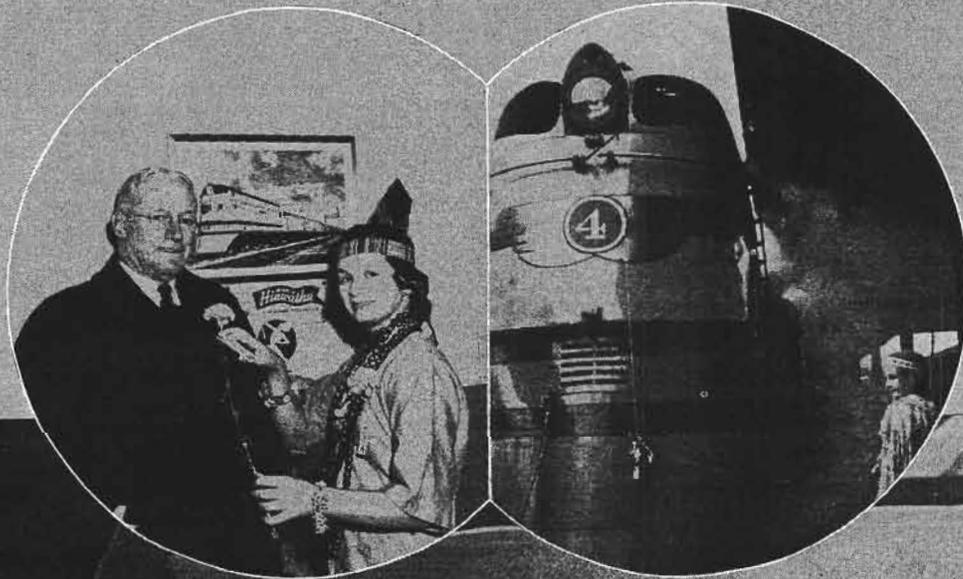


THE MILWAUKEE MAGAZINE



JANUARY, 1941

Holiday Greetings

THE year just closing has been an eventful one. Although the world across the seas has been engaged in terrible conflict, we have been permitted to pursue our ways in peace. For this we are all grateful. Whether we shall be able to continue in the path of peace through 1941 we cannot know. God grant we may!

The preparedness program means a greater demand for transportation service and The Milwaukee Road can be depended upon to do its full part. In saying this I am speaking for all the men and women who *are* The Milwaukee Road, and on whom will fall the task of obtaining more service from the track, structures, and equipment that make up its physical property.

I have a deep appreciation of the good work that has been done this year by the thousands of men and women who have taken part in Service Club and Traffic Tip activities. They realize that their interests and the railroad's interests are one. The continuance of this fine cooperation during 1941, which I know will be forthcoming, will be of great benefit to all of us.

It is also a pleasure to express appreciation of the efficient and courteous manner with which the personnel in all departments have performed their duties, resulting in improvement in our operations, and in our relations with the people we serve.

I am proud to be associated with you and I wish you and yours all the joys of the Christmas Season and A Very Happy New Year.



Railroad Service— How It May Be Further Improved

By E. E. Norris
President, Southern Railway System

Editor's Note: The following is an abstract of the address delivered by Mr. Norris at the annual meeting of the Association of American Railroads in New York on Nov. 14. It is presented here because it is a frank statement of facts—facts which have a direct and vital bearing upon the welfare of all railroads, including The Milwaukee Road, and every man and woman employed by it.

I like to think of a railroad not as an aggregate of inanimate locomotives and cars and tracks and buildings, but as a virile army of men and women working together to provide an essential service. I like to think of a railroad in terms of human activity, rather than in terms of physical property. For there would be no railroad plant to begin with, had it not been for the dreams, the courage, the skill, and the labor of millions of human beings. Nor could all the locomotives and cars in the world turn a wheel without coordinated human effort, ranging all the way from the mental work of planning and direction to the physical work of actual operation and maintenance. Fundamentally, the railroad is a human thing.

From this concept of a railroad stems the thought that the improvement of railroad service must concern, *first of all*, the men and women who comprise the railroad family. That means the fellows at the top, those at the bottom, and all those in between. The *starting* point for improvement in railroad service must lie in the minds of railroad people—in their attitudes; their mental processes; and their resulting actions. If we really want to improve railroad services, we've first got to improve our will and our capacity to please.

Let's not kid ourselves about this—just because it can't be figured on a slide-rule, or measured in ton-miles. You can "improve" railroad facilities and services to

the limit of your credit. You can put on streamliners galore. You can adjust schedules and rates to your heart's content. You can gold-plate your property and approach perfection in your operations. *But*—unless you can inspire a comparable improvement in the attitude and actions of every railroader on your payroll, you will never profit as you should from your courage and progressiveness. Not in this age of competition. Not as long as human beings continue to be human beings. Not as long as kindness and courtesy and a smile have the capacity to create good will.

We must remember—and we must forget, at the same time—that, for 50 years, the railroads had a monopoly in transportation. That fact naturally produced what we might call, for want of a better name, the "monopoly mind" in *all* the ranks of railroading. And this monopoly mind, together with years of rigid regulation and rule worship, produced a bumper crop of apathy, un-

friendliness and cold-blooded, caustic efficiency.

But the railroads no longer have a monopoly in the transportation field. We have competition now everywhere—keen competition. Our competitors are young and vigorous. Their personnel has no inhibitions; no heritage of monopoly attitudes. And it is in the difference between the attitude, the words, and the actions of railroad men, and the attitude, the words and the actions of workers in competing transport agencies that we find the *first* answer to the question of "how to improve railroad service."

If you don't believe there is a difference, try what we tried on the Southern Railway a year or so ago. Gather together a group of the keenest minds on your railroad. Tell them to forget that they ever earned a nickel of railroad money. Then send them out to call at railroad stations and offices, at airline terminals, and at the offices of the bus and motor truck lines. Let them ask questions—the kind of questions that shippers and passengers ask. Let them keep their eyes and ears open for every evidence of how these competitors treat their customers.

The report your men will turn in—if it is free of prejudice—will probably shock you. In fact, I'll guarantee that it will! Our report from just this procedure certainly jolted us. So much so, that we still consider the job of *humanizing* the Southern Railway to be our *first* objective in the fight to live as a solvent, useful enterprise. So much so, that I am convinced that the first and most important step in any sincere effort to improve railroad services is the task of finding some cure for the hang-over from yesterday's monopoly jag.

Probably 90 per cent of the relations and contacts between the public and the railroad involve officers and employes of the Operating Department. Consequently,

(Continued on page 14)

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING. CHICAGO

VOL. XXVIII JANUARY, 1941 No. 10

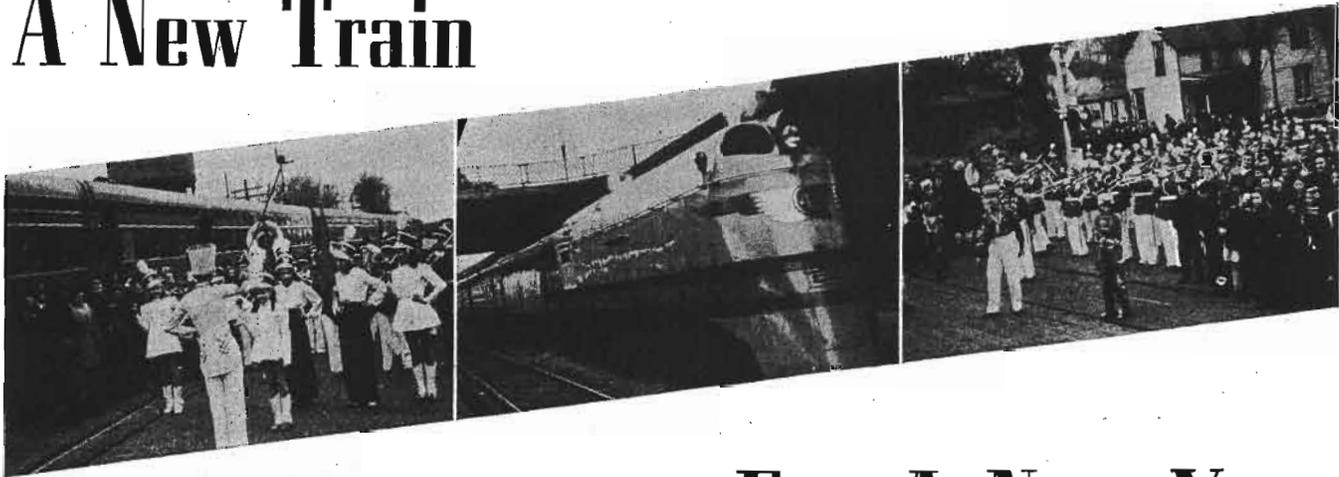
Published monthly by the Chicago, Milwaukee, St. Paul & Pacific Railroad for free distribution among its employes.

MARC GREEN,
Editor

A. G. DUPUIS,
Manager

Single Copies, 10c Each—Outside Circulation, \$1 Per Year. U. S. Postage on This Magazine Is Three Cents.

A New Train



Two of the bands that greeted the eastbound Midwest Hiawatha on its initial run. Left: Manilla, Ia. Right: Madrid, Ia. Center: The new train toes the line, ready to start on its first trip from Omaha, Neb.

For A New Year

THE day was one to remember. When the Midwest Hiawatha, youngest and already one of the most popular of the four Hiawatha brothers, took its bow to the people of Iowa, South Dakota, Nebraska, and Illinois on the 11th of December, some very gratifying things took place.

At every stop made by both the eastbound and the westbound trains, excited crowds jammed the station platform, and, what with bands playing, speeches being made, hands being shaken, little boys scurrying about as though their springs had been wound too tightly, oldsters refereeing the struggle between their boyish verve and the dignity imposed by their years, there was a special kind of electricity in the air.

Evidence of Approval

However, even with all the display of popular approval, there were two mute but convincing pieces of noticeable evi-

THE MIDWEST HIAWATHA IS FETED AT EVERY STOP ON INITIAL RUN

dence which, even if they had been the only signs, would have assured the success of the train.

The first was to be found *between* station stops, where, every now and then, a long row of children could be seen standing perfectly rigid, completely awed, and all pulse, as their first streamlined train whisked before their eyes with the frightful roar that they would be trying to imitate for the family when they got home. Far in the distance the country school house waited for the return of the young romantics and their teacher.

The railroad employes themselves provided the second convincing tableau. Whether they were taking tickets, helping passengers on and off, sitting at the telegraph key in the station, or just having a short ride, the expression on the face of each of them was saying the same thing—"This is my railroad!"

Gala Day at Omaha

It would be very nearly impossible to give an accurate description of all the public demonstrations that marked the

debut of the Midwest Hiawatha, but the elaborate send-off it received in Omaha was certainly among the most noteworthy.

The scene in the office of W. E. Bock, general agent Passenger Department (the morning before the train's departure at 12:35 p. m.) was worth seeing. It was a little like the afternoon before Christmas when the excitement over what is to come takes over where office routine left off. The place was filled with friends, well-wishers, question-askers, company employes, and a few unidentified individuals who likely just dropped in to find out what was going on.

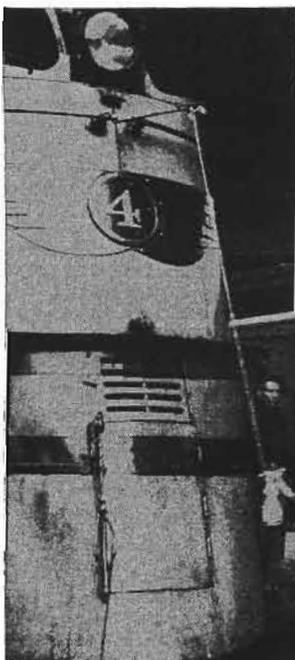
Mr. Bock kept an ear glued to the telephone, as calls were coming in so fast he merely switched from one line to another and didn't bother to hang up. The newspapers and the press services had questions to ask; prospective customers wanted information about train departure time, and how much was luncheon; the radio stations had something on their chests, also, and called up now and then—probably to make sure that Mr. Bock was in good voice for his matinee performance.

At last, just before time to leave for the station, the crowd thinned out somewhat. Mr. Bock took a deep breath and smiled broadly at General Passenger Agent Sengstacken. "You know," he said, "this new train has made me 15 years younger."

The Christening

Down at the station the christening program was recorded shortly before the departure of the train, so that it could be reproduced over the air just as the train was making its departure. In case you have never been to a train christening, here is about what happens:

"This is KOIL and KFAB Radio Stations broadcasting by remote control from the Union Station, Omaha, down on track 3 alongside the beautiful new steamlined speed train of The Milwau-



"I now christen you 'Midwest Hiawatha.'" Sandra Bock is shown with her grandfather, W. E. Bock, Omaha general agent Passenger Dept., at the exact moment of the christening.

The Cover

The pictures on the cover show some of the activity that accompanied the launching of the Midwest Hiawatha at Sioux Falls, S. D., Sioux City, Ia., and Omaha, Neb.

Sioux Falls (upper left): The train's sponsor, 12-year-old Ellen Ross, daughter of Hiram Ross, president of the local Chamber of Commerce, presents a carnation to W. F. Ingraham, I&D Division superintendent.

Sioux City (large picture): On hand for the affair were, left to right: David F. Loepp, mayor of Sioux City; C. S. Van Eaton, president of the local Chamber of Commerce; Councilman Milton E. Follis; Miss Jerry Marks, city hall attache, representing "Miss Hiawatha"; Councilman D. A. Murphy; Leo C. Dailey, secretary of the Chamber of Commerce; and R. L. Robson (in front), city passenger agent of The Milwaukee Road.

Omaha (top right): Sandra Bock, granddaughter of W. E. Bock, general agent, Passenger Department, awaits her cue to christen the train.

kee Road, which will in a few moments start on its maiden trip to Chicago. At the same time a similar train is leaving Chicago for Omaha and the two will maintain a daily schedule of eight hours between Omaha and Chicago, or 488 miles in 480 minutes.

"We are standing right beside the huge oil burning streamlined locomotive which is overwhelming in its suggestion of power. And, looking alongside the gleaming orange colored cars with maroon and silver trim, you are thrilled with the outward beauty and sleek trimness of this train.

"And beside me is a charming little Indian princess, garbed in traditional Indian costume, 8 year old Sandra Bock, granddaughter of W. E. Bock, general agent of The Milwaukee Road, who will formally christen this beautiful new train.

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

"And now the Great Spirit has called forth another of the famous Hiawathas to serve his people and do honor to a great name. But to properly designate the worthy brother of the famous Hiawatha, our little Princess will bestow upon him a special name by which he shall be known throughout the land.

"Princess Sandra, what name do you now bestow upon this worthy brother of the famous Hiawathas?"

Thereupon, Princess Sandra took the microphone and said:

"Oh great brother of Hiawatha, I
(Continued on page 16)

"I'm Just Taking It Easy" —Hugh McManus

Engineer on the First Hiawatha Retires

IT WAS on Nov. 30 that Hugh McManus, the engineer who had the distinction of piloting the first Hiawatha from Chicago to Milwaukee, in May, 1935, made his last run. It couldn't rightly be called a run, though, at least not in the customary sense of the word; it was more like a dash from one party to another.

As the Hiawatha pulled out of Chicago at 1 p. m., many of The Milwaukee Road's officials and other well-wishing employes were on hand, mingling with the news photographers and curious passengers. Practically the same thing happened at Milwaukee.

Between the two points there were 70 minutes during which Mr. McManus must have done his share of reminiscing as he watched the familiar stations, the signals and switches flick past his cab window for the last time. Among other things, he likely reflected with justifiable pride that during his 51 years with the road no train of his had ever been involved in an accident of any kind. *A perfect safety record for 51 years!* That is something for a railroader to take with him into retirement.

Mr. McManus, who was 70 in August and who resides in Milwaukee, began his work with the Road in 1889, in the Milwaukee Shops. In 1891 he became a locomotive fireman, and in 1899 he was advanced to the job of engineer. And, although he has been at his job as an engineer for more than 40 years and on the Hiawatha for more than five, he declared at the time of his retirement that he enjoyed driving an engine just as much as when he first started—when locomotives were only about 55 feet long.

The Milwaukee Road Choral Club Quartette gives Mr. McManus a song as he starts on his last trip out of Chicago. L. to r.: Walter Anderson, Carl Peterson, Hugh McManus, Robert Weber, and Philip Schloss.

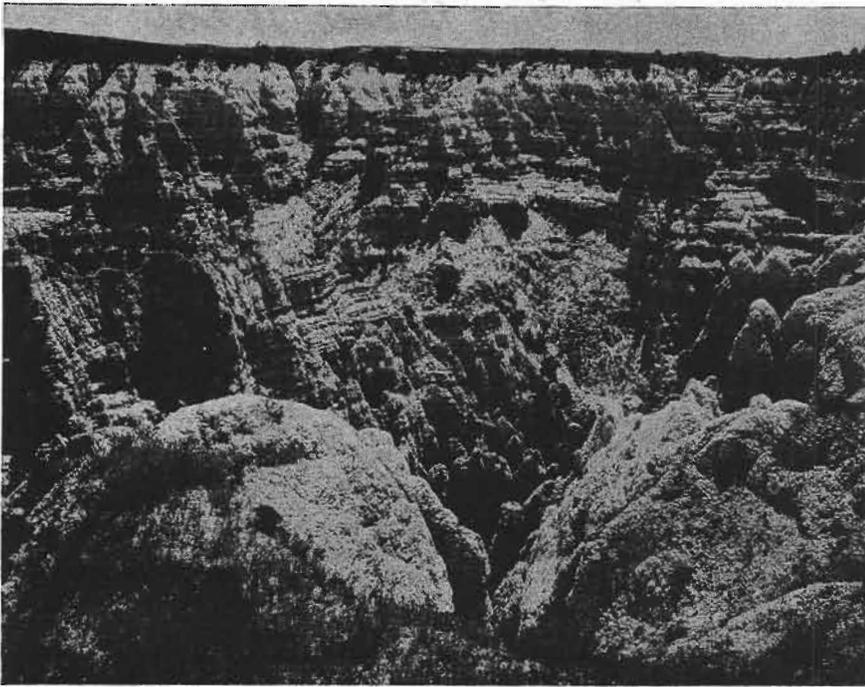


Hugh McManus examines a model of the Hiawatha at his home in Milwaukee.

L. J. Cook, Milwaukee Terminals correspondent for THE MILWAUKEE MAGAZINE, dropped in on Mr. McManus shortly after his retirement and had a chat with the engineer who is going to be home a bit more now that his 2,000,000 mile stint is done. Mr. Cook reports the following:

Mr. McManus said, "I'm just taking
(Continued on page 16)





A typical scene in the Black Hills country around Rapid City.

Marion, Ia., Gives Midwest Hiawatha a Hearty Welcome

When the Midwest Hiawatha made its maiden run on Dec. 11, excitement followed in its wake, just as anticipation had preceded it. The enthusiasm of the people in the cities, towns, and communities through which the train passed was reflected unmistakably in the newspapers published in those places. Nowhere was the enthusiasm more apparent than in Marion, Ia.

The Marion Sentinel for Dec. 12, like the people of the town, marked the day as an outstanding one in the history of the community. In addition to a complete story, profusely illustrated with pictures of the train, Company officials, and other employes, there was an entire page devoted to "Congratulations to the Milwaukee" from 34 of the local business and professional firms.

The advertisement, gesture of friendliness, or whatever it should be called, read in part as follows:

"All Marion joins in saying 'Welcome' to the Midwest Hiawatha . . . all Marion is proud of this fine new Milwaukee deluxe train, and eager to make use of this finer, faster rail service. People of this community extend congratulations to The Milwaukee Road upon the beginning of service with this deluxe speed-liner.

"We are proud of the Marion people who have a part in the maintenance and operation of the splendid railroad which serves this city. They are our friends—our neighbors. Knowing them, we want them to realize satisfaction from this marked advance in modern railroad progress, both in the service it renders, and the patronage it receives. As loyal railroad employes, they are justly proud of this new train. As citizens of this community, they are proud their friends and neighbors are to have the privilege of enjoying speed and luxury in transportation denied to those less fortunate. It is never safe to say that the ultimate has been reached, but it is a likely statement to say that it will be a long time before the Hiawatha is in any danger of being surpassed. We are all proud of this fine, new train."

people and business men during the years when The Milwaukee Road's service in the Black Hills region was confined almost exclusively to freight operation.

It is heartening to the men and women of the Milwaukee to have this indication that Rapid City and the Black Hills have been brought closer to us and that the Midwest Hiawatha, with its improved connections with other trains, has found enthusiastic support in this richly endowed region.

Rapid City Congratulates The Milwaukee Road

IT IS ABOUT the same with one's railroad as it is with his children, his golf score or his automobile—the approbation and enthusiasm of his friends is more important and more satisfying than the calm knowledge that he is something a little special. That is why The Milwaukee Road, although aware that the Midwest Hiawatha was going to mean a great deal to the people of Rapid City, S. D., by virtue of the new schedule and its connection with the Sioux, is pleased to note that representatives of that city's populace have expressed their interest in our new streamliner. Best of all, the form of that expression leaves little doubt of its sincerity.

In the first place, The Rapid City Daily Journal for Dec. 10 carried an editorial entitled, "Thank You, Milwaukee Railroad." In part, it read:

"Rapid City and the Black Hills will move several hours closer to Chicago when the new super-speed Midwest Hiawatha of The Milwaukee Road makes its maiden trip tonight, cutting from 32 hours to 23¼ hours the elapsed time for railroad travel between the two cities. It is a phenomenal achievement, decreasing by approximately one-third the number of hours formerly required for the trip.

"Western South Dakota notes with gratitude the decision by The Milwaukee Road to extend to this area the advantages of streamlined railroad travel which many of the nation's cities have enjoyed for several years.

"That it comes now is witness to the fact that one of the nation's principal railroads has renewed its faith in South Dakota, and is determined to add its bit to the comeback the state is making after a period of prolonged drouth and depression.

"Rapid City and the Black Hills, which a few years ago were more or less isolated from the stream of travel and trade in the United States, are witnessing rapid progress in development of transportation. . . .

"These developments are uncontrovertible evidence that the nation is at last awakening to the attractions of western South Dakota—land of unsurpassed scenic beauty and, as yet, scarcely tapped natural resources."

On the page opposite that editorial appeared a full page advertisement sponsored by 41 of Rapid City's business establishments. The advertisement, carrying the new Rapid City-Chicago schedule, as well as the names of all the concerns that were sponsoring the page, epitomized its tenor in large letters across the center of the page, reading, "Rapid City Congratulates The Milwaukee . . . Community growth and railroad expansion are inseparable. Let's continue to grow together."

R. I. Colvin, agent for the Road in Rapid City, and active chairman of the Black Hills Service Club, deserves credit for the good will he has succeeded in maintaining among the towns-

4-H CLUB CONGRESS MEETS IN CHICAGO



Francis A. Boyle, of McNabb, Ill., National 4-H Achievement Champion.

HIGH honors came to many 4-H Club boys and girls from Milwaukee Road served states, who participated in judging, demonstrations, or exhibit events during the 19th Annual 4-H Club Congress held in Chicago the week of the International Livestock Exposition, Dec. 1 to 7.

More than 1400 boys and girls, from almost all of the states of the Union, attended as delegates. They represented all branches of 4-H activity as winners of state and national contests. Many of their leaders and Extension Service 4-H Club representatives accompanied them. Nearly 250 delegates from the 11 states in Milwaukee Road territory traveled our lines to the Congress.

Largest delegation that came to the Congress via The Milwaukee Road was this one from Montana, with 50 delegates and leaders. The group made the 3,500 miles round trip on the Olympian.

R. E. Cameron (extreme left), Bozeman, Mont., is State 4-H Club Leader in charge of the delegation. Evan Hall, agricultural agent in Montana, is the fourth from the left, back row.

Many Delegates Travel Via The Milwaukee Road



Evelyn Asay, of Mt. Carroll, Ill., with Sargo, the grand champion steer of the Livestock Show.

Fourteen boys and girls who live in the communities served by The Milwaukee Road received some of the highest honors and awards. Among the top flight were Evelyn Asay, of Mt. Carroll, Ill.; Francis Boyle, McNabb, Ill.; and Allen Breheim, Marshfield, Wis. Sargo, Miss Asay's 1060 pound Hereford steer, who received enough publicity in Chicago newspapers to turn his handsome head, not only was grand champion baby beef in the junior feeding contest open to 4-H Club members, but went on to win the International Show's most publicized honor, grand champion steer of the open class. An 18-year old girl thus became the second 4-H Club girl and sixth club member to win this honor. The 17 months old steer was selected last year from a carlot of



Arthur Olson, of Mower County, Minn., acted as toastmaster at the 4-H Club Congress banquet.

western feeders, purchased by her father, when she entered her first year of club work.

Francis Boyle received a silver award and a \$300 college scholarship for being judged national achievement champion for his record in personal and community advancement. His club project achievements are valued at \$3,017 and his 4-H and community activities are many and varied. Highest score in the National meat identification and judging contest was made by Allen Breheim.

Clifford Føster, 20, Brooks, Mont., and Drewer Johns, 19, Rockford, Ill., were among the best six club boys receiving \$200 college scholarships in the Rural Electrification Contest. Lilian Pantz, 20, Horicon, Wis., also won a \$200 scholarship in the foods judging contest. Ivan Nelson, Boone, Ia., has a \$300 scholarship as a result of being second high in competition for the best record in the Junior Feeding Contest.

(Continued on page 16)



MERRY CHRISTMAS FROM THE HIAWATHA BAND



In Chicago on Dec. 20 a phonograph recording of selections by the Hiawatha Band of Milwaukee was presented to H. A. Scandrett, trustee, by representatives of the Band. The recording, which was played following the informal presentation, consisted of four songs, "I've been working on the Railroad," "Minnesota Fight Song," "University of Minnesota Rouser," and "Hail, Minnesota!" The University of Minnesota is Mr. Scandrett's Alma Mater, and he was noticeably pleased with the unusual and thoughtful gift.

Shown in the picture are, l. to r.: W. C. Wallis, business manager of the Band; R. Burr, president of the Band; H. A. Scandrett; and Ambrose Sery, general chairman of the Hiawatha Service Club, as well as the "voice" which did the announcing on the re-recording.

Road to Receive Two Mechanical Respirators

We are pleased to announce that the Milwaukee Railroad Women's Club and the Milwaukee Veterans Association have each agreed to purchase a mechanical respirator, or iron lung, and donate it to the railroad.

Purchase of the machines has been delayed in order to secure the benefit of improvements which the manufacturer is making in the latest model, but it is hoped that they will be available in January, at which time further details will be forthcoming.

The first railroads in this country used wooden rails on top of which a thin strip of metal was fastened, called "strap-rail."

G. A. Dyke Appointed Agricultural Agent

G OVERT A. DYKE, of Milbank, S. D., succeeded Evan W. Hall on Jan. 1 as agricultural agent for The Milwaukee Road in South Dakota and North Dakota. He has headquarters at Aberdeen, S. D.

The appointment was made as the result of a vacancy created by Mr. Hall's transfer to Lewistown, Mont., on Nov. 1, to cover Montana territory formerly assigned to Dan B. Noble, who took over the Washington and Idaho territory on Nov. 1 following the death of C. C. McCormick late in September. Mr. Noble's new office is at Spokane, Wash.

For the past five and one-half years, Mr. Dyke has been county extension agent in Grant County on the northeastern border of South Dakota. Prior to that he taught vocational agriculture at Ravinia, S. D., where he was high school principal for six years.



G. A. Dyke

Born and raised on a farm near Platte, S. D., Mr. Dyke attended public school there and graduated from the South Dakota State College in 1929. He is 32 years old, married and has one daughter.

As a county agent, he worked closely with farmers and other groups in Grant County and won their respect and cooperation for his dependability, thoroughness, ability to organize, and readiness to undertake new developments. As a result of his proved leadership and ability, he comes to The Milwaukee Road well qualified to assume his new duties.

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

Division	No. of Tips			Division	No. of Tips		
	Passenger Tips	Freight Tips	per 100 Employees		Passenger Tips	Freight Tips	per 100 Employees
Madison Division	202	9	32.2	Kansas City Div.....	13	23	5.0
Seattle General Offices...	42	14	18.2	La Crosse and River Div. 78	13	4.9	
Dubuque and Illinois....	101	85	14.8	Terre Haute Division....	2	36	4.2
Iowa and Dakota Div....	176	27	13.8	Trans-Missouri Div.	33	4	4.2
Hastings and Dakota Div.	85	33	10.4	Superior Division	7	16	3.8
Milwaukee Division	43	76	9.6	Iowa Division	40	10	3.5
Miscellaneous	6	9.6	Coast Division	39	9	3.4
Chicago General Offices..	56	32	5.7	Milwaukee Terminals ..	65	22	2.4
Iowa and S. Minnesota..	15	28	5.7	Twin City Terminals....	31	8	2.3
Rocky Mountain Div.....	34	13	5.3	Chicago Terminals	8	4	0.3
TOTALS.....					1070	468	5.9

SERVICE CLUBS

Many 90th Anniversary Celebrations Among Winter Activities of Clubs

Lines West

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

Mount Olympus Club

A NUMBER of Port Angeles' most prominent citizens, including Mayor Beetle, accepted the invitation of the Mount Olympus Service Club to join with them in celebrating the 90th Anniversary of The Milwaukee Road at the Literary Club's rooms on Nov. 26.

H. B. Molchior, secretary of the Port Angeles Chamber of Commerce, whose father was the first superintendent of the Milwaukee at Port Angeles, presided, and introduced an interesting group of speakers.

Mayor Beetle expressed the gratitude of the citizens of Port Angeles in having our railroad in Port Angeles, and paid several nice compliments to the Milwaukee people as being solid citizens who were an asset to their community.

J. P. Christensen told an interesting and humorous account of his experiences as an immigrant boy in the days when Port Angeles was just a small clearing cut out of the vast Olympic forests.

Thomas T. Aldwell, often referred to as the Empire Builder of the Olympic Peninsula, because of his successful efforts in bringing the railroad to Port Angeles, told amusing anecdotes of his efforts to raise the finances for the completion of the Milwaukee to Port Angeles. He exhibited the original petition signed to raise money for the project.

Harry LeGear, who operated a steam

shovel in the construction of the Port Angeles line, and later ran an engine for many years over the rugged hills between Port Angeles and Port Townsend, stated that it required three types of men to make a railroad—financiers, engineers, and operators, and told colorful stories of how men from each of these classifications had played a part in the building of the Port Angeles line.

R. G. Webb, Coast Division trainmaster, made the principal address of the evening for the Milwaukee. Mr. Webb told a graphic story of the interdependence of industries, cities, and railroads, and pointed out the importance of railroad taxes to the stability of the community.

Following the talks, the Olympii and their guests enjoyed a musical program and a puppet show. The entertainers were Betty Harris, John Steinberg, John Harris, Bill Molchior Jr., Doreen Swanson and Mrs. George Wiltse.

Electric Club

NEW officers for the forthcoming year were chosen by the Electric Club at Deer Lodge, Mont., at the meeting on Dec. 10.

Those elected were: Chairman, H. W. Mellon; V. Chairman, Dwight Rittenhouse; Secretary, H. F. Dell.

Sam Lane, retiring chairman, was given a rousing ovation for his fine work during the past year. Mr. Mellon, in accepting his new office, declared that it was his intention to appoint a full complement of committees, and asked everyone to co-operate in making the Deer Lodge Club the best on Lines West. He pointed out that Deer Lodge turned in 41% of the traffic tips reported on the Rocky Mountain Division in October, and 40% in November.

Group in attendance at the North Montana Club's Christmas party at Great Falls, Mont., on Dec. 14. Story on page 10.

Mount Tacoma Club

THE roaring construction days lived again in the stories told by veteran railroaders at the Anniversary Commemoration meeting held by the Mount Tacoma Club on Nov. 19 at Tacoma. For action, color, drama, and humor, few novels could rival the yarns told by Dick Hanlon, president of the Retired Veterans Association, Rene Thiele, secretary of the R. V. A.; and Charley Grice, retired engineer, who was at the throttle of the little diamond-stack engine that hauled the first Olympian westward out of Avery, Idaho, nearly 30 years ago.

"There was a spark screen on that diamond-stack," Charley recalled, "that was so fine that a full gale couldn't have blown through it. The fire wouldn't burn, and she wouldn't steam, and we stalled on every grade. Finally somebody—I never did find out who—poked some holes in the screen, and right away she began to steam in fine shape. We made up a lot of lost time, but we nearly burnt up the Bitter Root Mountains. It took 500 men to put out the fires that we left behind us.

"We didn't have block signals in those days," Charley continued, "and those old oil headlights were more useful in scaring the wild animals off the track than they were for lighting up the right-of-way, so we didn't take any chances. The Olympian ran during daylight only between Butte and Malden, where we tied up overnight, and then ran from Malden to Tacoma next day."

John Andrews, of the Freight Claim Department in Seattle, exhibited the A. A. R. sound-slide film "Behind the Scenes," and Frank Marchese played several numbers on his accordion.

Following the Anniversary program, an election of officers for the forthcoming year was held. The new officers of the Mount Tacoma Service Club are:



Chairman: C. M. Owens, agent, Sumner; V. Chairman: W. E. Roberts, storekeeper's clerk, Tacoma; Secretary: Hazel Fearn, agent's stenographer, Tacoma.

Tacoma is fortunate in having a group of ladies that do a top-notch job in the refreshment department. A committee consisting of Mesdames J. W. Remmel, T. E. Corbett, R. G. Russ, L. Wylie, J. N. Spencer, R. W. Beal, and F. L. Sowles served coffee, and a whopping birthday cake full worthy of the 90th Anniversary of a mighty railroad.

Butte Club

THE Butte Service Club's Anniversary Commemoration meeting, on Nov. 30, may have been a bit late, but it was certainly thorough. Chairman P. J. Skelley, and his committees, who organized the program; R. M. Fields, D. F. & P. A., who handled the publicity; and Mesdames J. R. Mahon, A. C. Kohlhasse, W. T. O'Reilly, and C. R. Strong, the committee in charge of the dinner, all are to be congratulated for the work they did in making the Butte Club's meeting one of the most successful of the birthday parties held on Lines West.

First came the dinner. A home-style turkey dinner, if you please, prepared and served by the ladies of the Butte Milwaukee Women's Club. We could get pretty rhapsodic about that dinner, but suffice it to say that it was complete and delicious in every department, with seconds and thirds, if desired, and they were.

While the heaping platters of turkey were still being circulated, Toastmaster Skelley called on A. C. Kohlhasse, superintendent of the Rocky Mountain Division. (We don't think that Mr. Skelley was in a hurry. We think he had been watching the tremendous quantities of turkey disappearing into Jim Hayes, transportation inspector from Seattle, and had become alarmed. And no wonder! Remember those old silent pictures where 5000 Indians would disappear into one tepee? That's the way it looked with those platters of turkey disappearing into the lean James H.) Mr. Kohlhasse responded with a recital of the progress made by The Milwaukee Road since that first passenger train was run in 1850, and stated with spirited conviction that what had been done was as nothing compared to what would be done in the future. It was a rousing talk, sprinkled with some good stories, and everybody laughed and applauded, leaning back in their chairs and puffing on the good cigars (the ladies excepted, of course) passed out by the Service Club, and feeling just dandy.

Mayor Charles Hauswirth, of Butte, further boosted Milwaukee pride with the nice things that he said about our railroad, and how much it meant to his city. An interesting fact pointed out by Mayor Hauswirth was that, of all the American industries called on to do a job in the national defense emergency, the railroads were the only ones that were ready immediately.

The principal address of the evening was made by Attorney-General-elect J. F. Bonner, formerly attorney for the Montana Railway Commission. He reviewed the history of the railroad from the days when the gandy dancers were also Indian fighters, to the present, when the railroads are again being

called on to help defend the frontiers of democracy.

When the applause for the speakers subsided, Toastmaster Skelley took a quick glance around, and by golly! James H. was still digging into that turkey. So he did the only thing left to do—he turned out the lights, hoping, we suppose, that James H. would stab himself with a fork, and so terminate his gastronomic orgy.

Somebody took advantage of the darkness to show the sound-slide "Behind the Scenes," and despite the subdued clatter of trencher tools from J. H.'s corner, it was awarded four bells by the audience.

When the lights went up, the tables were cleared for bridge. All the tables, that is, except Jim's. He was still working on that fowl carcass, heroically ignoring a couple of nasty gouges he'd given himself in the dark. Three persons sat down at Jim's table to play bridge. They made Jim permanent dummy. That was all right with him. All he had to do was say, "Pass—the turkey."

Honors at bridge were won by C. R. Strong and Mrs. C. V. Peterson. Jim was awarded a wishbone wrapped in red ribbon—but not for bridge.

The last we saw of James H., he was pensively picking the ribbon off that wishbone to see if there was any white meat under it.

Inland Empire Club

"SELL—sell—sell—sell as though you were working on commission, and your bread and butter depended on your making the sale." Robert Wallis, Spokane insurance broker, speaking at the Anniversary Commemoration meeting of the Inland Empire Service Club on Nov. 18 at Spokane, admonished the members that "the Traffic Department may sell the tickets, but it takes every employe to sell the railroad."

"Whether you realize it or not," said Mr. Wallis, "you are either making or breaking a sale for your railroad every time you come in contact with the public. Friendliness toward your neighbors, and courteous, efficient service for your patrons make sales, but indifference, or surliness, will drive the business away."

Distinguished guests from Seattle, welcomed by Chairman Fred Beal, were N. A. Ryan, General Manager, Lines West; and N. A. Meyer, superintendent of transportation.

Mr. Ryan congratulated the Inland Empire Club on the fine work that it was doing. Said Mr. Ryan, "Every employe who takes part in his Service Club's work and the tip-card plan gives proof of his loyalty, and helps to build a fine morale on our railroad."

Mr. Meyer, who is widely known for his comprehensive collection of railroad historical anecdotes, told interesting and colorful tales of the railroad during its early days.

N. H. Fuller, retired superintendent, who continues to take an active interest in our railroad, made an inspiring address, very appropriate to the Thanksgiving season.

Mrs. G. Hill, wife of assistant superintendent, introduced Corry Celli, an accomplished pianist, who played several delightful numbers.

Final event of the program was a quiz contest, based on railroad facts and

history, conducted by G. Hill. Good thing the Milwaukee wasn't giving away a ticket for every question our expert missed, or the Olympian would be full of deadheads for some time to come.

North Montana Club

Santa Claus paid a flying visit to the North Montana Club at Great Falls on Dec. 14 to check up on the current wishes of all the good little Milwaukee Road boys and girls.

The hospitable North Montanans, assisted by a committee consisting of Mesdames D. V. Phare, D. W. Amick, Anne Hawkins, C. W. Winship, A. W. Kaeding, J. L. Steiner, and Robert Randall, with Mrs. J. J. Toy in charge, prepared a luscious feast of turkey and fixin's for the good Saint, but unfortunately, while preparing the carameled pop-corn balls, the jolly fellow got his whiskers goosed up quite somewhat, and he arrived a bit late. So a very, very close relative of his, Oscar Leitz, ate his share.

While awaiting Santa's arrival, the company was regaled by songs and recitations (all very precocious), by the children, including: Phyllis Ray, Rachel Leitz, Dorothy Smith, Martin Lustgraaf, Beatrice Leitz, Paul Marcoff, Jack Amick, and Jack Toy. Mrs. C. Kingsland sang two very nice Christmas hymns.

Following the program, everyone joined in the singing of Christmas carols. Santa arrived to the tune of "Jingle Bells," and was immediately mobbed by his loyal little retainers, who presently emerged from the melee clutching all day suckers, balloons, and carameled pop-corn balls, the latter disappearing in a manner marvelous to behold, considering the quantities of turkey that had preceded them.

After Santa departed, midst cheers and final admonitions, Chairman A. L. Kaeding announced that an election of Club officers had been held. We're all familiar with the Australian ballot system, but this is the first time we'd ever heard of the Yogi method of electing. Al insists it's even more secret than the Australian kind. He simply retires to a quiet corner, and goes into a trance, and after awhile he emerges and announces the results, which in this case were: chairman, R. M. Ray; vice chairman, R. G. Randall; secretary, Anne Hawkins.

For sheer efficiency Al's system has got a Nazi plebiscite beat a mile. The best they can do is a 99% *Ja*. Al's always comes out 100%. But, what's more important, his psychic estimate of the people's will seems to be very accurate. At least the constituents expressed themselves as being highly in accord with the results.

Puget Sound Club

ALL previous attendance records were broken by the Puget Sound Service Club at its Anniversary Commemoration meeting held in the Club rooms at Seattle on Nov. 20. There were 135 officials, employes, retired veterans, and guests who gathered to celebrate the running of the first Milwaukee passenger train 90 years ago.

N. A. Meyer, superintendent of transportation, was speaker of the evening, and told an interesting and in-

formative story of the progress and development of American railroads, from the building of the B.&O. in 1827, to the electrification of the Milwaukee, completed in 1927, over four great mountain ranges. A dramatic episode of Mr. Meyer's story was the capture by General Stonewall Jackson of a fleet of Yankee trains in the Civil War. According to Mr. Meyer, the wily General notified the Union leaders that it annoyed him very much to have trains run at night, disturbing his men's rest with their smoke and steam and whistle tooting, and that, if the annoying practice was not stopped, he feared that he would be forced to wreck a couple of them.

Knowing General Jackson to be a man that did a pretty thorough job of wrecking whatever he set out to wreck, the Yankees obliged by running the trains by fleet movement in the daytime, all going south one day, and returning north the next. General Jackson waited until all the trains were on the south end, and then made one of his famous forced marches, cutting the line to the north, and capturing the entire fleet of trains.

"General Jackson was nonplussed for only a moment," said Mr. Meyer, "when he found that some of the engines were too large to run over the light rails on the southern lines. Forthwith he ordered them dismantled, loaded on ox-drawn wagons, and hauled to a point where the rail was big enough to support them."

We can imagine that there was a deal of gnashing of teeth, and muttering in beards, in the Army of the North.

H. B. Earling, western representative, and N. A. Ryan, general manager of Lines West, were guests at the meeting, and both expressed themselves as being highly pleased with the fine work that the Puget Sound Service Club was doing.

The sound-slide film, "Behind the Scenes," exhibited by John Andrews of the freight claim department, elicited many favorable comments.

"It's scandalous to charge us \$10.00 for towing the car only three or four miles," protested the motorist's wife.

"Never mind, dear," replied hubby; "he's earning it; I've got my brakes on."

THREE HUNDRED CITIZENS RECALL OLD DAYS WITH MILES CITY CLUB

Many old time railroaders were brought to mind when the Miles City Service Club met to celebrate the 90th Anniversary of The Milwaukee Road on Nov. 19, in the Elks Home in Miles City, and many of them were among those present. The mayor of Miles City, who happens to be our Master Mechanic Riccius, spoke on the construction of the Road extension through Miles City to the Coast, stating that the first passenger train into Miles City on this line from the east arrived March 16, 1908, with Conductor S. A. Mayo, who was present at the meeting, and Engineer Bill Emerson, both now retired. The first passenger train leaving Miles City for the east had as conductor, C. C. McGee, who is now the oldest conductor in service. He also revealed that retired Conductor "Boots" Kittinger was in charge of a work train during construction of the steel bridges over the Tongue and Yellowstone Rivers near Miles City during 1907.

Judge George W. Farr, on behalf of the citizens of Miles City, eloquently portrayed the development of The Milwaukee Road from its infancy 90 years ago through the many stages of progress, and described the railroads as the backbone of the transportation system of the county.

Supt. Hervin gave a fine address, expressing his appreciation for the large attendance and explaining the purpose of the program and the problems of our railroad. Mrs. D. J. Hagerty, president of the Milwaukee Women's Club of that city, in behalf of her organization's 523 members, expressed their good will and pleasure in cooperating with the Service Club in sponsoring this joint celebration.

"Waitress, what's wrong with these eggs?"

"I don't know, I only laid the table."

"That means fight where I come from, stranger."

"Well, why don't you fight?"

"'Cause I ain't where I come from."

This happy group is part of the crowd that attended the 90th Anniversary Party given by the Club at Sioux Falls, S. D., on Nov. 19. Front row, l. to r.: Supt. W. F. Ingraham; Mayor J. T. McKee; Mr. Javurek, entertainer; and O. A. Anderson, engine foreman.

Lines East

Service Club Sidelights

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

MINNEAPOLIS CLUB CELEBRATES TWO ANNIVERSARIES

While the 90th Anniversary of The Milwaukee Road was the principal reason for the celebration put on by the J. H. Foster Service Club, it was also an opportune time to observe the first anniversary of the Club, since it was organized on Nov. 15, 1939. This double feature was held on Nov. 19.

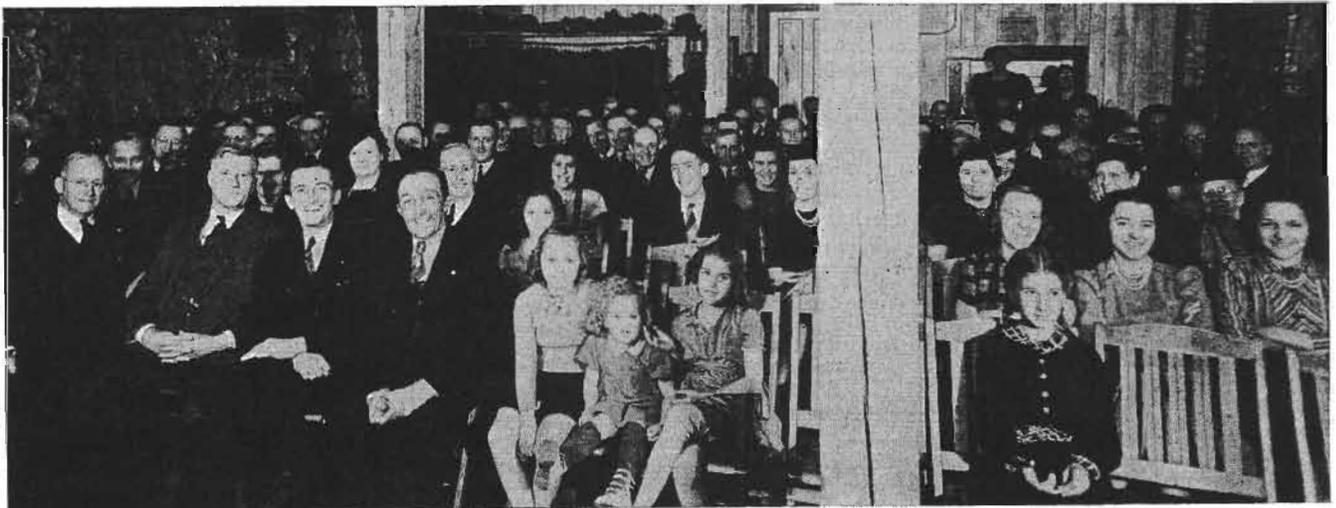
George H. Pederson, general chairman of the International Association of Machinists, was the guest speaker of the evening. Mr. Pederson opened his address by a brief summary of his connection with The Milwaukee Road and his interest in it's prosperity, expressing his belief in our Club and pointing out instances where our club could best serve. In conclusion Mr. Pederson stated that the railroads are the most important factors in our national defense.

Chairman Balcom was nominated for another year at the helm, with Al Wareham as vice chairman, H. V. Allen, secretary and F. P. Rogers, treasurer.

D. M. McGEEN SPEAKS AT ST. PAUL CLUB MEETING

In conjunction with the 90th Anniversary party in St. Paul, the official colored movie of the Ice Carnival of 1940 was shown on the evening of Nov. 20th at the Frederick Hotel. Inasmuch as the Service Club will have a part in representing The Milwaukee Road at the coming winter Ice Carnival, this was very interesting to all present.

D. M. McGeen, general agent, spoke to the group, outlining the purpose of our Club, and stating that the two important purposes of our Service Clubs are (1) getting better acquainted with one another, and (2) thru these meetings, finding a way to secure more business for our railroad. He stressed the importance of our placing our orders for fuel and other commodities with firms who are friendly with our railroad, and favor us with a share of their business. There was acrobatic



and tap dancing by Peggy Siroky and Donna Noack and music was furnished by Bob Elam, Margaret Lilligren and Joyce Fuller. Refreshments were served at the close of the program.

**MANY GUESTS ATTEND
NOSOKOTA CLUB MEETING**

The important part which the Milwaukee Railroad has taken in developing the territory in which Hettinger, N. D. is located, was brought to the attention of the large group who attended the meeting on Nov. 22 of the Nosokota Service Club. Paul W. Boehm, local attorney and long-time resident, gave an interesting description of early Hettinger as he found it when he first came, down to its present day with a population of about 1,500. The guests present included business and professional men, farmers and ranchers, all interested in the problem of our Milwaukee Road.

Supt. A. W. Hervin outlined the many problems with which the railroads are confronted today, and brought out the manner in which the railroads, through the Association of American Railroads, are endeavoring to familiarize the people throughout the country with the facts as to just what the railroads are up against and to seek their aid and cooperation against further inroads being made by subsidized competition into the traffic formerly enjoyed by the railroads.

Special dialect readings by Miss Ines Fredrickson of Hettinger Schools, followed by a voca-film presentation of "Behind the Scenes" by H. C. Brisbane, T. F. & P. A., added to the enjoyment and interest of the program, after which everyone adjourned to the Community Room where a social hour was enjoyed while lunch was served.

WEST END CLUB

130 Years of Service in the Gorman Family

A fine 90th Anniversary celebration was arranged by Chairman Gorman for Nov. 19 when the City Hall was filled to capacity with members and friends of the railroad. Talks were given by H. M. Stuben, traveling freight & passenger agent, and K. L. Everett, agent at Stickney. The farmers point of view was given by Gustavo Stelzer, while M. C. Sullivan spoke for the professional and business men. Songs, dancing and readings were offered, after which there was dancing and refreshments.

A. J. Gorman, chairman of the West End Service Club, is the father of six sons who are actively connected with The Milwaukee Road. The years of service which these seven men have

A. J. Gorman, chairman of the West End Club, is shown below with his six sons, all of whom are Milwaukee Road employees.

1—A. J. Gorman (father) agent at Parkston, S. D. Service date June, 1894. 2—N. J. Gorman, train dispatcher, Marion, Ia. Service date June, 1913. 3—E. J. Gorman, train dispatcher, Sioux City, Ia. Service date October, 1917. 4—E. J. Gorman, agent, Utica, S. D. Service date June, 1925. 5—P. F. Gorman, agent, Springfield, S. D. Service date April, 1928. 6—A. V. Gorman, relief agent and operator on Iowa Division, with headquarters at Marion, Ia. Service date June, 1938. 7—F. B. Gorman, agent at Trent, S. D. Service date July, 1938..



given the Road total 130, and all still going strong.

ANOTHER 90TH ANNIVERSARY PARTY

The Gillick Service Club held a meeting at Glencoe on Nov. 24 to observe the 90th Anniversary of the beginning of our service.

Chairman F. J. Zobach gave a short talk outlining the progress made by The Milwaukee Road, and the problems still to be worked out.

Discussion of ways and means for getting more business, larger attendance at club meetings, and securing a regular club house for meetings constituted the business meeting after which cards were played and a good lunch served.

MUSSELSHELL VALLEY CLUB HAS FAREWELL PARTY

A special party was held at the home of Roadmaster H. M. Geelhart to bid farewell to F. V. Kennedy, secretary and former chairman of the Musselshell Valley Club. Mr. Kennedy is being transferred to St. Maries, Idaho. A delightful dinner was served by Mrs. Geelhart and Mrs. Wanchena, after which several talks were made by those present and a beautiful Waterman fountain pen and pencil set was presented to Mr. Kennedy.

F. C. Montgomery was elected secretary of the club.

A Glance at Some of the Club Meetings

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

TOMAH CLUB, NOV. 22, 1940

The whistles blew and the musicians tooted. The musicians were the 40-piece High School Band, who marched down Superior Avenue to the Tomah Shops, where they paid tribute to a railroad that was celebrating 90 years of progress on its 90th birthday. The Hon. E. C. Otto, mayor, reminded the large audience of the particular service The Milwaukee Road renders to the community, of the development of the railroads, and the vital service they render to the country. John Reinehr spoke of the early history of The Milwaukee Road, of its expansion and achievements and what the payroll of The Milwaukee Road means to the city of Tomah. This activity took place at 4:00 p.m. on the afternoon of Nov. 20. It was a reminder to the people that this particular iron horse is still very much in the running, and going stronger than ever on its 90th birthday.

On Friday evening, Nov. 22, in the

Armory Hall, the Tomah Club played its important part in the celebration. They sang a happy birthday to The Milwaukee Road and remembered their country with "God Bless America." Mr. Reinehr also addressed this group and told of a president of a small telephone company, who expressed himself as being in favor of having each one of his employes as a solicitor; that this in his opinion was as important for the prosperity of the company as the work of full-time solicitors. A friendly word from an employe to a prospective customer is of inestimable value.

J. Thouvenell, the new agent, was introduced. His amiable personality and his spirit of cooperation and friendliness won the hearts of the Tomah gang.

The meeting was topped off by a fish fry *par excellence*, prepared by our own Ben Shaw. Frying fish for 60 hungry railroaders is no small task, and Ben deserves a full share of credit for the success of this meeting.



William F. Henrich, chairman of the Racine Area Club.

RACINE AREA CLUB, NOV. 20

The meeting started at 8:15 p. m. and at 11:30 the Hon. T. G. Morris, mayor of Racine, was still enjoying himself with the rest of the crowd.

Accompanied by Mrs. Geo. D. Owen at the piano, the group started the entertaining evening by singing a happy birthday to The Milwaukee Road, and finished with "God Bless America." With the mayor in the audience, no arrests were made. Herman Fiehweg, the handsome secretary of the Club, read the history of The Milwaukee Road and it brought back fond memories to some of the old timers. William Smith, re-

tired engineer, cited the changes in the size and efficiency of the engines since the day when he started railroading, and then said, "I still delight in dreams of the old days in the cab."

Chairman Henrich then introduced the mayor, who told the group it was indeed a pleasure to help celebrate the occasion of the 90th Anniversary of The Milwaukee Road, and also a pleasure to meet some of his old friends on the Milwaukee. Pete Herman, a retired switchman, is vice chairman of the club and alderman of the 1st Ward in Racine, but his heart still belongs to the Road. He read an exceptionally fine article on the growth of The Milwaukee Road in Racine. In the year 1855 the project of a line from Racine to the Mississippi was launched. The prospect of a railroad coming to Racine excited the entire population and filled their imaginations with visions of a wonderful future for the town. In 1855 the Racine, Janesville and Mississippi Railroad was built to Burlington; in 1856 to Delavan, and later in the same year to Beloit. Mr. Herman further stated that in the Racine Historical Room, located in the County Court House, interesting history of our railroad could be found. Ambrose Sery, the general chairman at Milwaukee, was then called on, and he told of the big celebration that was held in Milwaukee. Before lunch was served, W. Ellis Hall showed some interesting films, which he had taken on his travels. Some interesting views of the Grand Canyon attracted the eye.

The lunch was very fine. Chairman Henrich, after watching the sandwiches and cake disappear, rapped for order. The next hour was as entertaining as one could imagine. Each employe was called upon to say a few words, and many an old memory and incident were recalled. Stories of the old hand brakes, G7's, L2's, draw bar failures, etc., made first class listening. Mrs. J. Von Gonten, when called upon, expressed the desire that more women take an active part in this Club movement. This feeling prevailed among the rest of the club's fairest.

GREEN BAY CLUB, NOV. 22

Kon Hagen, the Eddie Duchin of the Green Bay Club, and his makes-you-want-to-sing music, started proceedings for the 90th Anniversary Celebration. They say that deep baritone voice was either Mr. Lalk's or Eddie Bornfleth's.

E. D. Thiesfeldt's son plays the accordion. And play it he did, and ably so, for this birthday party. Miss Florence Gotto, who has an exceptionally fine voice, rendered, "Alice Blue Gown," "Sweet Miss Mary," and "Smilin' Thru," to a very appreciative audience.

Superintendent Buechler spoke of the growth of the Milwaukee System in the 90-year period, and the significance of the Railroad to the community. Ed Bornfleth told of how each employe in all departments welded together the great system which is The Milwaukee Road. Harold Matthews read the interesting paper on the history of The Milwaukee Road. E. A. Lalk, assistant general freight agent at Milwaukee, with the aid of a large map of the Milwaukee system, explained the circumstances under which each portion of the railroad was acquired or built. The romance of this adventurous growth stirred the imagination of all. Mr. Stanley Barnett, the humorous re-

porter of the "Gazette," paid special tribute to the Road. He mentioned that in speaking to a friend who was leaving for Detroit, when asked what road he was taking, emphatically replied that it was The Milwaukee Road, because of the service and especially because of the friendliness of the employes.

Taking advantage of the exceptionally large crowd gathered to celebrate this birthday, Chairman Reeves reminded them of one of the chief purposes of the club—traffic tips!

E. A. Lalk and Tom Brady, a veteran engineer on the Chippewa, told many humorous incidents and stories. Tom went so far as to use the various dialects of the characters. This went on long after the lunch and refreshments were exhausted.



This summery picture is of E. S. Reeves, chairman of the Green Bay Club.

Ottumwa Club Sponsors Card Party for Red Cross

Nowhere on The Milwaukee Road is there a more commendable spirit of loyalty among employes or a more correct conception of the true purpose of Service Clubs than among the membership of the Ottumwa Club. This organization sponsored a card party in Ottumwa, Ia., on Dec. 2 to do its part in a drive to raise funds for the American Red Cross.

The temperature dropped below zero on the night the event was held, having an effect on the attendance. Nevertheless, C. W. Riley, chairman of the club, turned up next morning with \$20 for the Red Cross and \$5 for the Eagles' Boys' Town fund.

HIAWATHA CLUB—STATION EMPLOYES UNIT, DEC. 6

This was the last meeting for the year of 1940. But 1941 will again see Bill Radke as chairman, as he was unanimously elected to succeed himself for another year. Bill's good work is appreciated. The new vice chairman, Elmer Keller, is a railroader thru and thru. The new secretary-treasurer can do more work than three clerks and one

section man. He is the man without an enemy, George Roessger, assistant chief clerk and one of the dynamos of the Local Freight Office. With three able officers, the Station Employees Unit cannot fail to be one of the best in the Terminal.

There was considerable discussion concerning improvements in service, and other things. Messrs. Krohn, Horn, Koepke and Martin made some very good suggestions. Koepke expressed the opinion that, with most of our revenue being derived from the freight business, we should use a little more advertising along the freight business line.

Frank Mooney, traffic manager of the Seaman Body Corporation, gave a very fine talk, speaking on loyalty to one's company. Make yourself more valuable, he said. Deviating from routine and doing a few extraordinary things, gives one more satisfaction out of life. He recalled living in a small city as a boy and he still could remember the railroad agent, who, although his duties were not great, would just follow his fixed line of duty. He emphasized that this is an age of activity that requires 100 percent cooperation, and that cooperation must be spontaneous for success and satisfaction. He closed by saying the Service Club movement was a splendid enterprise and the railroads need the help of every employe to fight the keen competition of today.

Messrs. Miskimins, Westover and Stelzel collaborated in emphasizing cooperation, courtesy and friendliness as the biggest assets to winning friends and holding business for the Company. Mr. Stelzel stressed the importance of courtesy and friendliness when using the telephone.

A delicious fish fry and refreshments, together with music, singing and dancing, rounded out an enjoyable evening.

Jottings

FREEMPORT AREA CLUB, NOV. 19

S. O. Wilhelms, live stock contractor, presented a birthday gift of some fine turkeys to the Freemport Club. The cook of the Senate Hotel prepared and served them—you can guess the rest. After such a fine meal, the group sang, "God Bless America" and implied a wish for the same benediction on Mr. Wilhelms.

RIPON AREA CLUB, NOV. 19

Mr. Rodney Alder, city attorney of Omro, was guest speaker. Is it difficult to get members out to meetings? It would be difficult to keep some of them away. Mr. and Mrs. Meyers, Mr. and Mrs. Fiebelkorn, Miss Lindy and Mr. Kuhn, of the Old Line Club, drove many miles to celebrate the 90th Anniversary with the Ripon Club. They are a swell group of people.

When a person knows of imperfections, he should do something about them. Agent Pischke did just that, with his sincere suggestions for improving service. Chairman Sielaff saw to it that the Club had plenty of entertainment for this birthday party.

MISSISSIPPI PALISADES CLUB, NOV. 20

This civic minded club again made a donation—this time to the local hospital (Savanna, Ill.). George Layton said every employe ought to read the article in the Saturday Evening Post titled, "Battle of Hotshots." J. A.

Henry, signal supervisor, gave a very fine talk which made the front page of the Savanna Times Journal. Other speakers included Dr. E. C. Turner, representing the Lions Club; Dr. L. B. Hussey, representing the Rotary Club; F. S. Greenleaf, pioneer business man; and H. C. Munson, D & I Division superintendent.

STONE CITY CLUB, NOV. 20

A Christmas party was held Dec. 19, and J. B. Dede, public relations representative at Marion, Ia., was invited "home" (Bedford, Ind.) for the gathering. Henry S. Murray, an old rail and now the mayor of Bedford, gave a splendid talk on the railroads and the fine relationship between employers and employes as it exists today. The Anniversary party was rounded out with card playing and dancing.

Club Activities Here and There

By J. B. Dede,

Public Relations Representative,
Marion, Iowa

SOUTHWESTERN CLUB

The Methodist Church of Dawn, Mo., was the scene of a public meeting on Dec. 5 at which 158 business men and farmers were present. The get-together was under the sponsorship of the Southwestern Service Club, with Chairman M. F. Pollard presiding.

The purpose of the meeting was not only to entertain representatives of the local citizenry but also to present facts regarding the value of The Milwaukee Road to that community. J. James, a Kansas City attorney, friend of Chairman Pollard, and home town boy, was the principal speaker. He pictured the future of the community as it might be without a railroad. His observations were well made, and, all in all, the meeting was a very successful one.

IOWA GREAT LAKES CLUB

At the meeting of the Iowa Great Lakes Club in Spencer, Ia., on Dec. 9 approximately 40 members were in attendance. The business session was held in the passenger station and while it was in progress the women were at Brock Hall preparing for a dance, complete with a light lunch.

At the meeting practically every member was bubbling over with excellent suggestions of one kind or another. The traveling auditor in that territory gave a fine pep talk in which he requested every individual to furnish one tip for the month of December.

When the membership adjourned for the dance, things really warmed up and an excellent time was had. Music was furnished by Newal Rogers and his Nite Club Ramblers.

MARION LINE CLUB

The Marion Line Club held its meeting at North English, Ia., on Nov. 18 to celebrate the 90th Anniversary. Clyde Post, of North English, was the principal speaker of the evening, and his talk on Kansas City Division co-operation was especially interesting. A number of members of the Ottumwa Club drove to the meeting. Also, the conductor of No. 103, who lays up at Cedar Rapids, did without his dinner to attend this meeting. Some of the members of the East Kansas City Division Club drove over 100 miles to attend.

QUAD CITIES CLUB

There were about 75 members of the Quad Cities Club in attendance when that organization held its 90th Anniversary celebration meeting in Davenport, Ia., on Nov. 20.

At this meeting, with the largest attendance the club ever had, many future activities were planned. Chairman Pierce declared his intention to see to it that the plans are carried out, too.

WE COULD USE MANY MORE LIKE HIM

At the meeting of the Ottumwa Club on Nov. 22, it was revealed by one of the members that Chairman C. W. Riley and Mrs. Riley have an old custom on Thanksgiving of having an enormous turkey and trimmings spread out, then they take a trip to the Home for Homeless Children, where they borrow eight or nine kiddies, take them home with them and let the little tikes have a day of real home life. At the meeting, Mr. Riley suggested that if those who had no children would like to try borrowing a few children, they would find that they would have enough enjoyment to more than compensate for the additional expense. The country could use more people like Mr. and Mrs. Riley.

CORRECTION

A regrettable error involving the name of A. G. Elder, train dispatcher at Sioux City, Ia., appeared in the December issue of The Milwaukee Magazine in connection with the A. J. Elder obituary. The name of the late C. B. Elder, who was train dispatcher at Beloit, Wis., should have appeared instead of that of A. G. Elder. The Magazine offers a sincere apology.

—Editor.

Transportation Costs and Taxes

WHILE it is quite generally known that the country is paying a substantial part of its current transportation bill in the form of taxes, rather than the rough rates and fares, a recent public statement by Interstate Commerce Commissioner Eastman has significant bearing on that subject. He said: "To some extent the country is paying for transportation through taxes rather than through direct transportation charges. If the country wants to do it that way, that undoubtedly is its privilege, but it clearly ought to know what it is doing and to have fully in mind the possible consequences, especially if it deals differently with the various forms of transportation in this respect."

Two-thirds of the difficulties of the railroad industry in meeting its current problems grow out of the fact that so much of the transportation with which railroads compete is partially paid for through taxes, and that the public "deals differently" with railroads and other forms of transportation.

Railroad Service—How It May Be Further Improved

(Continued from page 3)

the improvement of these relations is primarily the responsibility of those who direct the actual operation of the railway plant. It must be accepted equally by the chief executive and the operating head of each railroad. In our case, it has meant that I share full responsibility for humanizing the Southern Railway with our operating vice-president, Harry DeButts. It has meant that he and his entire staff have had to take on another job—and a mighty big job it is, too. But they thoroughly enjoy it, because they can see results, even though we have done no more than scratch the surface of our possibilities. The chief executive and the operative executive must lead the way to new and better railroading.

I hope that no one will misunderstand or misinterpret my views on this important subject. I am speaking from recent and personal experience. I am *not* minimizing the importance of constantly improving our facilities. I am *not* intimating that railroad men and women always seem to be unfriendly and discourteous. I am *not* even inferring that the monopoly mind is characteristic of all railroaders. But I *am* stating frankly that, in my opinion, we must begin the improvement of our services *at home*; by erasing the last trace of the monopoly mind from our thinking and our actions; and by inspiring, in its stead, that priceless thing, genuine friendliness, which warms the heart of both the giver and the receiver.

It can be done. It is *being* done. And as we accord greater value to our human relations, this kind of improvement in railroad services will assume more and more importance in this complex business of transporting the freight and people of a great nation.

Speaking Of Resolutions

OCCASIONALLY it is well to check up on ourselves to determine whether our telephone habits, both on the job and at home, are good, bad, or indifferent. It is as important a new leaf as was ever turned over by a January First forswearer.

The humorous cartoons reproduced on this page serve to illustrate some of the more common *discourtesies* of telephone users. In view of the fact that all of us use the telephone, and most of us on the job, it would be a good idea to do a little checking on ourselves. The next time you have occasion to use the telephone, keep that spare ear cocked for the sound of your own voice. If you find you are guilty of any of the careless mistakes here, then lift the right hand and repeat slowly, "I do hereby solemnly resolve".

(Illustrations courtesy the Wisconsin Telephone Company)

1 Do you identify yourself (i. e., give your name and, as necessary, your department) when you answer?



2 Do you ask necessary questions courteously?



3 Do you wait for the calling party to hang up first?



4 Do you make an effort to make your telephone voice sound pleasing (i.e., courteous rather than curt or indifferent)?



5 Do you avoid transferring calls whenever possible?



6 When you answer the telephone for some one else, do you give his name, as: "Mr. Brown's telephone, Mr. Smith speaking?"



7 Do you arrange to have some one else answer your telephone when you are away from your desk?



8 Do you offer to take a message or the telephone number of the person calling when desirable?



A. C. Hagensick

A. Charles Hagensick, former assistant secretary for The Milwaukee Road, died Dec. 16 at his home in Milwaukee, Wis. Born March 15, 1861, he was 79 years of age, and had been in the employ of The Milwaukee Road for 40 years at the time of his retirement on April 1, 1939. Interment was at Elkader, Ia.

Mr. Hagensick served as deputy recorder of Clayton County, Iowa, prior to his coming to the railroad in April, 1899. He was employed as right of way agent for the road and in September, 1912, was elected assistant secretary, the position he held until his retirement.

He was most punctilious in his work and the files and records, methodically assembled during his years in the Secretary's Office, are a monument of careful and painstaking detail. He was a Thirty-second Degree Mason, and was a philatelist whose collections and knowledge of stamps were recognized throughout the nation.

Mr. Hagensick is survived by his wife, five sons, and a sister. There are also 13 grandchildren.

His many associates and friends on the railroad mourn his passing and regret that it was not his portion to have more years in which to enjoy his well earned retirement.

4-H Club Congress

(Continued from page 7)

Comely Marjorie Koons, 18-year-old club member of Fairmont, Minn., was one of the 10 girls in the first group in the National Dress Revue Contest, modeling a complete outfit she made herself at a cost of only \$14.88.

Attendance records for the successful Club Congress and International Exposition were smashed, and nearly 125,000 visitors from out of the city were estimated to be among the 460,000 seeing the events.

With a million and a half members and more than eight million alumni, 4-H Club work has become the world's largest youth movement. It reaches 40 per cent of all rural boys and girls. Along with many other commercial organizations, The Milwaukee Road and its Agricultural and Colonization Department is proud of its support in building a better rural America through its future home makers and farm leaders.

The Club Congress, conducted cooperatively, by the Extension Services of the State Colleges and U. S. Department of Agriculture and the National Committee on Boys and Girls Club work, aims to broaden the vision and viewpoints of rural youth through visits to various points of interest and by contacts made; to build greater respect for agriculture's contribution to society; to inform the public of 4-H's accomplishments, and to stimulate greater achievement among club members.

Sixteen

A New Train for a New Year

(Continued from page 5)

now christen you 'Midwest Hiawatha.' Midwest Hiawatha, go forth and serve your people with honor to the name I have given you. Good luck and God Speed!"

She then released the ribbon, sending the bottle of sparkling water crashing against the front of the engine, and the engineer blew the whistle. The job was done.

Speaking Program on Board Train

Immediately following the christening ceremony, the microphone was taken into the dining car and set before a number of prominent men of the Omaha region who had assembled there. Brief congratulatory talks were made by Mayor Dan B. Butler, of Omaha; Mayor S. W. McCall, of Council Bluffs, Ia.; W. C. Fraser, president of the Omaha Chamber of Commerce; Frank Fogarty, commissioner, Omaha Chamber of Commerce; J. B. Fradenburg, attorney and prominent Shriner of Omaha. A thoroughly energetic, and somewhat more detailed talk was then made by Mr. Bock.

Just before the train departed, the radio in the parlor car was turned on and the recorded program was heard. A sizeable party of Omaha representatives, including the above-mentioned men and Rev. E. P. Mullaney, vice president of Creighton University; Monsignor Sinne, of Omaha; and Robert R. O'Brien, editor of the Council Bluffs Nonpareil, rode the train as far as Madrid, Ia., and thence proceeded to Des Moines.

Celebrations at Other Points

Needless to say, as the train left Sioux Falls, S. D., and Sioux City, Ia., it was given a royal send-off, with a "Miss Hiawatha" at either city to add color to the occasion. At these points, as at many another, delegations of representative citizens boarded the train and rode for a distance, many of them disembarking at points where they could catch the westbound Hiawatha for the return trip.

At both Sioux Falls and Sioux City there were bands on hand at the station, and in Sioux City, Radio Station WNAX interviewed Company officials and other people on the platform, which program was recorded and aired that evening.

There were about 3,000 people at the station in Marion, Ia., where the westbound Midwest Hiawatha arrives just 29 minutes earlier than the eastbound. Obviously, the crowd gathered for the first arrival, enlisted recruits, and stayed for the second. The Marion-Cedar Rapids Area Service Club had part of its membership in the crowd, laden with pamphlets concerning the new train service. The Service Club also gave Hiawatha pencils to the members of the Marion High School Band which was there for a short concert.

While the westbound train was in Savanna, Ill., L. F. Donald, newly appointed assistant general manager, Lines East, addressed the assembled crowd.

If employe pride and public enthusiasm count for anything, then The Milwaukee Road has every reason to believe that this progressive move will find its reward not only in more passenger traffic from the territory served by the Midwest Hiawatha, but in more widespread recognition of the Road's importance throughout the Middle West.

Hugh McManus Retires

(Continued from page 5)

it easy. I go to bed when I please, get up when I feel like it, and I don't have to worry about the call-board. I still haven't had time to read all the fine letters I got from my friends and I'm still getting copies of the pictures they took."

Letters of good wishes, a huge pile of them, lay on a table at his elbow. A list of the senders would comprise a list of practically all of the officers of The Milwaukee Road, with here and there a penciled note, speaking plainly the writer's friendly feeling for a retiring comrade, expressing regret at his leaving the service, and pride at having known and worked with him.

In Mr. McManus' home pictures of the Hiawatha predominate. On the book case a miniature of the famous train, complete with electric lights, occupies a place of honor. He explained that it was a gift from the manufacturer, the Lionel Co., and he hoped, he said, "to try her out one of these days."

In perfect health, Mr. McManus said he planned to rest until after the Holidays and then travel—probably to Long Beach, Calif., where he has relatives. Outside of that he's just going to "take it easy."

He stated that he would like to thank his many friends for their letters and telegrams, and his parting words were, "You can quote me as saying that the Hiawatha is the fastest, smoothest and safest train in the world."

It is such men as Hugh McManus who have made it so.

Notice to All Milwaukee Road Bowlers

The Second Annual Milwaukee Road Bowling Tournament will be held in Chicago Feb. 22 & 23, March 1, 2, 8 & 9, 1941.

All information concerning this Tournament can be had by writing to C. G. Belter, chairman, % Auditor of Station Accounts Office, Chicago.

Judge (to couple): "Caught on a park bench, eh? What are your names?"

He: "Ben Petten."

She: "Anne Howe."



Volunteer Amateur Radio Operators Wanted

For Milwaukee Road Radio Emergency Net

Calling amateur radio operators —
 calling amateur radio operators —
W9EFI, Manilla, Iowa — calling amateur radio operators — come in, amateur radio operators

In our March, 1940, issue, an appeal was made to operators of amateur radio stations to register as emergency units with the Milwaukee Road Emergency Net. This

network of stations is being formed to take over the task of maintaining communications during periods of stress when other modes of communication might be put out of commission.

If you are an amateur radio operator, or if you know amateur radio operators who might be interested in volunteering as members of this emergency net, it is suggested that you or they fill out application form and send it to

C. A. CONKLIN (W9EFI), MANILLA, IOWA

(Reproduction of Application)

Milwaukee Road Emergency Radio Net

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY
 HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, TRUSTEES

APPLICATION

(Please print or type)

Name _____ Call _____
 Street and Nr. _____ Telephone Nr. _____
 City & State _____
 Most used transmitter frequency _____ kcs. Power to Final _____ Watts
 Place of business _____
 Working hours _____ Bus. Phone _____

Check only one:
 Membership is requested in the basic A. E. C. — EMERGENCY POWERED STATIONS
 Membership is requested in the A. E. C. SUPPORTING DIVISION

EQUIPMENT REGISTRATION

If applying as an Emergency Powered Station, list only self-powered equipment here. List Regular Station Equipment here.

Transmitter (s) :- _____

 Receiver (s) :- _____

 Frequency band (s) :- _____

 C. W. or 'Phone? _____
 Power supplies: _____
 (Auxiliary power facilities) _____ (Regular) _____

Regional Director Signature _____ State Coordinator Signature _____ Supporting Unit Signature _____

Mr. Conklin has a sizeable number of applications already on hand. In addition, he says that many of our agents have communicated with him, saying that there are amateur operators in their towns, but that they have neglected to have applications filled out by them.

If you are able to find amateur operators who are interested in this volunteer service, be sure to obtain complete information from them on an application form before forwarding it to Mr. Conklin.

ON THE STEEL TRAIL

Employe's Son an Army Pilot

HAVING passed all required examinations, Owen Theophilus, son of Operator O. D. Theophilus of Jackson, Minn., recently was enrolled in the U. S. Army Air Corps. He will spend the next year in special study at St. Louis, Mo., and Riverside, Calif., and from there he will go to Alaska to serve two years as radio technician.



Owen Theophilus, who was brought up in the depot living quarters at Jackson, recently received at Jackson the award sponsored by the local American Legion for honor, courage, scholarship, leadership and service upon entering his new field of activity.

O. D. T., Jr., as he is called, is widely known on the I&SM Division and all his friends wish him the best of luck during his stay with Uncle Sam.

spondent, who is no authority on the matter, will conduct a cooking forum in this column if interest is evident and space permits . . . and samples are proffered.

Marie Dorken, Frt. Aud. Off., is expected back soon after the holidays. She underwent an operation and now is on the mend. Rose Parker, Car Accts. Off., at St. Anthony Hospital.

Louise Petrie underwent an apendectomy early in December. A wish of speedy recovery is extended to them.

More stuff! . . . Where were Nellie, Besie and Marion on the night of Dec. 10? . . . Dona Marie is the ninth addition to Ed Siuda's family. At this juncture it may be well to mention his new suit, which merits mentioning.

Comparatively new in the building is Kenneth Giblin, more commonly known as "Smitty" or "George." Shy by nature, he responds uncomfortably to his latest cognomen, "Buttercup," bestowed on him by some lassies out of sheer affection for the lovable lad.

Milwaukee Terminals

L. J. Cooke, Correspondent,
Milwaukee Coach Yard

George Ballard, Coach Yard fireman, entered the hospital for an operation. He hopes to be able to leave there in time to spend Christmas at home with his family.

George Bucholz, the tinsmith, returned to work after an absence of six weeks, most of which were spent in bed, sick.

Henry Zirble, 76, a former car-cleaner now enjoying life on his pension, stopped in at the Coach Yard the other day. All his friends agree that he looks better now than when he left here several years ago.

The Glee Club members here in the Coach Yard are all steamed up about the minstrel show they are giving next April. They break out into song most any time or place. What some of the soloists lack in harmony they make up in volume. Put me down for four tickets, boys, I'm going to bring my mother-in-law.

Fullerton Avenue Building Chicago

Eugene D. Heing, Correspondent

HAPPY NEW YEAR! May this year make manifest all your desires of health, wealth, and happiness. And bring to you all that is good.

With the new year comes a new correspondent. Not as a matter of form but as a matter of fact. Uncle Sam has the first say in most things. Sgt. Janke was to answer his call by now but mobilization has been deferred until February. That gives me the assistance of a seasoned reporter on my first . . . offense.

To get on with the job, we see Richard Kane, Jr., hit the "big-time" newspapers when his scowling countenance bedecked the back page of the Tribune. Upon reading the caption we were relieved to find he was not on trial, but just a jurymen in a recent murder case.

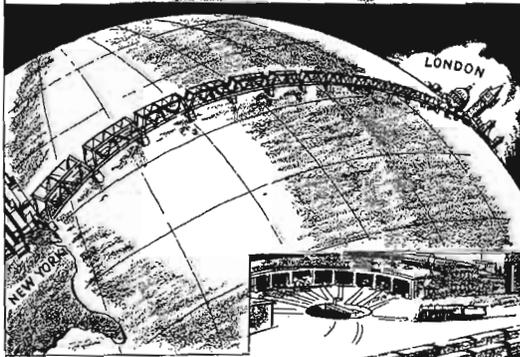
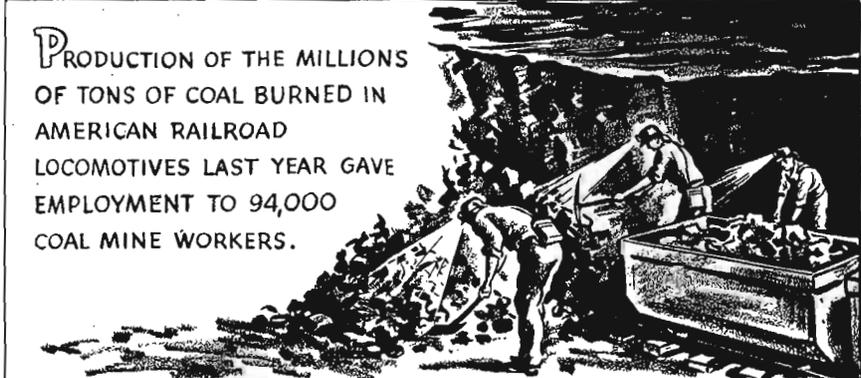
This office-building has many employees. To get a line on all of them would be some job; however, some come into the public eye through their famous or infamous deeds or misdeeds. Some by being themselves, others just by being.

MY SPIES AND I REPORT

Tim O'Mera and Oscar Jansen donned the "longies" some two months ago . . . "to avoid the drafts," so they say . . . Ed Kusch is waiting for the next bowling party . . . which reminds me to remind you that the long awaited Mixed Doubles Match comes off Jan. 18 at Lake View Alleys . . . as soon as Leap Year is past the boys are brave . . . the egotists! Remember the day of the big wind? So does John Gitzinger. The breeze blew off his bifocals . . . three days later he strolled, stopped, squinted, and saw his specs on a fence . . . intact. Murray White favors cheese sandwiches all week except on the fish day when he craves meat . . . Ah, Free America! Speaking of food, which is one of my favorite pastimes, Ginny Chute makes swell cookies . . . I know, I've tasted the delicacies. No doubt others are adept in the various culinary arts. Your corre-

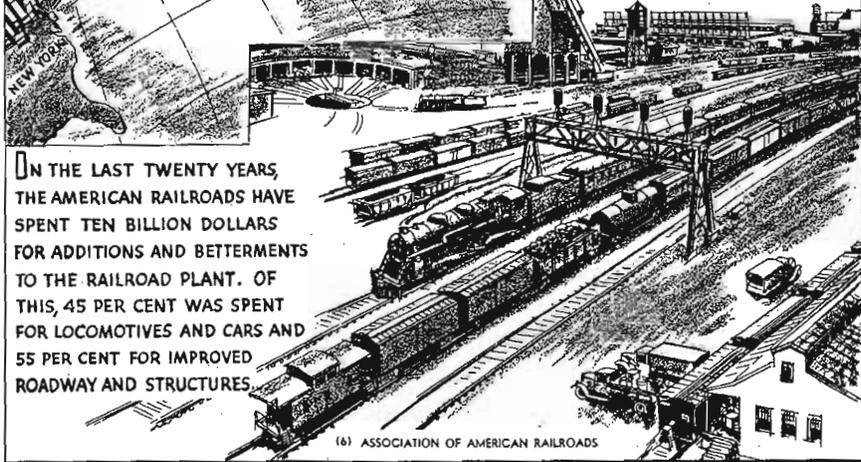
Rail oddities

PRODUCTION OF THE MILLIONS OF TONS OF COAL BURNED IN AMERICAN RAILROAD LOCOMOTIVES LAST YEAR GAVE EMPLOYMENT TO 94,000 COAL MINE WORKERS.



IF PLACED END TO END, THE TOTAL LENGTH OF THE 191,779 RAILROAD BRIDGES IN THE UNITED STATES WOULD BE APPROXIMATELY 3,860 MILES—OR GREATER THAN THE DISTANCE FROM NEW YORK CITY TO LONDON, ENGLAND.

ON THE LAST TWENTY YEARS, THE AMERICAN RAILROADS HAVE SPENT TEN BILLION DOLLARS FOR ADDITIONS AND BETTERMENTS TO THE RAILROAD PLANT. OF THIS, 45 PER CENT WAS SPENT FOR LOCOMOTIVES AND CARS AND 55 PER CENT FOR IMPROVED ROADWAY AND STRUCTURES.



(6) ASSOCIATION OF AMERICAN RAILROADS

Iowa Division—Second District

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

Conductor P. W. Tighe, after many years of faithful work as brakeman and conductor between Des Moines-Perry-Spirit Lake, retired Dec. 1. Rumor has it that "Pete" and the Mrs. will go to balmy Long Beach and while away the days under the orange trees instead of dodging snowballs with the rest of us.

As we all know, the Midwest Hiawatha made her flying debut Dec. 11. Daily steam train connections, with deluxe coach, began operating the same day between Des Moines and Madrid, connecting with both Hiawathas. The Des Moines-Madrid crews the first day were: Engineer John Forrett, Fireman Ralph Page, Conductor Carl Shannon, Brakeman Earl Hartshorn and Baggageman Harry Berman. Good business has been reported and everyone hopes for the continued success of these trains.

Retired Conductor N. McGrath has been spending several weeks in Des Moines and vicinity, but is planning to go south to Florida and spend the winter with the robins and butterflies.

It is pleasing to note that Brakeman V. C. White is practically as good as new again, having recovered from a leg injury suffered more than a year ago, and that he is working steadily.

Also have reports that Paul Black, who is recuperating at Rockwell City from a severe injury to his back, is coming along nicely.

Retired Engineer O. A. Strand has recovered from a several-months-long illness and we are glad to say that he is looking hale and hearty again.

Everyone on the second district was sorry to hear of the passing of long-time Des Moines Division Dispatcher N. C. Corbett at Mason City in November. He was dispatcher at Des Moines until that office was moved to Perry, at which time he went to Mason City and became dispatcher on the I&D, where he had formerly worked. He was first trick dispatcher there at the time of his passing. Burial was at Des Moines. A brother, J. W. Corbett, formerly of the Des Moines Division, but now agent for the Milwaukee Road at Miles City, Mont., was in Mason City and Des Moines for the services and burial. Mr. Corbett has a brother who is agent at Rudd, Ia., and another is chief dispatcher for the Milwaukee at Tacoma.

Mr. Corbett, in addition to his railroad work, was an attorney-at-law, having practiced successfully in many courts. He had served as referee in bankruptcy in the Federal Court at Des Moines, which important post required considerable specialized knowledge. He had done legal work of all kinds, with quite a bit of it concerning real estate and probate matters. "Mike," as he was familiarly known, will be missed. Sympathy is extended Mrs. Corbett, and all the family.

Iowa Division—Middle and West

Ruby Eckman, Correspondent,
Clark, Perry, Iowa

Ronald Wagner, son of John Wagner of the Perry Roundhouse force, enlisted in the Marines in November and is now in training at the San Diego Marine Base.

A daughter was born to Mr. and Mrs. Clifford Vodenick Nov. 20. Cliff is a Roundhouse man at Perry.

W. J. Fuller, conductor on the Middle Division, met death in a peculiar manner Nov. 17. He was riding the top of his train between Rhodes and Melbourne when he was killed by a shot from a rifle, presumably in the hands of some hunter. The Iowa authorities are investigating the case. Mr. Fuller was buried in Marion.

Phil Aeck, one of the West Division conductors, retired Nov. 30, after putting in 50 years with the Milwaukee on the Iowa Division.

Richard Monthie, extra caller, was the first of the Milwaukee employes at Perry notified to report for military training. Dick will report for duty some time between Jan. 2 and 20.

Engineer T. Larimore went to Pekin, Ill., Dec. 13, to attend the funeral services for his aged father.

Retired Agent W. D. Magee and wife were in Sioux City during December to attend the funeral services for Mr. Magee's sister.

Special Agent W. Nicholson was in the Veterans' Hospital during December for an operation for the removal of his appendix.

Iowa Division—East

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

*"Then pealed the bells both loud and deep,
God is not dead and doth not sleep!
The wrong shall fail, the right prevail
With Peace on Earth, Good Will to Men."*
—Quoted from Longfellow.

A HAPPY NEW YEAR

A large crowd of Cedar Rapids and Marion people assembled at the Marion Station on Dec. 11 at 4:20 p. m. to give a brief cheer and bid God speed to the Midwest Hiawatha trains, which arrived and departed right on time. The Marion High School band was on hand with cheery music.

Mr. and Mrs. L. R. Lange of Marion returned home Nov. 12 from a 10-day visit in Ohio.

CHANGES

B. F. Hoffner appointed first trick Sabula Bridge.

Ira Seeger second trick Sabula Bridge.

D. S. Atkins agent at Delhi.

Retired Conductor George Showalter died at Savanna Dec. 3. He started with The Milwaukee Road as a brakeman in 1898—promoted to a conductor in 1907—retired 1933. He was a member of the Order of Railway Conductors.

DELICACIES FOR THE TABLE Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

LUMBER PILING—TIES

and

MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago

Under all conditions and at all times,
T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

T-Z Products, as standard equipment,
are daily proving their merit.

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

MAUMEE INDIANA WASHED COAL

CLEANER
HOTTER
BETTER

Mined on
THE MILWAUKEE RAILROAD

THE MAUMEE COLLIERIES COMPANY

Coal Miners and Shippers
TERRE HAUTE, INDIANA

PREFERRED NON-CANCELLABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH

ACCIDENT BENEFITS effective from first day of Disability.

ILLNESS BENEFITS from first day of Disability.

ACCIDENTAL DEATH. Total Disability, and Natural Death (Life Insurance).

ACCIDENT

Death by Accident which includes Life Insurance
\$2,000.00

Life Insurance, Natural Death
\$1,000.00

Monthly payments at age of application
16-49 inclusive **\$1.80** 50-54 inclusive **\$2.50**

Ages 55 or over, rates on application.

LIFE

HOSPITAL BENEFITS — You receive Monthly Benefits plus TWO DOLLARS per day for Hospital Confinement.

NO MEDICAL EXAMINATION REQUIRED

Good if you leave service on pension or otherwise.

The Life Insurance, in connection with your membership in our Association is issued by an Old Line Legal Reserve Life Insurance Company, operating under the stringent Insurance Laws of the State.

EMPLOYEES MUTUAL BENEFIT ASSOCIATION

1457 Grand Avenue

St. Paul, Minn.

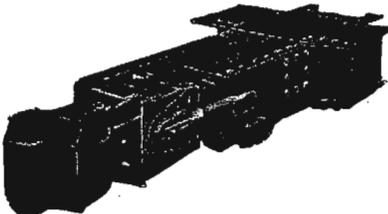


Terre Haute Division

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

Announcement was recently made of the marriage of Miss Hannah Lee of Staunton, Ind., to Roy V. Pearce, son of Division Storekeeper C. W. Pearce, of Terre Haute, Ind. The marriage took place at Carrollton, Ky., this summer. Roy is at present attending Indiana University School of Medicine and will graduate in June; he plans to begin his internship in the Methodist Hospital in Indianapolis next June.

"BUCKEYE" YOKE and Draft Attachments



The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.
THE BUCKEYE STEEL CASTINGS COMPANY
COLUMBUS, OHIO
New York - Chicago - Louisville - St. Paul

On Nov. 21, Lois McCandless, daughter of Agent M. H. McCandless, was married to Robert Olson of Chicago. The young couple are making their home in Chicago.

Mr. and Mrs. E. H. Keith of West Terre Haute have returned from a two months' tour of seven states. Mr. Keith is section foreman of Coal Creek and is also local chairman of the B. of M. of W. E.

Conductor P. E. Wills has retired on pension. Yard Conductor J. Owens of Terre Haute also retired, on Nov. 30.

It is reported that Fred Stockwell of the Gar Department, who has been seriously ill, is much improved.

Robert White of Terre Haute has recently become a member of the Engineering Department of this division.

Rocky Mountain Division

Nora B. Decco, Correspondent,
Three Forks, Montana

Wishing you all a Happy New Year for 1941 and hope you get what you asked Santa to bring you for Christmas.

L. K. Sorenson, for many years superintendent of this division, but for the past year located at Tacoma, and who has been appointed general supt. with headquarters at Milwaukee, shook hands with us all on his way east early in December . . . we extend the best wishes of the entire division to Mr. Sorenson in this promotion and may the best of luck go with him.

We offer our congratulations to George F. Collins in the appointment, the last of November as traveling engineer in place of Eric Williams, who has resigned.

After listening for several months to KGIR at Butte, broadcasting everything about the railroads, and the Union Pacific in particular, and wondering why on earth somebody doesn't tell them something to say about the Milwaukee, one morning right out of a clear sky here it comes, except though, it doesn't tell anybody anything; it doesn't mention the electrified 600 miles of wonderful railroad, scenery and all that goes with it. It is as quiet as a mouse about all the brand new talking points that would induce the traveling public to ride our trains from here to there and back again, and mum is the word regarding anything you would stop ironing and turn on more volume to hear. At the start and finish, what do you think? Yes, you are right . . . a Union Pacific, or Oregon Short Line or Great Northern steam engine, puffing and bell ringing, right on our Butte depot platform . . . the least they could do would be to sound one of our funny motor whistles a few blasts, or leave the station with, well, a slight humming, as the powerful electric engines glide silently westward . . . or whichever way you might want to glide . . . I could do better myself, but I suppose if I did write a swell travel advertisement, Tommy Noonan would get the credit for it.

An attractive little Christmas card came to our house today from our new agricultural agent, Evan W. Hall, who has recently been appointed to the position held for some years by Dan Noble . . . the card comes from Lewistown and has a small photograph of Mr. and Mrs. Hall and a verse written by Edna Ann Hall, of whom we shall have to find out more.

Engr. Wm. Sughroue is down on the Rocky Mountain Division from the Northern Montana, breaking in on the motors here. Mr. Sughroue worked here many years ago but for a long while has been on the N. M. Division.

Operator Roy Harrington was called to Delmar Dec. 2 on account of the sudden death of his father there. We extend sympathy to Mr. Harrington.

Mrs. John W. Ross, wife of the late J. W. Ross, who was trainmaster on this division at the time of his death here many years ago, stopped off in Three Forks for a short visit with friends here and at Lombard, enroute home from Spokane early in December. She is living at Sault St. Marie, Mich.

The Heier family, consisting of Ernie and the Mrs., will leave Jan. 1 for two months in California. . . . The Gosnell family have a new car, and is it lovely? The Chester Bales family have a new car which is ditto. Well, Christmas while I am writing this is still in the future, so here is hoping.

Condr. Peters is pilot on crane No. 100 at Cardinal where the steel gang is just about rebuilding a couple of bridges, this nice 20 below weather.

A death in Butte early in the month, was that of A. L. Buchcker; known to many old time R. M. Division employes, he was one of the early telegraphers and

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin



UNION MADE

PROTECT YOUR FEET
with
SAFETY FIRST SHOES
BUILT WITH PROTECTIVE
STEEL TOE-BOXES

A wide range of styles
available thru your local
storekeeper.

**SAFETY FIRST
SHOE COMPANY**
Holliston, Massachusetts

'M-F'

Lock Nuts and Water-Tight Bolts

Used on Rolling Stock of
Leading Railways

MacLean-Fogg Lock Nut Co.
Chicago, Ill.

train dispatchers, and has been ill for a year or more. No relatives were known and as far as could be learned he had no family.

Miss Marie Jenkins, young daughter of Condr. and Mrs. H. H. Jenkins, who is a student at business college in Spokane, spent Thanksgiving at home.

Condr. Ted Burow and wife spent the Thanksgiving holidays with home folks at Fargo, N. D.

Brakeman Jack Grace, who was very badly hurt in an automobile accident in October, has returned home from the Boseman hospital and is out and around town again. He is very lucky indeed as the car which was either hit by another car or skidded, was completely wrecked and young Jack was found by passing tourists some time afterward. We are glad to see him back again.

Operator J. G. Campbell was called to Ladd, Ill., Dec. 15 due to the serious illness of his father. Operator Alvin Pitman of Ringling is working third trick at Three Forks during his absence.

Seattle Terminals

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

Local Freight Office

Roger Wilhelm of North Dakota has been recently added to the force of the Local Freight Office. He is employed part time as steno in the Cashier's Office and the balance of his time in the Yard Office. We are glad to have you with us, Roger.

Fred Rasmuson of the Local Freight Office and wife recently journeyed to Spokane to attend the wedding of their son Richard, who was married on Nov. 22 to Miss Elizabeth Covey of the Inland Empire city. They are making their home in Seattle where Richard is employed as a chemist for the Fisher Flouring Mills Co.

General Offices

A new addition to the General Freight Office is Bill Harper, formerly of Minneapolis. Welcome to Seattle, Bill.

We regret to announce the passing of W. A. McLeod of the General Freight Department. He had been ill for many months.

Car Department and Yard Office

We are very sorry to report that Frank Walker, Car Dept. writeup man, was suddenly operated on at Providence Hospital the evening of Dec. 10 for a broken ulcer. His condition was reported serious due to infection. His many friends wish him a speedy recovery and return to work.

Yard Clerk "What Odds" Cellyham has stopped praying on the outcome of the governor's race and is now concentrating all his powers on the outcome of the Rose Bowl game. He says he sees a lot of money in his crystal ball, providing Stanford wins.

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H&D Division

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

Our sincere sympathy is extended to Mrs. Harry Gibson on the death of her husband, who died suddenly on Nov. 18 at Red Wing, Minn. Gib had made many friends while working through his many years of loyal service on the Milwaukee.

We have been asked by Mrs. Gibson to extend her gratitude to their many friends for their kind words of comfort in her recent bereavement. She also would like to say that the money left over from the flower contributions will be spent for flowers in the spring.

The welcome sign is hanging out to J. D. Shea and A. F. Ludington. J. D. Shea (Jim to you) is back at Aberdeen as trainmaster. Lud is coming back as traveling engineer. We hope we can get along with you fellows. Happy to have you back amongst us.

M. P. Ayars, who has been appointed assistant superintendent on H&D, with headquarters at Montevideo, at one time was dispatcher at Aberdeen. We welcome you to the H&D.

L. B. Brennan is appointed agent at Virgil, S. D., permanently.

Ed Johnson, rate clerk at Aberdeen, and wife, spent their Christmas vacation in Olivia, Minn., visiting friends.

Recently while in Montevideo I saw "Dagwood." And I am sure that the boys in Aberdeen Freight Office will be glad to learn that Frank is losing weight—fast. He is now using suspenders to hold up his pants.

Ben Iverson, second trick operator at Bird Island, Minn., died suddenly in Bird Island. Our regret is expressed to his family and friends.

Bert Fuller was working in the Dispatcher's Office at Aberdeen recently.

A. E. Jerde is working at Dispatcher's Office again. He had recently laid off for a short time.

We would at this time like to congratulate Mr. and Mrs. E. C. Weatherly on their recent step in matrimony. Mrs. Weatherly is the former Gladys Prescott. Understand the 21st of December is the day for a vacation. Could it be a honeymoon trip?

A Happy New Year to everyone, and may it be an even brighter New Year in 1941 than it was in 1940.

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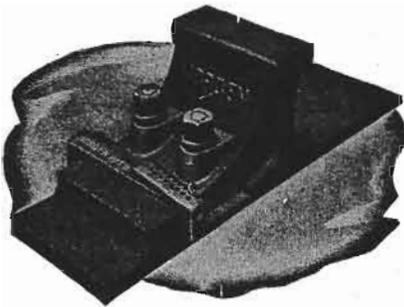
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MONTREAL

I&SM Division—East

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

Our sincere sympathy to the bereaved relatives of retired Sec. Foreman Martin Mathison, who died Dec. 2.

Train Dispr. Ed Laugen is off because of illness—F. W. Walton relieving.

Congratulations to B. H. Brown, retired Store Dept. Laborer, and wife, who celebrated their Golden Wedding Anniversary Dec. 3. Mr. Brown, who is 76 years of age (and gets around as if he were 26) expressed regret that his twin brother, Myron, of Conrad, Ia., was unable to be present. Mr. Brown has a son, Harold C., who is a conductor on the First District, I&SM Divn.

With the transfer of former Supt. H. C. Munson to the LaCrosse Divn. perhaps we will see him around his old stamping grounds more often.

One hunter who went deer hunting and really brought home the bacon was Roy Jones, agent, Wess. Springs. I know he got one, cuz I saw a photo of Roy and his prize which he got in the Black Hills.

It was moving time Dec. 1 for Trainmaster Lieb, Trn. Dispr. Peed and Trav. Engr. Barnes. Presume the wives did most of the heavy work, though.

Erle Jorgensen is back on his old job in the Yard Office, the clerks' position at Hollandale having been taken off.

By the time you read this you will know whether you had been a good boy or girl during the past year by the way Santa Claus treated you, if you don't fare so well this year, now is the time to start laying plans for next Christmas.

Incidentally the Milw. Employees' Austin Credit Union again declared a 5 per cent dividend on share accounts, and the first of the new year would be an opportune time to start a Christmas savings account for next year.

Our sincere sympathy to the bereaved relatives of veteran Sec. Foreman Geo. Traynor, Wells, Minn., who died Nov. 19.

The following boys on the retired list, who visited Divn. Headquarters Office the past month were: Frank Holmes, E. W. Rudloff, R. C. McCarty, Garrett Bushman and Ed Waters—all looking younger than they did when they retired. Another to add his name to this list was Al Smith, veteran S.M. conductor, who retired from service Nov. 30.



Al Smith, conductor, retired Nov. 30.

First National Bank

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Everett, Washington
on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound
Established 1892
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I&D Division—Central

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

Agent A. R. (Dutch) Diebe, Harrisburg, and Miss Helen Kinyon of the same city were married at Sioux City on Nov. 9.

F. X. Langer, traveling auditor of the I&D Second District, has been transferred to Minneapolis. He is successor to T. D. Hakes, formerly traveling auditor at Moberly.

Retired Section Foreman Herman Tietz, Menno, entered hospital at Mitchell on Dec. 2 and is recovering nicely.

Dirk Vandervoort, veteran agent, who has been on sick leave for several months, will return to service about the first of the year much improved in health.

The following officers were elected at the regular meeting of the "Arrow" Service Club at Sioux City, Dec. 12: W. A. Lux, of the Mechanical Dept., chairman; J. W. Bailey, time revisor, vice chairman; R. L. Robson, city passenger agent, treasurer; and Art G. Broome of the Freight Depot, secretary.

Retired Section Foreman Thomas Grande, of Canton, died at his home Nov. 20, after illness of about a year. Funeral services were held at Canton, Nov. 23.

Yard Foreman Geo. E. Popper of Sioux City spent his vacation in Texas, being careful to pick the time when they were having the terrible storm down there. George says the vacation was more or less of a flop, as about all he could see was washed out track.

La Crosse & River Division —1st District

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

DEATHS

Passenger Conductor A. E. Cary recently passed away suddenly at home in Madison. He was taken to LaCrosse for burial. We will all miss "Curly's" vigorous personality on our M&P branch where he was conductor on the afternoon run between Portage and Madison.

Retired Locomotive Engineer James Taylor recently passed away at home in Portage due to a heart attack. He would have been 73 in April. We lose a fine neighbor and a veteran of the locomotive service who, besides his wife, leaves a family of five boys: Harry, James, Jr., William, Jesse, and Russell, all of whom are conductors working out of Portage.

GOSSIP

Hiawatha Engineer Harry Pike has joined the ranks of grandfathers, as a daughter arrived recently at the home of Mr. and Mrs. A. Wooster. Mrs. Wooster is Harry's eldest daughter. The deer season being over, the farmers up north are checking up to see if all their stock is on hand. Herman "Mulemeat" Manthey returned with a big buck this year. Some folks have all the luck, as Brakeman Wm. LaFleur went hunting in the morning in Lewistown township near Portage and was home for dinner with a big buck that ran afoul of his deadly aim. There was a near riot on Prospect avenue recently at the Pate residence when John went down cellar to look at his minnows preparatory to a fishing trip and discovered the family cat, dripping wet, innocently licking his chops and gazing at what was left of the minnows John had inadvertently left in an open pail by the furnace.

Business is picking up, especially the freights. Ask Ralph Jorns if you don't believe it. He went so fast the other night he got a hot pin on his trusty bicycle, calling crews.

Hope you all had a Merry Christmas and here's wishing the best of everything for 1941.

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OFFICE AND WORKS

BETTENDORF, IOWA

Rocky Mountain Division— Northern Montana Branch

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

Section Foreman Ray Grensten was married to Miss Margaret Brown on Dec. 7.

SICKNESS

Engineer C. P. Warner is in St. Joseph's Hospital at Lewistown.

Mrs. Arthur Keeler is in St. Joseph's Hospital at Lewistown, with pneumonia.

Section Foreman Marin Spears is confined to the hospital at Lewistown.

Brakeman J. L. Markey, who was suffering from rheumatism, has left the hospital, as has B&B Carpenter Reighard who fractured his left heel some time ago.

DEATHS

Section Foreman Edward W. Nelson passed away Nov. 30 at St. Joseph's Hospital, Lewistown. He had worked for the Milwaukee for 20 years and at the time of his death was section foreman at Straw. His widow and three daughters survive him. To them we extend our sympathy.

Carl Justus and his crew are busy remodeling our baggage room and enlarging the present express room in the passenger station for the Railway Express Agency, who are to move their office from uptown the first of January.

We are glad to welcome Mr. and Mrs. E. W. Hall to Lewistown. Mr. Hall took Dan Noble's place as agricultural agent for Montana.

Twin City Terminals

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

The Milwaukee Road Choral Club from Chicago arrived at the Minneapolis passenger station on the Pioneer No. 1 Friday, Dec. 20. They met the various trains arriving and departing, singing Christmas carols for the enjoyment of the passengers. A large Christmas tree in the main waiting room made a lovely setting for the occasion. The various waiting rooms and the lunch room were decorated with Christmas wreaths, poinsettias and Snow White and the seven Dwarfs was a special decoration in the lunch room.

James T. Hayes, Lines West, called to visit old friends between trains en route to Chicago on Dec. 9. Understand Walter Zahradka, Sec. to Mr. Ryan, also passed through Minneapolis but failed to register.

The Traffic Department is again in full swing with the return of L. R. Wenzel, who suffered a knee injury in an auto accident, Harry Erickson, who developed a severe cold in the Armistice Day storm, and Cecelia Murphy, who has recovered from an appendectomy.

Anyone wishing particulars regarding

public speaking should consult Harry Erickson, city freight agent, who is becoming quite adept through his affiliations with the Toastmasters Club. According to Harry, he is really good. Recent visitors in the Traffic Department were Creston Harris, general agent from Winnipeg; R. E. Beauvais, general agent from Duluth; and R. A. Burns, DF&PA from Aberdeen.

Bill Kohl, City Ticket Office, picked the first two weeks in December for his vacation. (Could it be he needed lots of time for Christmas shopping?) Bill made a trip out to Seattle and return during one of these weeks and enjoyed Milwaukee Road scenery (plus service) very much.

If the number of Florida reservations made at the Minneapolis City Ticket Office thus far is any indication, this should be a "Florida Year." Sunshine and orange blossoms plus sandy beaches is really very appealing.

Elizabeth Hessburg and Gladys Mirocha, Local Freight Office, attended the Minnesota-Wisconsin football game at Madison. Happy New Year, everyone.

Freight Traffic Dept., Chicago

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

It is our sad duty to record the sudden passing of our good friend and co-worker, Herbert C. Litzén. Herb departed this life on Dec. 4, stilling forever his hearty laughter and silencing his "red hot uke." All of us extend our most heartfelt sympathy to his bereaved family.

Frank "Pops" Maday, international ice skating star and two time Olympic winner, is giving skating lessons free each noon on the roof of the Union Station.

He sure cuts a fancy figure in his new scarlet longies—I mean skating tights.

Watch your chins boys, the local constabulary reports that "Slugger" Cullen is on the loose again. Wonder if Joe Burke met him recently?

Carmel's husband, "Handball" Sauter, purchased a chair for his boudoir. What's the trouble, Harry; do you have trouble with insomnia at home, too?

The "first aid" that the gals have been studying came in handy when one of our ex-service men ran a splinter in his leg. Yes, it did . . . not.

It's a little early for spring cleaning, but by the GRACE of something or other, a cyclone struck the Division Department.

"Cuddles" Kamiah, sweetheart of the Rate and Diversion Department and dog-walker for His Majesty George, the first, has returned after a short illness. It Max no difference to us, but George would do well to tap the wires of local 214.

Rose Ackerman, who recently bowled a 252 game (less 40% for cash), is busy making a movie "short." In the movie Rose will advise the novice to pick a ball fitted to the individual's hand and then to notice the graceful and rhythmic delivery of her famous "gutterball."

Rex Wilson became so excited over the arrival of a new granddaughter that he

tried to drive through a Mack truck. The last report assured everyone that Sandra and her mother were doing nicely.

"Bubbles" Sampson and "Ophir's" papa shouldn't catch cold this winter. They possess the finest set of warmers I've seen.

TO WHOM IT MAY CONCERN

You may keep the catalogs for your library, now that Christmas is gone.

FINANCIAL NOTES:

It is rumored that Stonewall, Ltd., will shortly relax its stern, and, on occasion rock-bound policy. If so, 'twill be a victory for the common people.



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Tacoma and Coast Division —West

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

We regret very much having to register the death of John D. Quinn, retired engineer, who passed away Nov. 29, at Seattle. He is survived by his wife, three sons and a daughter. He had retired from active work in December, 1937.

We also regret having to report the death of Thomas W. Cole, locomotive engineer, who died on Nov. 12 at Seattle, after a brief illness; he had rendered his last active service on Oct. 15.

Mrs. Betty Clinch of the Storekeeper's Office was run down by an automobile quite recently and has been confined to her room for 10 days.

Al Goldsborough, chief revising clerk at the Local Freight Office, who has been confined to St. Joseph's Hospital, Tacoma, for nearly two months, was operated on Nov. 20, and is, fortunately, improving fast, so that he will be out of the hospital in the near future. Tom Dolle is on the Revising Desk in the meanwhile and Ray Fink is on the Bill Desk, while Carl Tveter is on the swing job.

Mrs. A. A. Crane, widow of Locomotive Engineer Crane, went east to Ottumwa, Iowa, to spend the Christmas Holidays with her children, who make their home there. Ray Beaumont, yard conductor at Tacoma, spent a few days at St. Joseph's hospital, having his tonsils removed, but is fortunately out again.

Walter Messmore, of the Tacoma Yard Force, was off duty with an attack of the prevalent influenza, but soon recovered and is at work again.

W. C. Givens, the new Division Superintendent from the LaCrosse Division, arrived

here on Dec. 1, to take over his new duties; we join with the rest of the force in extending a very cordial welcome to him.

W. L. Hubbard, general foreman of Sub-stations, and his wife, went on a brief vacation to Los Angeles, but is back at work again.

Mrs. Willa Lindsey bid in a job as general clerk at the Seattle Local Office recently; she will be very pleasantly remembered as one of the Local Office force here at Tacoma.

Time Revisor Guy S. Bell, of the Superintendent's force at Tacoma, together with his daughter, Miss Dorothy, of Seattle, spent the holidays in San Francisco with Mr. Bell's brother-in-law, Hal Burdick, who is heard every Sunday night in a coast-to-coast broadcast. The visitors had the opportunity of being in the studio during one of Mr. Burdick's very interesting broadcasts.

Switchman Burr Herod, of Tacoma, had an attack of neuralgia in his face which was very painful; however, he is back at work again.

Conductor Lou Barrett is taking a leave-of-absence for two months in order to enjoy warmer weather.

We had a CCC special from Morton, Nov. 31; quite a novelty for the folks on the Tacoma Eastern to see a passenger train. They were transferred to the Great Northern the same evening for some point in Oregon.

Walter Jennings and Ray Fletcher of the Storekeeper's force, drove to Hyak with the truck the other day to take up some supplies for the Snoqualmie Snow Bowl. They report the road still open and not enough snow yet for the opening, although they had about 18 inches of it. Just the same the Yard is assembling equipment for the ski trains and within a week or two the festivities will begin.

Kenneth Alleman and his wife are back from a visit to New York City, where they had themselves photographed away up 86 floors from the ground; however, Kennie had to go right to work at the Local Office as soon as he got back.

John A. Dolle, formerly our efficient traveling auditor, with his wife are vacationing in Oklahoma and like it so well down there that they will stay for some time.

The offices in the Passenger Station at Tacoma are now equipped with new indirect lighting system, which is a great improvement.

Al Pentecost is back from his trip to the Bahamas, hale and hearty, and we are glad to see him.

William Dinsmore, Coach Foreman, was gone for a few days on a brief vacation, but is back again.

Conductor F. H. Kemp is taking two months' leave of absence and retiring to the sunny south.

Grant Hitchcock, machinist helper at Tacoma Shops, took his retirement Nov. 30; we wish him a long and happy retired life.

Brakeman A. J. Pagel is gone for three weeks now, taking his wife to her home in Tennessee, and should be back shortly. We hope Mrs. Pagel's health will be much improved when she gets back.

Bill Holly was relieving at the yard office while Clinton Miles was absent at his mother's funeral.

Messrs. Lloyd Weiland, Carl Davis and

Clifford Horr are now full-fledged conductors, having been promoted recently, and F. H. Lundell is taking the second examination for the same.

Mrs. Clara Carrotte, handsome and popular superintendent's stenographer at Tacoma, was all in a dither the other day, the occasion being \$35, which she was quite positive had been lifted from her pocket while she was on her way to work. Fortunately, though, to her great confusion, when she got home that evening, she found the money safely tucked away in the pocket of another coat which she had worn the day before. Congratulations!

Tacoma Yard is proud of the diesel switch engine which is now working in the yard and giving great satisfaction. Seattle has two of the same, but another one is coming here, of greater capacity, being rated at 1,000 horsepower, while the present one has 600 horsepower.

Joseph Tony Bricker, long "babbitman" at the Tacoma Shops, took his retirement Dec. 1. We hope he remains healthy for a long time. When he left, one of his fellow workers got the divine afflatus and perpetrated the following, which is not half bad:

*When around the shop we were so lonely,
When a smile came from the face of Tony,
And with him it was quite a habit,
To see that things got their regular babbit.
Now Tony's going to take the pension;
To wish him long life goes without mention;*

*That he may enjoy the fruit of his labors,
And reap the friendship of his neighbors.*

L. K. Sorensen was honored Nov. 23 by a farewell banquet at the Tacoma Hotel at which N. A. Meyer was toastmaster and on behalf of the fellow workers presented Mr. Sorensen with a beautiful Hamilton watch with chain. About 90 were present and with the aid of a magician they passed a very amusing evening. We hear that his friends in Butte tendered him another banquet on the night of Dec. 6.

Drafting Room News, Milwaukee Shops

H. J. Montgomery, Correspondent,
Mechanical Department,
Milwaukee, Wis.

Can you imagine Harry Gunther, the kid from the West, where men are men, making the trip from Milwaukee to Tacoma in exactly 80 hours? Also on 17 miles to a gal? Harry always did like to tell big ones.

Art. Schultz and Chandler, held together by tape, bandages, etc., did finally get out on the alleys again! Both were very

cautious the first night out, lest they come apart with the wrong move, and as a result they got very little. The next time out, having regained confidence, they went to town and gathered counts of over 500, Art getting 565.

Elmer F. Reinke was proudly displaying an engagement ring he received from his sweetie. Now, if we know Elmer, as we do, the ring is some sort of collateral he is holding until his wedding day. Don't let her slip from your fingers, Elmer! (We mean the ring.)

The Tomahawks have dropped down to next to last spot on the Milwaukee Road standings, while the Marquette are tied for fifth spot. Always knew the latter were the better.

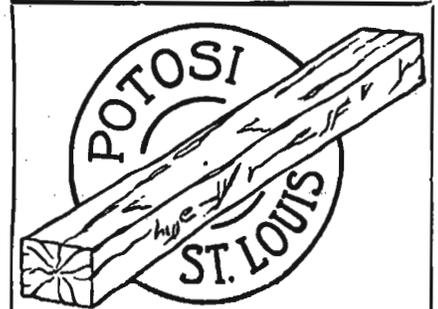
Richard B. Cooper left the Company's employ on Dec. 15. He will be employed at an aircraft manufacturing company in San Diego, Cal. Good luck and best wishes.

John Jay Fedler likewise leaves the R.R. to work as a production engineer at a concern near Milwaukee. Good luck and best wishes on your new venture, too, Jay.

Robert Engelke has finally reached his peak for 1940. Imagine Bob bowling two consecutive "500" and over series. His new delivery, a "slip and two steps," can be said to be the main reason for this improvement. Just what would his scores be if he eliminated the slip?

Howard Melzer and Mrs. regret that "just one more jump before we go." Howard and Helen were out skiing and that one last jump caused a broken ankle for the Mrs. No skiing any more this year is the result.

I regret to announce that starting Jan. 1 I am leaving the Milwaukee Road employ to go to St. Louis, Mo. I want to thank my many friends for their loyalty and support during my sojourn as your scribbler—and co-worker. It has been a great pleasure.



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SAFETY Requirements
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A SOUND RESOLUTION

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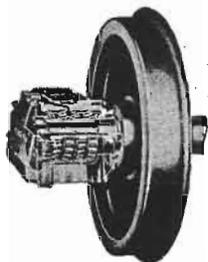
J. B. Phillips, Correspondent,
Superintendent's Office, Green Bay, Wis.

DEATHS

Retired Passenger Conductor A. A. Melville died at Milwaukee on Nov. 15. Retired Operator A. A. Weber died Nov. 20, and Section Foreman V. E. Smith of Amasa, Mich., died Nov. 22. The sympathy of all Milwaukee Road employes goes to the families of these men.

SPEED

FOR NATIONAL DEFENSE



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Chief Dispatcher John T. Dinwoodie just returned from his vacation. He and his family motored from Green Bay to Florida and return and visited many points of interest. The temperature was 84 degrees in Florida, but John found quite a difference at Green Bay, as during that time the temperature had gone below zero, and there was about 12 inches of snow on the ground. He reports having a very nice vacation.

Superintendent Buechler has had quite a few honors bestowed on him of late. He was instrumental in getting a roadway from the easterly end of Green Bay Yard to the Oakland Ave. Station, and the city, through the efforts of Engineer Joseph J. Donckers, who is a city councilman, had the street named Buechler Ave. Mr. Buechler was quite proud of this.

On Dec. 12, Mr. Buechler was elected president of the Green Bay Traffic Club at Green Bay, and the congratulations of all employes go to him. Mr. Buechler has been quite active in the Traffic Club for quite some time.

Mrs. Myrtle B. Herman is again employed in the Superintendent's Office as file clerk. She is very happy to be back in the fold, being a former Milwaukee Road employe, and we are glad that she is again one of us.

A. Farnham has taken up his new duties as trainmaster on the Superior Division, and we hope he will like it; we are sure we are going to like him. J. H. Hennessey, former trainmaster, has been transferred to La Crosse, Wis., and we hated to see John go, as he had many friends on the Super Division.

Trans-Missouri Division —West

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

RETIREMENTS

Conductor Wm. Eadus of Harlowton retired Nov. 18 and plans to make his future home in San Luis Obispo, Calif.

Conductor E. J. Strebile of Harlowton and W. H. Milleman of Harlowton, retired Nov. 30.

Engineer J. C. Gevaart of Harlowton, recently physically disqualified on account of a bad heart, expects to take the pension soon.

Engineer W. C. Shearer of Miles City retired Dec. 14.

DEATHS

Our sympathy is extended to the families of: R. C. King, former agent at Lavina,

who passed away Nov. 23; Dave Muncie, section foreman, Melstone, who died Nov. 17; W. E. Ross, former agent at Miles City, Dec. 5; also to R. C. Schwichtenberg of Miles City in the loss of his father, who was a retired section foreman at Redfield, S. D.

The movement of the sugar beets in this territory is cleaned up, which has relieved many battleship cars for much-needed coal service.

The construction of an electric power line into the Carterville irrigated district should do much to increase productivity in that region, making available more power for irrigation purposes at a very reasonable figure.

C. L. Caywood has taken the agency job at Vananda; H. A. Mosher has returned to the Relay Office at Moberge, due to seasonal reductions in the Dispatcher's Office. Operator Leo Theil returned to the first trick at Roundup, due to the pulling off of temporary assistant operator in the Miles City Relay Office.

Jos. G. Wolfe, conductor, Miles City, is able to be out again, after undergoing a major operation.

Kenneth Feeley, son of retired Machinist J. E. Feeley, has enlisted in the army.

Congratulations to Mr. and Mrs. L. F. Pohl of Miles City on the birth of another son—Stephen Lawrence—arrived Dec. 8.

VACATIONS

Time Revisor Jos. Peschl, of Miles City, spent the holidays with his parents in Janesville, Minn.

Mr. and Mrs. Rod Janes, Miles City, to Minneapolis for Christmas, with their daughters, Mrs. Melvin Huff and Mrs. Jas. Eldridge.

Jas. Essex of Miles City to Mason City, Iowa, for the holidays.

Mr. and Mrs. Norman Anderson of Miles City to Moberge for Christmas.

La Crosse & River Division —Wisconsin Valley

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

Mrs. George F. Hancer, wife of assistant superintendent, Wausau, passed away at her home on Nov. 14, of a heart attack. During the time Mrs. Hancer lived in Wausau she made the acquaintance of many friends who deeply regret her passing on.

Retired Car Inspector Henry Rege passed away suddenly while attending a local theater on Nov. 19. The body was taken to Wisconsin Rapids for burial. Sympathy is extended to Mrs. Rege by Milwaukee employes.

APPOINTMENTS

Arthur Yates, roundhouse foreman at Portage, vice George W. Ballard, retired. Robert Cadden, assistant roundhouse foreman, Wausau, vice Mr. Yates promoted.

H. C. Munson is appointed superintendent of the LaCrosse-River Division, with headquarters at LaCrosse. Mr. Munson was assistant superintendent at Wausau in 1938. The Valley employes extend a hearty welcome and congratulations.

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The Rib Mountain Ski Trail is in excellent condition and the Wausau Chamber of Commerce has issued invitations to the various Ski Clubs to take part in programs which are now nearing completion. It is anticipated that special as well as regular trains will be carrying a large number of lovers of this sport to Wausau in the near future.

With the close of the deer hunting season the last day of November, Wm. Swanson, Wm. Miller, Harold Jewett, machinists; Harry Swanson and Chas. Baker, boilermakers, returned to Wausau from Manson Lake. J. P. Horn, roundhouse foreman, and Fred Janz, engineer, hunted north of Star Lake, while Archie McDonald, passenger brakeman, brought his deer, weighing about 175 pounds, from Minocqua.

Freight Car Dept.— Milwaukee

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

Suspicion and confusion prevailed at the northwest corner of the Freight Shop. Two pairs of eyes focused upward with expressions of "that's mine" appearing on two determined faces. Upon investigation, we find Messrs. Popek and Glaser trying to obtain additional birds to be entered in the Midwest Homing Pigeon Show.

It's a pleasure to welcome Ervin Koepf and Clayton Fox to the Car Department. These two young men recently signed machinist apprenticeship contracts.

Our most eligible bachelor, George Hegedus, has set his wedding date for Jan. 25. We haven't learned the young lady's name as yet. (This is all merely "dare-say" so we will wait until next issue to congratulate the young couple.)

We read in the local papers that Benny Pierce, last season's individual high scorer in the suburban basketball league, is again bidding for similar honors this year. Someone from the Freight Shop has to make the headlines now that Erv Gargen has buried his golf clubs for the winter.

George Greeman's week's outing in Northern Wisconsin netted him a fine four-point deer.

Clarence (Red) Schwantes, another ardent sportsman, also spent several days in the woods. To the best of our knowledge, all Red came back with was one smashed fender and running board.

Vincent Nystrom has been appointed to the position of schedule inspector recently

vacated by John Jennings. John is now production engineer with headquarters in the main office.

Lawrence Plek has accepted a machinist apprenticeship and will serve his time on the locomotive side.

Fred Galbrecht uses his record playing radio to assist him with his vocal lessons. We have been informed that he will render a solo over a local station in the near future. Consult your local paper for the time.

D&I Division—2nd District

Lucille Millar, Correspondent,
Clerk, Dubuque Shops, Iowa

HAPPY NEW YEAR '41

Happy New Year, Milwaukee Railroad,
Your Trustees, Officers and such—
Happy New Year to every one of you
We're wishing it very much!
Happy New Year, Safety Department,
Our benefactor and friend;
To all of us, without measure,
Your grand assistance lend.
We appreciate your SAFETY thoughts,
For you sound a vast alarm,
By warning us of DANGER
To keep us safe from harm.
Happy New Year, Train and Enginemen,
Who pilot over the rails
The huge Iron Horse of Progress,
Much as a vessel sails
From port to port to pick up store
Of food, and precious freight—
You do a splendid job of it
With trains streamlined, to date.
Happy New Year to you, Mechanic,
Whose fine work we perceive
Each time we gaze on a train of cars
With engine, ready to leave,
For East or West, or North or South,
Like a giant, sound of limb
(The train will make destination,
we know because of him).
Happy New Year, Bridge and Trackmen,
Who tug and lift and work—
Your job is a gigantic one
(Tis one you cannot shirk)
Because the shining rails and bed
Of road supporting same
Must carry SAFE the precious loads
Or you will be to blame.
Happy New Year, men who handle
Equipment marked for scrapping;
It has done good work, its day is done,
It's yours now for dismantling.
The scrap pile, could it speak to us,
Would whisper in our ear,
"Go out and do your duty, boys,
Then the end you need not fear."
Happy New Year, Boss, (and your Boss, too)
And the Department called "Purchase &
Store"
A Happy, Happy New Year to you,
And many, many more!

LUCILLE MILLAR.

Madison Division

F. W. Liegois, Correspondent,
Superintendent's Office,
Madison, Wis.

Jos. Gillette, Henry Day, Thos. Pagel and J. E. Aylward are vacationing in Florida; Mace Culp and Louie Zelinka are in California and O. S. Kline and family spent their vacation in New Orleans and all points south.

Paul Kingston made his annual visit to the Rose Bowl game, which was the 12th straight. Some record!

New baby boys have arrived at the homes of Robert Roberts and Earl Hohenadel. The M. P. O'Loughlin's at Janesville are expectin' and Matt is sure the name will be "Morse."

John Conlin, agent at Madison, announced the marriage recently of his daughter Alice to Wally Hochstetter at Madison.

W. O. Bruns, telegrapher at Wauzeka, married recently but only a few of his intimate friends received cigars.

Mrs. Grover Arnold, wife of agent at Black Earth, and Mrs. George Pugh, wife

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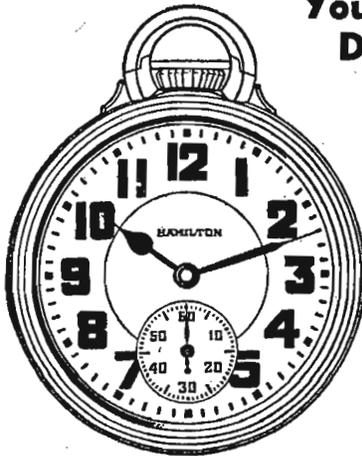
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of retired engineer at Mazomanie, passed away. Sympathy is extended to the survivors.

Chauncey Mahaffey, PFI, has returned to work after being in quarantine for two weeks with the mumps. N. E. Westover, from Milwaukee, who is new around here, relieved him.

Madison police caught Lonnie Chute trying to make a left turn and he added \$2.00 to the Pension Fund.

Milo Fuller, our No. 2 man on the bowling team, working in Car Department at

Madison, has been transferred to Wisconsin Rapids.

Anyone interested in modern ball room dancing will contact Shadow Wyman.

We welcome R. W. Graves and family to Madison and we are sorry to have M. P. Ayars and family leave us.

Kansas City Division

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

Roundhouse Foreman L. H. Rabun acted as toastmaster at the banquet honoring Supt. O. A. Beerman at 6:30 p. m. on Nov. 29 at the Hotel Ottumwa, which was attended by all Kansas City Division officials. A program of songs, dancing and impersonations was very entertaining. Mr. Beerman was presented with a gift of luggage. He has the good wishes of the many friends he made during his stay of one year on the division. On Jan. 1 Supt. F. R. Doud, his successor, will move his family to Ottumwa and we hope they will find it a pleasant place in which to live.

Many Ottumwans traveled to other cities and towns to eat Thanksgiving dinner. The family of Roundhouse Foreman L. H. Rabun went to Savanna; Mrs. J. L. Pogue visited in Highland Beach, N. J., with her son, Major R. V. Pogue, U.S.A., who is stationed at Ft. Hancock. Mrs. Pogue's itinerary included New York and Dennison, Ohio. Operator R. M. Johnson and family were in Waterloo, Ia., leaving Ottumwa on Wednesday and remaining for the rest of the week. Supt. Bowen and wife of Marion were in Ottumwa as guests of their daughter, Mrs. Don Reedquist.

On Nov. 30 Mrs. R. J. Coker returned from Lost Nation, where she had gone because of the serious illness of her mother, who is greatly improved.

The week of Nov. 24 was spent in Chicago by Signal Maintainer D. L. Carbaugh and wife, who are contemplating spending the winter in the South or the West because of the ill health of Mrs. Carbaugh.

Chief Carpenter L. Koehly and wife were in Chicago for the week-end of Nov. 16, accompanied by Mrs. Bernice Street and Mr. and Mrs. Lewis Foster of Chillicothe.

Improving the buildings on his grandmother's farm in Brunswick, Mo., occupied much of the vacation time of Henry Reno of the Engineering Department. He and

his family also spent several days in Chicago during the latter part of November.

The station agency at Chillicothe, Mo., has been temporarily assigned to C. D. Busick, due to Agent Beistle being on a leave of absence in California.

Funeral services for Frank Barber, who died in Chicago, were held in Ottumwa on Nov. 17. The services were in charge of the Brotherhood of Railway Trainmen.

The mother of Pete Adams, machinist helper, passed away in Des Moines on Dec. 7 in the home of her daughter. Funeral services were held in Des Moines and were attended by the Pete Adams family of Ottumwa.

Henry B. Galpin, age 60, died at his home on Dec. 9, having been seriously ill for some period of time. He retired in September of this year, because of ill health, having served 34 years on the Milwaukee.

Death claimed another retired employee, Joseph Bauer, 77, veteran retired Milwaukee special agent, who died on Dec. 6 at his home in Ottumwa. He retired in December, 1934, after 40 years of service.

Car, Store and Mechanical Depts., Twin Cities

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

The office forces of South Minneapolis Shops cavorted gayly Dec. 19 at their Christmas dinner party, where foolish gifts and the yearly unthawing of business attitudes contributed to a lively atmosphere.

... Happily we report no "early" draft numbers have been called in the Store Department force; although the Naval Reserves have taken Adam Daraitis, special apprentice, Locomotive Department, temporarily out of railroad service.

... Old news, but still humorous, is the overthrow of steno McBride, Kay was thrown from a horse in early November, sustaining a broken left thumb and sprained right thumb—taking a more severe beating from punsters than from the horse.

... Missed Ellis Schmitz, assistant master mechanic, for a goodly number of days, and inquiry developed he was riding the new Midwest Hiawatha operating between Chicago and Omaha—wise-up operators to oil-burning engines.

... Thanksgiving brought a happy reunion to Storekeeper Anderson's family, daughter Lucille with husband and practically new baby visiting from Miles City. Christmas brought son John home from Millikan College, Decatur, Ill., where he has been making headlines on the gridiron.

RETIREMENTS

Dennis Sullivan, carman, St. Paul New Yard on Dec. 1.

John Alfred Johnson, carman, Minneapolis Shops on Dec. 1.

Andrew Larson, freight painter, Minneapolis Shops on Dec. 31.

Olof Peterson, carman, Minneapolis Shops on Dec. 31.

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CHICAGO • NEW YORK

DEATHS

Owen Sweeney, retired yard conductor, Minneapolis, passed away on Oct. 23.

J. J. Verhota, yard conductor, Minneapolis, passed away on Nov. 23, following two months' illness.

Victor E. Mattson, upholsterer at Minneapolis, has been confined to the hospital with heart ailment for over two months.

Leroy Kolbow, upholsterer, from Milwaukee, has been working in Mr. Mattson's place.

I&M Division—First District

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

Our sympathy is extended to the bereaved family of Peter J. Bedney, who died Dec. 3. "Pat," as he was better known, was employed by our company for 30 years at Owatonna and was widely known on the division. He was a World War veteran and was given a military funeral by the American Legion, of which he was a member. He was 45 years of age.

Understand Joe Malek and C. H. Moore, agents at Cleveland and Lime Springs, each has a son who volunteered for military service.

The H. A. Licks and Eddie Betlocks have moved from Faribault to Northfield and are now installed in their new homes.

E. H. Laugen, I&M dispatcher, is ill and during his absence is being relieved by St. Johnson. Due to the vacancy in the office, F. W. Walton, relief dispatcher, is working Mr. Johnson's trick.

Seems kind of good to read our little magazine and know that it is the truth and no evasion being used as per our daily newspapers. Nearly every paragraph in the latter begins like this: "It is said—"

"Newspapers said—," "So-and-so proposed—," "British, German, Italian claims—," "Usually authoritative sources say—," "Witnesses were quoted, saying—," "Official circles commented—," "Reports persisted—," "Reliable sources—," "Informative quarters—," and so on. It gripes me.

As this is being written, old Jupe Pluvius is on a rampage again. Has been snowing for the past 24 hours with about 14 to 16 inches of snow on the level so far. Maybe a repetition of Nov. 11. Hope not.

Maybe we have been too subtle in our methods of requesting news. Let it then be hereby known that the success of this news writing depends upon whether or not there is any news to write, and we would like to have a few opinions from some of you. It doesn't take long to sit down and dash off a little news now and then and the address is at the head of this squib.

HAPPY NEW YEAR TO YOU AND YOURS.

Spokane and Inland Empire

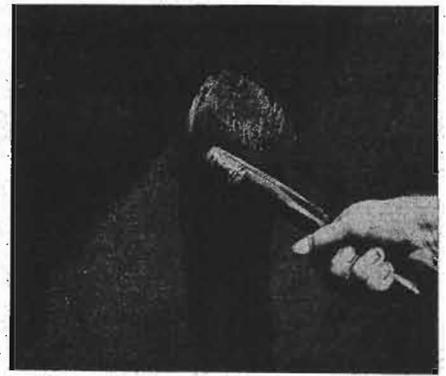
F. J. Kratschmer, Correspondent,
Store Department, Spokane, Wash.

Matt Faestel, train baggageman, was called to Iowa during the early part of December because of the serious illness of his mother.

J. A. Wright, T. E., Spokane, took a 90-day leave of absence beginning Dec. 1, and will spend the winter in California.

Clinton Montague and his assistant, of Spokane, have accepted the position of yard clerk in Seattle.

Mrs. C. F. Allen, wife of Roadmaster C. F. Allen of Spokane, and daughter Roberta, spent a week visiting with relatives in Eugene and Portland, Oregon, during December.



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You can protect your steel inexpensively by applying NO-OX-ID over rusted surfaces. Thorough cleaning is not necessary. Brush off loose rust scale and apply a single coating of NO-OX-ID "A" Special. A finishing coat of NO-OX-ID Filler can be applied for permanent protection.

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CHICAGO

Section Foreman O. P. Tuttle and wife, of Coeur d'Alene, were California visitors for two weeks during December, spending most of their time with their son in Los Angeles.

Agent L. G. Graham, Warden, Wash., was called to Wisconsin during December, because of the illness of his mother. He was relieved by F. E. Socwell.

Baggage man Earl Christie took a 60-day leave of absence on Dec. 6, to enter the hospital where he will undergo an operation.

Conductor N. B. Jones has returned from Seattle where he spent a week visiting his mother, who has been in ill health.

Section Foreman J. A. McFee and wife of Rathdrum, Idaho, spent a week hunting in the wilds of north Idaho last month, getting their limit of game. Jess has removed his boat from Pend Oreille Lake, so will do no more fishing until next season. W. A. Huffman was in charge of the section during his absence.

Stanley Ryder, son of Section Foreman Harry Ryder of Lost Creek, spent a week visiting with his parents during the Thanksgiving holiday.

Operator P. W. Tift, who has been doing some extra work for the Southern Pacific in California, returned to the East Coast Division on Dec. 7.

Conductor R. W. Duell of the Post Falls run, was off for a few days in December as the result of having fractured two ribs while working around in the basement at his home. They say he tried to build an Egyptian pyramid out of boxes, and then

proceeded to mount to the top. So what?

C. A. Schleusner, T.E., of Tacoma, is relieving J. A. Wright temporarily in Spokane.

W. C. Givens, our new superintendent, made an inspection trip over the East Coast Division on Nov. 27, accompanied by the local division officers. They covered all main and branch lines.

LeRoy Nicols, brakeman, who has been on leave of absence for the past three months account of illness, returned to Spokane from Butte, and has resumed work.

Dan B. Noble, agricultural agent, Spokane, accompanied a party of 38 of the 4-H delegation from Washington and Idaho to Chicago on Nov. 29. While there they inspected all the latest dining car and Pullman equipment. Cecil Paige, TF&PA, accompanied the party as far as Avery, Idaho.

Nearly all of the machinery has been removed from the Panhandle Lumber Co. mill at Spirit Lake, and the logging railroad which served the plant and connected with our line at Dimeling has been torn up.

All steel from the old logging railroad on LeClere Creek, across the river from Ruby, Wash., has been shipped out, and several industry spurs and passing tracks on the P.O.R. line have been torn up.

Mrs. X: "Does your husband talk in his sleep?"

Mrs. Y: "No, and it's terribly exasperating. He just grins."

D&I Division—First District

Eunice Stevens, Correspondent,
Care Supt., Savanna, Ill.

On the evening of Nov. 26, 60 officials and employees of the D&I Division gathered together for a farewell dinner, honoring Supt. H. C. Munson. Following the dinner, Master Mechanic Mullen, acting as toastmaster, selected his speakers to represent the division as a football team's backfield and line. Entertainment included vocal solos by L. V. Schwartz, of the Dist. Store Department, accompanied by Miss Mildred Nutt; a reading by Mrs. Virgil Marth, and an accordion selection by Duane Orr. Mr. Munson was presented a steel casting rod, reel and 100 ft. of fishing tackle with the best of wishes from the Division.

At this time we would like to welcome Supt. Whalen and family to Savanna, and the D&I Division and assure him of our utmost co-operation.

Sympathy is extended to Jacob Zacharewicz and son, of Savanna, because of the death of their wife and mother, Nov. 29, following a lengthy illness.

Sylvester Alden, first district engineer for over 45 years, passed away in the city hospital at Savanna on Dec. 6, as the result of a sudden illness. Sam Alden had many friends on the D&I and we extend our sincere sympathy to Mrs. Alden and children.

Dispatcher Harry Brown, of Savanna, who submitted to eye surgery in Marshalltown, Ia., five weeks ago, is getting along nicely and has returned to his home in Savanna.

Congratulations and good wishes are extended to Mr. and Mrs. George Barth, of Savanna, who celebrated their 50th wedding anniversary on Dec. 11. All six of their children and their families were present for the celebration. Mr. Barth was boilermaker in the shops at Savanna, having 43 years of service with the Milwaukee. He retired on April 29, 1937.

Dec. 11 was a great day for the D&I Divn. and Savanna people. We just about were "fit to burst with pride" when our magnificent Midwest Hiawatha came gliding into Savanna Station, greeted by the High School Band and a thousand or more of Savanna citizens. The presentation of a basket of gorgeous flowers to Asst. Genl. Manager Donald was made by R. G. Fuller, of the Chamber of Commerce. We wonder if the pioneers of our Milwaukee Railroad ever dreamed when they watched the old woodburning engine "huff and puff" into the station, that there would be so great a stride in railroading as to bring about such perfect styling and mechanism of cars and engines that would bring the degree of comfort and joy of traveling that this train affords. Now for the tip cards.

Our new train seems just like a Christmas present to us out here, and so at this time we wish everyone a very Merry Christmas and a Happy New Year.

Said an excited citizen to a candidate: "I wouldn't vote for you if you were the Angel Gabriel."

To which the politician replied: "If I were the Angel Gabriel, you wouldn't even be in my precinct."

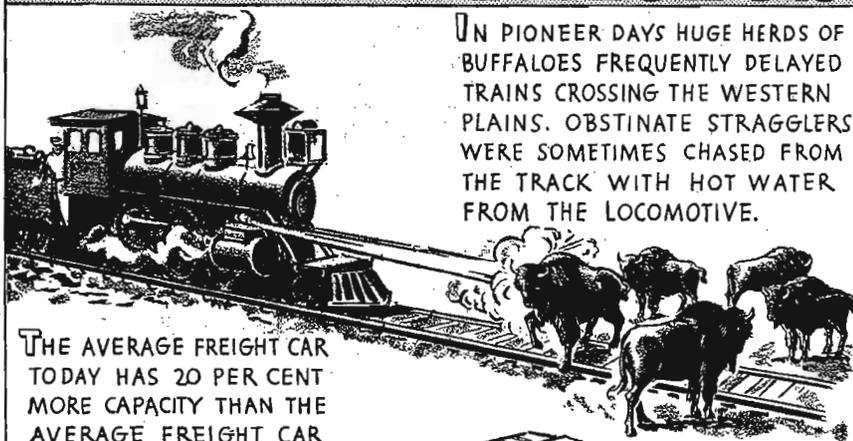
St. Peter: "How did you get up here?"

Latest arrival: "Flu."

Socialist Father: "What do you mean by playing truant? What makes you stay away from school?"

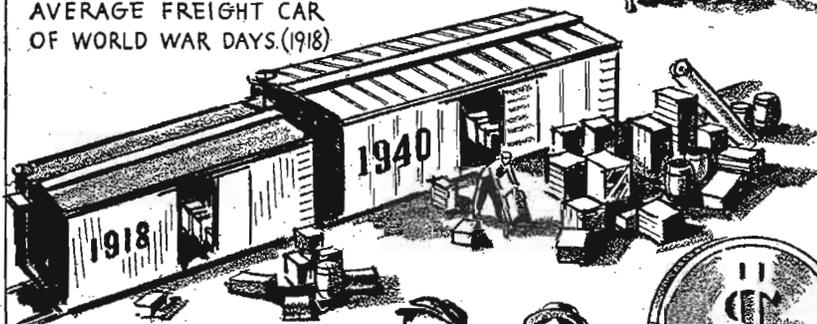
Son: "Class hatred, father."

Rail oddities



IN PIONEER DAYS HUGE HERDS OF BUFFALOES FREQUENTLY DELAYED TRAINS CROSSING THE WESTERN PLAINS. OBSTINATE STRAGGLERS WERE SOMETIMES CHASED FROM THE TRACK WITH HOT WATER FROM THE LOCOMOTIVE.

THE AVERAGE FREIGHT CAR TODAY HAS 20 PER CENT MORE CAPACITY THAN THE AVERAGE FREIGHT CAR OF WORLD WAR DAYS. (1918)



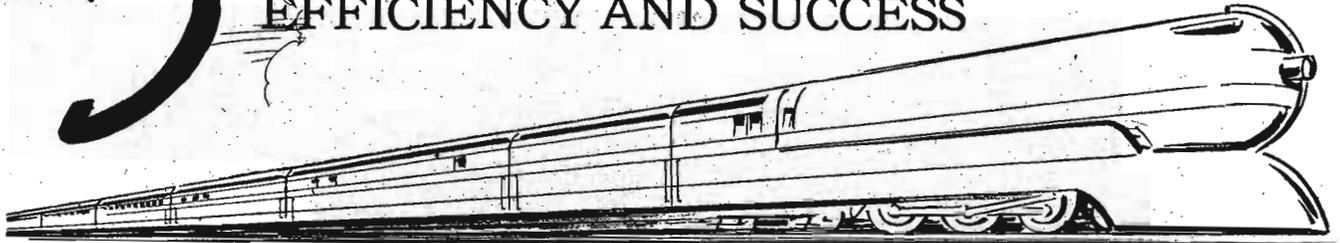
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Excerpt from the resolution adopted by the
Association of American Railroads, November 13, 1940

