenly Feb. 26th. We extend our sympathy to the family in their bereavement.

Walter Hilton, I&D brakeman, who has been working on the I&M Division from Austin to Marquette this winter, has given up the chain gang run and is working out of Mason City now.

Jake Erkes, section foreman, Spencer, is back on the job after a few months' vacation. We are glad to see Jake back on the job again and after a good rest we expect to see the cinders and gravel fly for a while.

Carter Thoma, switchman, Mason City, lost a wonderful opportunity to join the exclusive "400 Club," Thursday, March 7th,

as he missed being at bank night when his name was called for \$400. Carter says he wanted to go to the Lake that night but friend wife says, "No, we are going to see 'Gone with the Wind' showing here in town today." So they decided to go and see "Gone with the Wind." Carter says it was a fine picture, but not worth \$400.

Henry Samek, superintendent on the Elkader Line, got excited after a light snow recently, and wired the roadmaster for the flanger. Mr. Kemp, roadmaster, after a few hours' effort finally got Henry on the phone to see how bad it was, and Henry said, "Too late now. Snow all melted. Weather warming up. Weeds sprouting. Perhaps you had better cancel the flanger and check up and get the weed burner ready as it looks like we will need it now real soon."

We received a nice letter from the Boltons, formerly of Mason City, but now at Othello, Wash. Don says they like it fine and the Missus reports she sure enjoys the scenery around Othello. We all extend greetings to the Boltons and hope they will be able to come back east on their vacation.

We are sorry to report that Mrs. Oscar Larson, wife of our car foreman, is confined to the hospital. We hope she will soon be out again. Last reports were she is getting along as well as could be expected.

Lineman C. B. Blanchard and roadmaster C. E. Kemp are very much disappointed with our winter this year. Mr. Blanchard has been wanting a fine sleet storm so he can go places and do things, and roadmaster Kemp has hoped to be able to put the flanger on No. 18 some noon and see how far he could throw snow. But so far the weatherman has not done a thing for them.

Anyone having flat tires, please call Bob Peary, trainmaster's clerk, Mason City. We can recommend him very highly as he has had a lot of experience in this work. Some days he even fixes as many as two tires a day on his own car.

Brakeman Ellis Miller of Sanborn was called home from California account the sudden illness of his mother. Before his arrival at home, his mother passed away. Funeral was on March 6th, and on the following Monday his father passed away, both deaths occurring at brakeman Miller's home at Sanborn. Mr. Miller, Sr., was a retired Baptist minister. We extend sympathy to the family.

## D & I Division—First District

E. S.

SYMPATHY is extended to engr. and Mrs. Edw. Green and family account the death of Mr. Green's father, Wm. Green, retired conductor, who died suddenly in Washington Blvd. hospital Jan. 30.

Congratulations are extended to car foreman and Mrs. J. H. Fisher, Savanna, on the arrival of a daughter Jan. 20.

Frank Fisher, well-known passenger brakeman on the Illinois Divn., passed away at his home in Elgin, on Jan. 16. Mr. Fisher had been a passenger brakeman since March, 1918, and for many years local chairman of Lodge 877, Brotherhood of Railroad Trainmen. Sympathy is extended to Mrs. Fisher and children.

Illinois Divn. cond. Lawrence McCarthy, who had gone to Los Angeles, Calif., the

latter part of December for a visit, died quite suddenly in that city the night of Dec. 31. The body was returned to Chicago for burial, services being held on Jan. 8. Mr. McCarthy had been employed as a brakeman since May 23, 1912, and was promoted to a conductor in October, 1918. Sympathy is extended to the immediate relatives.

Divn. engr. H. B. Christianson gave a talk on safety at the monthly meeting of the Savanna Firemen's Association, the evening of Feb. 7, and indicated the safety precautions taken by the Milwaukee Road, stressing the importance of thorough inspection made of the roadbed.

Cond. W. F. Beck, who retired account of ill health Sept. 11, 1939, died in Phoenix, Ariz., Dec. 8, where he had gone in the interest of his health. Mr. Beck entered the employ of the Milwaukee as a brakeman on Aug. 25, 1889, and was promoted to a conductor in April, 1905. Sympathy is extended to the immediate relatives.

We regret to report the passing of section foreman Mike Kelroy, whose death occurred on Feb. 7 in St. Anthony's hospital in Rockford, Ill. Mr. Kelroy was a familiar figure along the First District main-track and he will be missed by his many friends.

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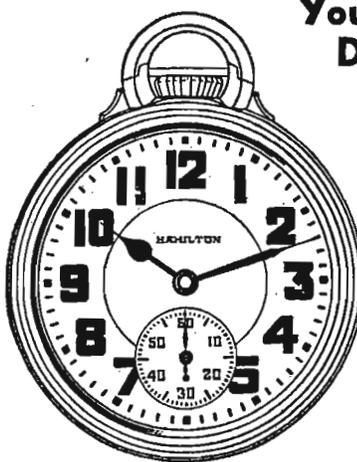
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Sympathy is extended to the immediate family.

Mr. and Mrs. Hans Sorensen of Savanna have returned from a visit with relatives and friends in California. Mr. Sorensen is a retired car department employe.

G. E. Lanning, chief dispatcher of the First District of the D&I, Savanna, since March 1, 1928, was appointed trainmaster on the Iowa Divn., with headquarters at Marion, effective Feb. 1, 1940. Friends extend their sincere congratulations and best wishes to him.

H. P. Buswell, swing train dispatcher at Savanna, received the appointment of chief dispatcher at Savanna, and Jerry Reiff, side-table operator, is acting as swing train dispatcher at the present time.

Our latest news on the recovery of agent G. H. Hull, Davenport, who has been ill for quite some time and confined to St. Luke's hospital in Davenport, is that he is gaining daily and we hope that he soon regains good health and can return to work.

## Northern District Car Dept.

O. M. S.

MESSRS. K. F. Nystrom and J. A. Deppe visited Minneapolis and St. Paul repair tracks on March 1st.

Wm. Peck and wife returned to Minneapolis following three weeks' trip to Seattle, Portland, Los Angeles, Dallas and Kansas City and reported a very enjoyable time.

Carman Alfred Johnson has been confined to his home with illness the past two weeks.

John L. Scheuer, retired helper, passed away on March 5th at age 83. He had worked for The Milwaukee over 25 years and had retired in 1929 on the Milwaukee employe's pension, and later, under the Railroad Retirement Act.

Wm. F. Osterwind, veteran wheel inspector, at Minneapolis wheel shop, succumbed to a heart attack on Feb. 15th. He was convalescing following an operation at Northwestern Hospital. Mr. Osterwind had completed over 48 years of service with the Milwaukee. Sympathy is extended to the surviving family.

Miss Ella Siegler and sister, Miss Minnie, visited friends and relatives at Winona over the week-end.

The Milwaukee Road lost a loyal worker and the employes in the Twin City Terminal a good friend when W. C. (Dick) Blase retired on January 1st, 1940.

Mr. Blase started working for this company as a laborer in the old St. Paul roundhouse. He was hired as a fireman on Aug. 26, 1895, and was promoted to engineer on Sept. 10, 1901. He worked as an engineer until 1917, at which time he was appointed traveling engineer. He served as traveling engineer on the River Division, I&SM Division, Duluth Division and Twin City Terminal up to the time of his retirement.

A farewell party was held for Mr. Blase on January 6, 1940, with over 100 employes in attendance. Speakers were Messrs. Bjorkholm, Lamberg and Bagnell. A gift was presented Mr. Blase as a token of the esteem in which he is held.

All his friends and co-workers wish him the best of luck and hope he enjoys many years of leisure.

## Kansas City Division

K. M. G.

GRANDDAUGHTER of engineer C. H. McCrum, baby Gretchen Ulrich, is ruling the McCrum household in Kansas City for three weeks while her parents of Watertown, Wis., are spending a vacation in Florida. Engineer McCrum looks forward to getting back home off his run to entertain little Gretchen.

The death of Mrs. James H. Gibson occurred on February 26 at the Ottumwa hospital. She had been confined to her home at 906 W. Second street, Ottumwa, for several weeks because of illness. Her husband and son, Billy Keith, survive her; also, her mother, Mrs. Bertha Hamilton, and a brother, William, of Mystic, Ia.

Ticket agent J. R. Kendrick bought a home several months ago at 325 N. Benton, which he and his family are now occupying. His son, John Kendrick, Jr., student at Penn College, Oskaloosa, who is scoutmaster of a group of Oskaloosa boys, recently passed examination and is now an Eagle Scout, which is the highest honor that can be attained in scouting.

On February 16 Mrs. M. L. Taylor entered the Ottumwa hospital as a patient and remained for about one week. Previous to entering the hospital she had been ill at home with the influenza.

On February 22 Martha Brown, operator at West Yard, went to St. Louis to visit her brother and family and to make the acquaintance of her four months' old nephew. Martha had been ill since Feb. 11 with the "flu." However, before fully recovering she accompanied Mrs. Harry Nicholson and Mrs. Harold Peppers to Dubuque on February 17 to enter bowling tournament. They all have good reputations as bowlers locally, but we have not heard any comments on the tournament bowling.

A letter from a former Milwaukee R. R. employe, T. R. Sedgwick, now with the Cherry Blossom Mfg. Co., St. Louis, was received recently by retired conductor, J. N. Brown, Ottumwa. Mr. Sedgwick wrote of his trip to the west coast this year to attend a convention of Bottlers of the U. S. They traveled from Chicago to Seattle via Milwaukee R. R. and were delighted with the service and the courteous treatment shown them by employes on the Olympian.

About March 15 roundhouse foreman Rabun and family expect to move into their recently purchased home on the southeast corner of Court and Grandview avenue, Ottumwa. Wish them many years of happiness in their new home.

R. W. Fulton and wife were in Waterloo to spend several days in the home of Mrs. Margaret Church, mother of Mrs. Fulton, and to help her celebrate her birthday on February 22.

Because of ill health, A. C. Daacke of the Ottumwa freight house was off duty several days during the latter part of February.

On Feb. 19 engineer H. B. Galpin was notified of the death of his sister in Billings, Mont., and departed immediately to attend the funeral services.

Dispatcher E. McGuire, wife and son were in Omaha the week-end of March 2 and attended the Saturday evening performance starring Sonja Henie. The following week-end they visited with the mother of Mr. McGuire in Marion.

## Notes from the Local Freight Office, Tacoma, and from the Coast Division, West

R. R. T.

ROLAND McILMOYLE, collector and claim clerk at Spokane, died February 13th, after an intermittent illness of several years. We have not heard the details of his death, but needless to say we are grieved. Don Hayes, from Seattle, bid in the job since then.

Norris V. Engman, formerly assistant trainmaster on this division and transferred to Lines East as special inspector of traffic on the Terre Haute Division in the latter part of December, is at present confined to a sanitarium at Dubuque, Iowa, by serious illness. His many friends out here wish him an early recovery.

F. J. Alleman, local freight agent at Tacoma, is under the weather at this writing, being afflicted with a case of lumbago or some sort of rheumatic pains in the back; we all wish him a quick recovery and return to duty, as the freight office looks lonesome without him.

Frank Clover and Mrs. Clover are staying at Los Angeles for another month, by which time they figure the weather up here should be balmy enough to warrant their return. (Mr. Clover used to be demurrage clerk at the yard office.) However, this

time we have the laugh on them as it has been mild and springlike here all winter, whereas California has been afflicted with one storm after the other.

Mrs. Margaret Germain, who has held the job as telegraph operator at Raymond for the past two years, has bid in the newly created position as operator at Bellingham.

Walter Jennings, truck driver for the store department at Tacoma, is off at this writing, suffering from the "flu." We hope that he will soon be over it.

William Sommer who is a tinner at the Shops when he is well, is at present still in the hospital at Tacoma; he is reported to be holding his own but not much improved. We wish him an early recovery.

On February 18th they had 1,600 passengers on the ski train out of Tacoma and Seattle for the popular Snoqualmie Bowl, and on February 22nd, they had 1,100 passengers on hand for the dedication of the Olympian Hill. Unfortunately it snowed hard up there all that day, so the ski experts could not really tell how far they could jump; better luck next time. Various celebrities spoke at the dedication, among whom was Mr. McEwen, traffic manager of Lines West.

Chief train dispatcher T. E. Corbett tells about his daughter Ann, who is also an ambitious skier, and who goes up to the Snow Bowl on every occasion. Not long ago her mother jokingly threatened that she would have to stay home for once, as the father and mother intended to go up to see. Ann inquired: "What are you going to do for skis?" "Oh," replied the mother, "I'm going to take yours." "Well," replied Miss Ann, "You could just as well buy me a new pair then, for they will never be good for anything after that."

Jack Eagle, train baggageman, was at the hospital at this writing but his condition is fortunately not serious.

Eddie Herzog, assistant superintendent's clerk, recently proceeded to get acquainted with his new neighbors (acquired since he moved into his new house at the Narrows) by attending a smoker at the University Place school. "A good time was had by all," and Eddie now knows 'most everybody around there.

Miss Mildred Trombley is back again to her position as comptometer operator at the district accountant's office; she relieved Mrs. Caroline Davis.

Conductor E. L. Swalley has bought a small ranch near Tacoma and on February 25th he took a day off to move out there.

Asst. yardmaster A. C. Palmer was figuring on taking his annual vacation about March 1st. R. R. Beaumont, yard conductor, will relieve him in the meanwhile.

Charles Tokley, of the district accountant's office, is back to work again after a layoff occasioned by breaking his arm.

O. F. Hall, retired machinist, sends greetings from Hot Springs, Arkansas, where he is enjoying himself in the "land of sunshine" (?)

K. A. Nystrom, assistant to the chief operating officer, mechanical department, J. A. Deppe, superintendent car department, J. T. Kelly, general storekeeper, and Mr. N. A. Ryan, general manager, Lines West, were visitors at the Shops at Tacoma recently. Everything was satisfactory.

J. F. Bryan, familiarly known as "Smoky" or "Screwball," was involved in an auto accident recently on the way to work. Accounts differ, everybody telling a different story, but the accident fortunately was not very serious.

Ray Powels, claim clerk, is driving to work these days with that haughty mien affected by the owner of a new De Soto car; we will bet that he can hardly wait until summer before trying it on a vacation trip to California. And what is this coming down the road? None other than Clinton Miles, operator and relief dispatcher, in his new Chevrolet. But there are others following: conductor O. T. Tomany in a new Chevrolet; brakeman E. J. Cowling in a new Chevrolet; brakeman M. W. McCleary in a new Chevrolet; conductor T. C. Harvey in a new Buick; brakeman M. J. Nolan in a new Mercury. We do not know whether

the railroads made anything on these cars, but the prosperity wave seems to have struck the rank and file without a doubt. And last, but not least, here comes "Tubby" Gleb of the freight house in a Plymouth that was new two years ago. We don't blame him for buying a second-hand car; it is just nicely broken in by now.

## West End Trans-Missouri Division

P. R. H.

MR. AND MRS. W. P. MILLIGAN, former residents of Miles City, now residing in Portland, Ore., were visiting friends in Miles City the fore part of March. Mr. Milligan was down to the general offices, shaking hands with his many friends. Come again, "Bill," we are always glad to see you.

H. G. Klickman, for many years warehouse foreman at Miles City, retired January 29th, after 32 years of service with the railroad. He was replaced by Jesse Franklin, former baggageman at Miles City; and Jas. Brady, former expense clerk at Roundup, replaced Mr. Franklin on the baggage job; W. H. Rediske taking the expense clerk job at Roundup, resulting in Jas. Butterbaugh being assigned to the trucker's job at Roundup.

Conductor H. M. Stangland, Miles City, is able to be out of the hospital and feeling much improved in health. He is contemplating retiring from active service in the near future.

Roundhouse foreman J. P. Leahy, Harlowton, is confined in the hospital at Miles City, following a heart attack. He is reported somewhat improved at this writing.

Conductor B. H. Millemann, who was confined in the local hospital at Miles City, is able to be out again.

Conductor John Casey of this division retired March 1st, after 32 years of active service with our road.

Sally Johnson, daughter of division engineer E. H. Johnson, Miles City, was operated on February 23rd, for ruptured appendix. Sally is reported getting along fine and will soon be able to return to her home.

February 21st, Mr. and Mrs. W. H. Timberman of Miles City, celebrated their fortieth wedding anniversary with open house from three to six. Many of their friends called to congratulate them and wish them many more years of happiness.

Tony Frelch, former cashier at Lemmon, called at the general office, Miles City, March 1st, having been displaced as cashier at Lemmon by B. B. Bywater.

H. J. Patterson, who has been agent at Musselshell, Mont., practically since the station opened after the construction of Lines West, retired to take the pension March 1st. He was succeeded by R. E. Notten.

Jack Fuller and family left Miles City the morning of February 14th, for the Idaho Division, where Mr. Fuller was appointed roadmaster. E. W. Knesal and family arrived from Mobridge February 15th, Mr. Knesal having been appointed roadmaster at Miles City. Position formerly held by Mr. Knesal was filled by O. M. Olson, who was promoted to the position of roadmaster on the Branch Line with headquarters at Mobridge.

## Splinters from the Wooden Shoe

J. B. Phillips

OLIVER A. KEYES, retired train dispatcher, passed away on February 10th. Mr. Keyes entered the services of the old Milwaukee Northern Railway which was taken over by the Milwaukee Road, on September 19th, 1884, as operator and cashier at Oshkosh, Wis., and in 1890 was made a dispatcher. He retired from active service June 1st, 1937. The sympathy of all Milwaukee Road employes is extended to Mrs. Keyes and family.

Matt Kennedy, night roundhouse foreman at Green Bay, has been sick for quite some

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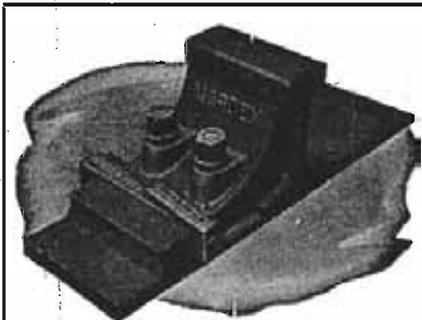
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time. However, he has recovered and has again returned to work. Everybody was glad to see Mat back on the job.

Ernest Muster, asst. roundhouse foreman at Green Bay, has also been confined to the hospital for a minor operation. He has returned to work.

Oscar Langhenrich has been on the sick list for a long period. However, he has also returned to work.

The Superior Division is going to get one of the new Diesel switch engines for service at Green Bay, and plans are now being made for installation of the oil tank. This will be quite an addition for the Green Bay Yard. Hope yardmaster Tierney will be able to keep up with it.

Superintendent Buechler held his staff and fuel meetings today and quite a number of outsiders attended, namely roadmasters, chief carpenter, division storekeeper and the agent from Plymouth, Wis., who makes it a point to attend every meeting he possibly can.

## Good Old Dubuque Shops

Lucille Millar

**A**NOTHER familiar face is removed from our division due to the passing away on March 8th of conductor O. E. Dana, after a brief illness. Mr. Dana's service with the Milwaukee Road covered a period of forty-eight years. Our sincere sympathy goes to his family.

Mr. R. E. Fowlson passed away at his home in Sherrill, Ia., after a long illness. Mr. Fowlson will be remembered by the "old-timers" on this division and sympathy is extended to his surviving relatives.

While several hundred attended Dubuque's ski meet on February 25th, weather conditions were not entirely favorable, as the thermometer dipped down to below zero on that date. The Greater Dubuque Association appreciated greatly the fine service furnished by our Milwaukee Road to this ski jump, which is located at Edmore, and are confident that they have discovered the ideal spot for such sport.

Members of the Dubuque - Milwaukee Road Bowling Team are all set to attend the Milwaukee Hiawatha Tournament in Milwaukee, March 30th and 31st. Captain Ames prophesies that his team will make good or he isn't the "Oh, Johnny" he thinks he is. Here's luck to you, boys!

Agent Boyd's five-year-old son, who has commenced school and "knows all the answers," is responsible for this one: His mother asked Jackie if he knew who Hiawatha was and got the quick rejoinder, "Why, everyone knows he's the streamliner on Daddy's railroad."

Two little boys looked very cute in their aprons of pink and blue at the P. T. A. the other night as they passed the grub to you. "Jake" Hobde lisped, "Some pickles, please?" Mr. Unmacht asked "No cheese?" The boys were oh, so anxious, their gentle public to please!

Earl Thompson is quite dignified of late. He states the reason for the big change is that the brand new boy of whom he is the proud father will be president in a few years and it behooves him to act the parent part.

A robin and "Skinny" Duggan made their appearance at our plant the other day—both have been in hiding all winter.

## Chicago Terminals

Spark

**H**ARRY VAN WERT, yd. cond., reached the age of 65 years on Jan. 25, 1940, and retired Feb. 1st after completing forty-seven years of service, all with the Milwaukee Road. The employes at Kinzie St. gave Harry a farewell party. L. King, trainmaster, gave a little speech thanking Harry for the good work he did throughout the years, and congratulated him on reaching the age of 65 all in one piece. Many more happy years for you, Harry.

William H. Jelley, yd. cond., Div. St., passed away on February 21st. He was born in Chicago, May 22, 1888, and began

working for the Milwaukee Road in 1905. Mr. Jelley was well liked throughout the terminal. He was always ready to go out of his way to help the other fellow. His fellow employes join in expressing their sympathy to Mrs. Jelley and his surviving relatives.

Engr. Charley Clank has been pretty sick for some time, and just recently was discharged from the Alexian Hospital. We hope to see him at work before long.

James Mazurek, Police Dept., will be off for a few months with a stomach ailment. Jim was listed as sending in a traffic tip in January, as was Wm. Stuckrath of the same department.

H. E. Sittler, trainmaster, has been on the sick list for some time. He is reported as feeling somewhat better at the present writing. Trainmaster Callagan was also on the sick list for a time.

We are sorry to chronicle the death of engr. Philip J. Jacobs. He was taken down with what was supposed to be just a slight cold early in February; however, the cold developed into pneumonia and he died on Feb. 26. Mr. Jacobs was born in Chicago on June 22, 1889, and spent his entire railroading career with the Milwaukee Road. His fellow workers sympathize deeply with Mrs. Jacobs, his parents and other relatives in their sorrow.

Two old employes on the retired list, Herk George and Ted Borman, were on the Traffic Tip list for January.

Frank Penniman, retired, is living at Bonner Lake, Wis., and will be seventy years old on April 4th. Several of the boys from the Terminal expect to go to Bonner Lake and help Frank celebrate.

Engr. Bob Hutchinson and J. Kelley, switchtender, took their vitamins lying around in the sand at Miami Beach, Fla., during February. Eddie Erickson, bill clk., Bishop's office, spent the month of February rambling around Cuba via Florida.

Several of the boys have left their oxygen tents, hot-water bottles, heating pads, pill and lotions home and are now back at work, among them swm. Maurice Fry, Ted Kargleder and Bradshaw; Art Larson, foreman Bens. R. H.; Wm. Newman, oiler, Bens. west yd., and many others.

George (Buck) Rogers, clk., is still off after an attack of pneumonia. Jack McGonigle, swm., who lives on Route 20 near Cheneyville, is still on the sick list and not doing so well.

Wm. Stockwell, Sr., retired engr., had 54 yrs. service; his son Ed, swm., has 35 yrs. service; Ed's son, Bill, yd. clk., has eight yrs. service; Harry, GYM and Charley, trk. foreman, West Ave., both brothers of Wm., Sr., have 40 and 38 yrs. service respectively. A total of 175 yrs. service, and all of it on the Milwaukee Road. Do you know of a better record?

Malcolm J. Wiltse, yd. cond., will be sixty-four years old come August 14th, 1940; on that date he will have 34 yrs. service on the Milwaukee; on that date he will have been a member of the Veterans ten years; and on that date thirty-five years ago Mike and Mrs. Wiltse were married. August 14, 1940, will be the 25th anniversary of the Veterans' organization and Mr. and Mrs. Wiltse's 35th wedding anniversary.

### SMILES

Mandy—Rastus, does yo' love me?

Rastus—Mandy, yo' is one woman I don't like none other no better than.

Mandy—How come yo'all calls Rastus a polished lover?

Liza—Cause he shines in the dark.

Rastus—Well, Ezra, how'd you an' yo' wife celebrate yo' wooden weddin'?

Ezra—Oh, she hit me on de haid wid a rollin' pin 'cause Ah wouldn't split some kindlin'.

Farmer Corntassel was showing a girl visitor from the city around the farm. Suddenly she spied a herd of calves in a field and exclaimed: "Oh, look at the little cow-lets!"

Farmer Corntassel grinned and replied: "Them is bullets."

## Motoring on the Milwaukee

Up and Down Hill on the Rocky  
Mountain Division  
Nora E. Decco

DU TO the tulips and other spring flowers making their appearance in the garden, so early, we spent considerable time just standing out watching them shove old mother earth aside so they could get up and look at the great out doors; and listening about Butte on the Major Bowes program March 7th. Well, there isn't much news this month, in fact nothing happens when you wish it would, so the only excuse I have is I started writing this after the train whistled for town, so better luck next month.

Condr. Vanderwalker, who has been working in the west ring, has taken the Butte-Spokane run on No. 7 and 8. Condr. Pogreba is on Mr. Vanderwalker's run at present.

Condr. Jenkins, who has been ill in Seattle several months, has returned home and is up and around, feeling much better than he has for some time. We all trust he improves from now on.

Mrs. W. H. Thompson, wife of engr. Thompson, spent a week in Missoula first of March with her daughter there.

Mrs. McHale, wife of condr. McHale, has been on the sick list the past few weeks but is back home again from the hospital and much improved in health, which we hope continues.

Fireman Driscoll was off the Butte Yard helper the last of February for a week on account of a death in the family. We extend sympathy to Mr. Driscoll.

Occurred March 11th at his home in Deer Lodge, the death of Charles S. Daniels, aged 82, after an illness of several months. Mr. Daniels started work for the Milwaukee in 1887 and was retired in 1934. He was an engineer for many years on the Rocky Mountain division working west out of Deer Lodge. Mrs. Daniels passed away several years ago. Hebert Daniels, fireman of this division, was a son, and two other sons and daughters also survive. We extend to them our most sincere sympathy.

Another death on our division February 19th was that of Mrs. Anna Morrow of Three Forks after a brief illness. Mrs. Morrow was the mother of Mrs. James O'Dore of Butte and of Cecil, Frank and Stanley Morrow of the Rocky Mountain division; two other daughters also remain. We extend our deepest sympathy in this great loss.

Mrs. Arthur Fairhurst, wife of Arthur Fairhurst of Marion, Iowa, and for many years a resident of our city where Mr. Fairhurst was employed on the R. M. division, is visiting at the Fairhurst home here; she says she is taking her vacation, "which shows who does the big game hunting and fishing in that family, as her husband shows up around here when both are easy to catch."

Engr. and Mrs. John Smeltzer have returned from a trip east with a swell new 1940 car; nothing like having it all ready for the summer season and then no time is wasted going after it, say I.

Mrs. Homar Chollar spent a week in Spokane last of February on a visit with friends and relatives.

Mrs. Chester Markel was on the sick list part of March but is much improved at this writing.

## Upper Wisconsin-Michigan

Farm Lands and Water Frontages

IN THE new Upper Wisconsin-Michigan booklet there are about 200 descriptions of farms, cutover lands and water frontage properties. All are in territory served by the Milwaukee Road. Each is representative of properties for sale in the areas in which they are located. All are for sale by owners or their agents and any-

## Who Pays for the Highways?

There were \$35,000,000 of railroad taxes went for highway costs in one year. . . . That was \$8,000,000 more than all the fees and taxes paid in that year by all the intercity commercial trucks operating vehicles of three tons or more capacity.

one interested in farming, a summer home, resort or camp in the lake regions of Northern Wisconsin and Upper Michigan will do well to get a copy of the booklet.

A couple of descriptions of water frontage, recreational properties that are in the new booklet are: 70 acres on the west shore of Big Lake, nine miles from Star Lake, Wisconsin. About 100,000 board feet of virgin white pine timber. Big Lake is well known for its good fishing. From this lake one can boat into the Cisco chain of lakes and also into Thousand Island lakes which reach into Michigan. Roads have been built through this property, as the owners planned to cut the timber. Has beautiful lake frontage and is offered for sale at about the estimated value of the standing pine. Price \$5,000.00. Sounds like a good location for an estate, a boys or girls camp.

Another reads like this—One mile of frontage on Lake Mary, five miles southeast of Crystal Falls, Michigan, and two miles south of highway 69. Splendid sand beach. Good pike fishing. Lots 1,000 feet deep. Price per front foot \$1.50. This is a chance to own 50 or more feet of lake shore line or to acquire sufficient shore line to accommodate a group of friends.

And if you or any of your acquaintances are looking for some bargain priced cutover land that can be developed into good farms you will be interested in this sample description: 2,000 acres, cut-over unimproved agricultural land, covered with stand of mixed second growth timber. Level to gently rolling clay loam soil, adaptable for potatoes, grain and hay crops. Excellent highways. Telephone and electric service. Good school system. Average distance from towns and villages, four miles. Terms 25 per cent cash, remainder in three equal annual payments with interest at 6 per cent. Price per 40 acres, depending upon location, from \$120.00 to \$400.00. A chance to start farming with a small investment in land.

## DELICACIES FOR THE TABLE Specialties

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Game, Fruits and Vegetables

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CHICAGO, ILLINOIS

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## Avery Chapter

*Mrs. R. F. Randall, Historian*

**A**FTER a two months' holiday this chapter opened September 6th with twenty-one members present. After the business meeting a luncheon was served by the hostesses. Cards followed the business session.

Ways and means reported \$3.30 made on a candy sale in August. The October meeting was held on the 4th with eighteen members present and two visitors from Spokane, Mrs. L. A. Bradway and Mrs. Harrihan. Twelve Spokane members visited here in October between trains. They were given a luncheon in the clubrooms by a committee composed of Mrs. Hillsdon, Mrs. Chambers and Mrs. R. Townsend. The afternoon was spent in discussion and cards. Those making the trip were Mes. W. H. Hunter, W. R. Berkey, F. W. Waykins, Joe Lawrence, A. E. Gist, Harriet Ashton, E. A. Eredon, J. T. Sleavin, K. J. McDowell, Wm. Cutler, L. A. Bradway and Harrihan.

The November meeting was held the first of the month, with Mrs. James Drake and Mrs. Frank Schmallhorst hostesses. Routine business was transacted and lunch served.

Ways and means reported \$41.50 made on a bazaar held the latter part of October. Mrs. H. Pears and Mrs. C. Hiegel were in charge.

The December meeting was held on the 6th. A balance of \$89.51 was reported by the treasurer. All officers were re-elected.

The annual Christmas party was held on December 16th, at which the chapter entertained the contributing members. Door prize was awarded to Mr. M. Chambers.

A nicely decorated tree was the chief attraction. Old Christmas cards were used for tallies at the card tables. Everyone reported a good time, including Mr. Ezra (Grandad) Shook, who is in his 89th year. I believe he had more fun than all of us put together.

At the January meeting the committees for the current year were appointed. Good cheer, Mrs. H. Theriault; welfare, Mrs. F. Schmallhorst; social, Amy Husboe; ways and means, Ruth Lindow and Mrs. Ralph Townsend; house and purchasing, Mrs. Pears; librarian, Ruth Lindow; membership, Mrs. Ralph Townsend.

At the February meeting discussion was held on giving a play in the near future. Lunch was served and cards enjoyed.

## Milwaukee Chapter

*Elinor Zuhel, Historian*

**M**ILWAUKEE Chapter held its January meeting in the clubroom on Monday evening, January 15th. After repeating the club's motto, which was followed by singing "our club" song, the meeting was called to order by our new president, Mrs. C. E. Larsen. Business was conducted in the usual way.

Treasurer's report: Balance brought forward, \$492.72; disbursements, \$25.25; receipts, \$78.08, leaving a balance of \$545.55.

Mrs. Kelly, welfare charman, reported two families were aided in January. One family received a ton of coal and another received groceries.

One new member was presented to the club.

Mrs. Dineen, our sunshine chairman, reported several cards of good cheer and sympathy were sent and she called on one patient in the hospital.

Mrs. A. A. Swenson's name was drawn for the door prize. She was not present, so the February prize is increased to \$2. Sunshine collection totaled \$1.62.

After the meeting refreshments were served and a card party followed. Nearly everyone remained. Mrs. C. Tenant was in charge of this party.

This party netted \$5.25.

On Saturday evening, Jan. 20th, our annual pancake supper was held in the clubroom. Supper was served from 5 to 7:30 p. m. Reservations: Mrs. Martha Wegner and Mrs. J. Schuh, chairmen; Mrs. C.

C. Steed; \$28.37 was cleared for our welfare fund.

On Wednesday evening, Jan. 24th, a baked ham dinner fit for a king was served to 98 members of the "Hiawatha Service Club." Table decorations, Mrs. R. D. Miller, chairman; Mrs. C. E. Larsen, co-chairman; Mrs. C. Steed. After the dinner, Mr. W. A. Beck from Chicago, Ill., spoke to the heads of the different groups and advised the men to keep up the good work, as the other cities were very successful.

On February 15 the past presidents' dinner was given at the American Legion Hall. Reservations, Mrs. Charles Tenant and Mrs. McConahay. Twenty-six members were present and a delicious dinner was served. Mrs. Geo. Kelly was presented with a beautiful Hammond electric clock, for which she gave her sincere thanks and thanked all the members for the wonderful co-operation they gave her while she was president.

On Monday evening, February 19th, the regular meeting was held, followed by a public card party. Sixty-five members were present. Meeting was called to order by our president, Mrs. C. E. Larsen.

Business was conducted in the usual way. Mrs. Kelly reported one family received aid during the month of February.

Mrs. Dineen, sunshine chairman, reported several cards were sent.

Mrs. Jos. Furlong's name was drawn for the door prize, which was \$2. She was not present, so the March door prize will be \$3.

Four new members were presented to the club.

Sunshine collection totaled \$1.69.

## Tomah Chapter

*Mrs. Victor Bloyer, Historian*

**T**OMAH Chapter held its regular monthly business meeting on the evening of Feb. 7. We have started the new year with a good response to the call for membership.

Our new officers are full of enthusiasm and with the co-operation of all members,

we have a prosperous and enjoyable year ahead of us.

There was considerable sickness and the usual cheer was sent.

A door prize was given to the person holding the lucky number. The prize was donated by a member.

After the meeting a good program was given by several members.

A social hour followed and during this time a committee served a lunch.

Our quilting committee met during the month and made several quilts. Now each member is going to make one or more blocks.

## Mobridge Chapter

*Mrs. Frank Schneider, Historian*

**T**HE January meeting of the Mobridge Chapter was held on the 15th. All of last year's officers were unanimously re-elected. Mrs. R. Keating, president; Mrs. I. D. Patton, vice president; Mrs. F. H. Schneider, recording secretary and historian; Mrs. Frank Genthmer, treasurer, and Mrs. C. Preston, corresponding secretary.

Mrs. Keating appointed as her committee chairmen: Mrs. Patton, welfare; Mrs. L. Swanton, sunshine; Mrs. L. Hourigan, ways and means; Mrs. G. B. Gallagher, membership; Mrs. R. Scott, social; Mrs. G. Baum, program, and Mrs. Hoehn, safety first.

The yearly reports were read and showed a gain in every department. We made \$55 on our Thanksgiving dance, which was added to our treasury to be used in various ways for our unfortunate members.

Fifteen Xmas baskets and seventeen good cheer offerings were distributed. One hundred and seven dollars was spent for this worthy cause.

Our membership chairman is lining up her committee and a membership drive will be launched real soon. New ideas have been submitted, of which we will hear later, creating a new interest for a bigger and better showing for the year of 1940.

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Here's a  
*Taxpaying  
Neighbor*  
of Yours

**R**AILROADS last year paid 365 millions in taxes—a million dollars for every day in the year.

The important thing to you about these railroad taxes is that they are the same sort of taxes you pay on your home or your farm or business—by far the larger amount is paid to the states, counties and local communities. Every state and almost every county benefits by these payments, which go to support the activities of local government—and thereby help keep your taxes lower than they otherwise would be.

Railroad school-tax money, for example, pays for educating about 1,315,000 children every year. And that is only part of the story. Hundreds of counties depend primarily upon the railroads not only for the support of schools but for the maintenance of courts, law enforcement

agencies and public services of all sorts.

So the ability of the railroads to make a living and pay taxes is important to every other taxpayer.

But there is also another side to the railroad tax story.

Because the larger part of railroad taxes is levied against tracks, stations and other facilities which the railroads provide and maintain at their own expense, these railroad taxes are not like those paid by most other forms of transportation. The major part of the fees and gasoline taxes paid by commercial trucks, for example, is spent for their direct benefit on the highways they use. But no part of what the railroads pay in taxes comes back to them to help keep up the tracks over which they operate.

Furthermore, railroads are actually

taxed to provide and maintain the waterways and highways on which their competitors do business.

All these facts have a definite bearing upon the railroads' ability to make a living. They are something to figure into any program aimed to give the railroads a fair chance to meet other forms of transportation on equal terms.



American shippers and consumers are saving millions of dollars a year because of better shipping and handling of goods, as a result of intelligent cooperative efforts by manufacturers, merchandisers and transportation agencies in the campaign for "Perfect Shipping and Careful Handling."

Let's all work—now—on still better shipping habits that will be profitable throughout the year.